



Aviation Memorabilia Newsletter

Since 1995



**Trans-Canada Air Lines
60th Anniversary Plaque - Fin 264**

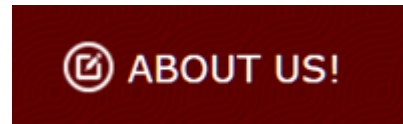
Dear Reader,

Welcome to the NetLetter, an Aviation based newsletter for Air Canada, TCA, CP Air, Canadian Airlines and all other Canadian based airlines that once graced the Canadian skies.

The NetLetter is published on the **second and fourth weekend** of each month. If you are interested in Canadian Aviation History, and vintage aviation photos, especially as it relates to Trans-Canada Air Lines, Air Canada, Canadian Airlines International and their constituent airlines, then we're sure you'll enjoy this newsletter.

Please note: We do our best to identify and credit the original source of all content presented. However, should you recognize your material and are not credited; please advise us so that we can correct our oversight.

Our website is located at www.thenetletter.net Please click the links below to visit our NetLetter Archives and for more info about the NetLetter.



Note: to unsubscribe or change your email address please scroll to the bottom of this email.



NetLetter News



We have added 333 new subscribers in 2020 and 9 new subscribers so far in 2021.

We wish to thank everyone for your support of our efforts.



We always welcome feedback about Air Canada (including Jazz and Rouge) from our subscribers who wish to share current events, memories and photographs.

Particularly if you have stories to share from one of the legacy airlines: Canadian Airlines, CP Air, Pacific Western, Eastern Provincial,

Wardair, Nordair, Transair, Air BC, Time Air, Quebecair, Calm Air, NWT Air, Air Alliance, Air Nova, Air Ontario, Air Georgian, First Air/Canadian North and all other Canadian based airlines that once graced the Canadian skies.

Please feel free to contact us at feedback@thenetletter.net

We will try to post your comments in the next issue but, if not, we will publish it as soon as we can.

Thanks!



Coming Events



Non-profit organization [Doc's Friends](#) has announced that its 1944 Boeing B-29 Superfortress, "Doc", will be going on tour for the month of July.

The aircraft is scheduled to visit:

- St. Louis, Missouri - July 9-11
- Terre Haute, Indiana - July 12-15
- Cincinnati, Ohio - July 16-18
- Cleveland, Ohio - July 19-21
- Kalamazoo, Michigan - July 22-25

It will then make its way to Oshkosh, Wisconsin, for EAA's [AirVenture 2021](#), which will be held July 26 to August 1.

Ground tours and rides will be offered at each tour stop.

Source: avweb.com/air-shows-events

Check out the post war history of the aircraft at www.b29doc.com/docs-story





Subscriber Feedback

After they read the account in [NetLetter #1453](#) and the story by Norm Foster in "Remember When", we received these e-mails.

From **Carole Davies** -

Wow! Many thanks for the vivid explanation of Captain Foster's encounter with his Viscount and to the keen and attentive perception of Mary. I started my career on the Viscounts and so this was a most interesting recount.

I enjoy your NetLetter very much, many thanks, stay safe in this troubling virus time.

From **Kerry Collins** -

Hi Team,

Is it possible in Norm Foster's story about Mary on the Viscount that her last name began with the letter D? Happy to protect her name.

Editors' Note: Mary's last name is not known to The NetLetter.

From **Doug Seagrim** regarding the [Wong Brothers](#) story -

Most enjoyed the article by **Roger Slauenwhite** in the last [NetLetter](#). I was a student there in 1964/65 and following my qualification as a commercial pilot worked for Bob and Tommy as an instructor, aerial photographer and charter pilot.

I often did the night flying instruction and when there were no students, Tony Wong (nephew of Bob & Tommy) and I would do some circuits in a Cessna 140 and try to outdo each other by landing the airplane without using the control wheel.

We did this by using trim only and got pretty good at it. I flew all the airplanes they had including the Fleet 80 Canuck and ended up as their chief charter pilot flying the Beech Baron on charters all over the northern USA as well as most of the Canadian airports between Windsor and Montreal.

As well, because I had a float rating I did several trips with fishing parties to private camps on northern lakes including one to Michipicoten Island in Lake Superior.

Roger may not remember me but I did meet him once when he was well known in sales for Air Canada where I ended up as a pilot for over 38 years. I did know and respect **Pete Gutowski** as I finished my career on the B747-400 as well.

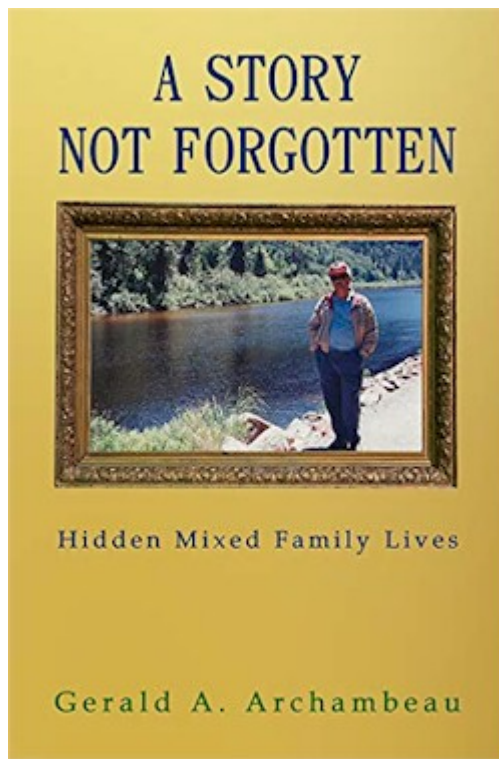
In [NetLetter #1430](#) issued under "Submitted Photos" we had an article by **Gerald Archambeau** with a mention of his book "[A Struggle to Walk with Dignity](#)" which is available from Amazon at \$19.95 or the Kindle edition at \$7.19.

We recently received this information from Gerald -

It has been a long while since I made contact with your NetLetter. I have information that I feel will be of some interest to your readers.

My most recent and last book , as I enter my 88th year of life in our country Canada, is titled "[A Story not Forgotten - Hidden Mixed Family Lives](#)", published by Austin Macauley Publishers in the UK. They wanted to know what my life was like in British Jamaica where I was born.

The facts in this book are mainly about my Jamaican born grandfather Herbert T. Thomas, and his contribution to Jamaica. Sadly his life's history, was erased after Jamaica got its independence in the 1960's. The book is available at amazon.ca at \$10.12 in paperback.



Sincerely, Gerald.





Submitted Photos

Peter Moodie sent us in this additional info and photo relating to 'Subscriber Feedback' in [NetLetter #1453](#) -

My good neighbour forwarded your last copy to me and I would like to respond to Roger Slauenwhite. I am very fortunate to be the present caretaker of CF-EOH, one of the Fleet 80 Canucks from Central Airways.

We bought EOH in 1986 from the Edmonton Flying Club. Over the years I have met about 35 people in person or through correspondence who learned to fly in EOH or instructed in her. One of the earliest was Russ Brown who retired from CPAir off the 747. He had soloed EOH in 1952 and sent me a copy of his log book pages. Many of the pilots I flew with had time in EOH and of course there were a few stories.

EOH was the first Canuck converted to the O-200 engine. Transport Canada required a test program as it was considered a large increase from 85 to 100 Hp. On the thirteenth test flight an instructor demonstrated a short field and obstacle clearance take-off to his passenger, another instructor. A now retired Air Canada pilot witnessed the result. At somewhere between about thirty and a hundred feet the too steep climb angle slowed the plane until the wing stalled.

He managed to keep the wings level to impact and the written off airframe was rebuilt over the slower winter period by the Flying Club maintenance department.

EOH now has about 22,500 hours on her, more than any other Canuck I know of and is in semi-retirement at a grass airfield near Winnipeg. In winter we operate on skis and visit various lakes and fields in southern Manitoba.

Happy landings,
Peter



Roger Slauenwhite sent in the two photos below relating to the arrival of the first TCA Viscount and, years later, an ad for sale.

"See for sale ad in Canadian Aviation Magazine dated September 1976. Price looks pretty good for a 48 seat aircraft with 5000 hours remaining to next overhaul. Wonder what price Air Canada sold them for"

Roger

CANADIAN **AVIATION**

FIRST IN CANADA — 27th YEAR OF PUBLICATION

December, 1954
25c



First TCA Viscount

ANNUAL PROCUREMENT ISSUE

FOR SALE: VISCOUNTS-7 only—Recently Overhauled



Configuration — All 48 Seats First Class Ideal for Corporate Operation

Time remaining to next overhaul — approximately 5000 hrs.

Modification status — All mods incorporated including spars

COMPLETE AVIONICS PACKAGE FOR IFR OPERATIONS

Auto Pilot — with Integrated Flight System — Collins AP

101E

Weather Radar — Bendix RDR-1D

VHF Com: Collins 618-M Transceiver — Collins 51X2

Receiver — Bendix TA18-BH Transmitter.

Nav Equipment: Collins 51R-3 Nav Rec. — Collins 51V-4

Glide Slope Rec. — Collins 621-A3 Transponder — Bendix

Mk. 7B Marker Rec. — Bendix ALA-51 Radio Altimeter —

RCA AVO-75 DME — Marconi AD7092G ADF — Sperry C4

Gyrosyn Compass.

Audio: Collins 346-D-1 PA Amplifier — Gables G485

Intercom Amplifier — Bendix M1-51A Loud Speaker.

Flight Data Recorder — Lockheed 109C

Cockpit Voice Recorder — Fairchild A-100

SPARES AVAILABLE IN CANADA

(1) Low Depreciation Factor

(2) Low Insurance

(3) Small Capital Investment

(4) No Noise Abatement Restrictions

(5) No other proven Pressurized Turbine Aircraft in this

category is offered at such a low initial investment.

Price: \$125,000 FOB Winnipeg



BEAVER ENTERPRISES LTD.

David Griffin, Manager, Aircraft Division

1800 Hymus Blvd., Dorval, Quebec H9P 2N6 Phone (514) 683-8001 Telex 05-822546

SEPTEMBER, 1976

67

Editor's Note from Ken Pickford:

I believe almost none of the Viscounts mentioned in that 1976 ad were sold and they remained parked at YWG and were later scrapped. The same applied for many Viscounts that were retired earlier. If you look at fleet lists, of all 51 Viscounts operated by TCA/AC, not very many found buyers that returned them to service. Some went to museums etc. Half a dozen or so went to an operator in then-Zaire fairly briefly.

You will probably have better info but I recall photos of many Viscounts parked derelict at YWG long after being withdrawn from service.

Additional info from Bob Sheppard:

When I worked in Winnipeg, from 1980-1987, I remember seeing Viscounts parked at the south end of the airport. Also there was one parked on Inkster Blvd. that I passed on my route to work.

It was purchased for what I think was a private recreational area with the engines removed. The area had previously closed down so I never had a close look at it.

From Terry Baker:

Found in Horizons #411 from May 1974.

Era ends with Viscount sale

Signatories to the Viscount sale were, from the left: **Robert Pierson**, United Aviation Services; **Russel Scrim**, Executive



VP, Beaver Enterprises and President **Ralph Vaughn**.

The last 24 of the Company's Viscounts have been sold to two Montreal firms in an agreement signed last month.

The total package being sold to United Aviation Services Ltd., and Beaver Enterprises Ltd., also includes one simulator, spare parts including engines and

propellers, and all applicable ground equipment.

The aircraft will be delivered to their new owners in phases to last over a one-year period,

The sale of the British-built aircraft marks the end of an era in North American aviation. The Company, then Trans-Canada Air Lines, put Viscounts into service on April 1, 1955 on the Montreal-Fort William-Winnipeg route. It was the first North American carrier to operate turbine-powered aircraft, thus setting the stage for the dawn of the jet age.

In all, the Company purchased a total of 51 of the mainstay of the fleet in the late 1950's and early 1960's.

The last Viscount flights will take place on schedule April 27 on the Sault Ste. Marie - Toronto, Montreal - Ottawa-Val d'Or return, and the Montreal - Quebec City - Fredericton - Saint John - Moncton - Halifax return routes.

And from Wayne Albertson:

Registration **CF-TGI** was featured in a National Film Board documentary entitled '**Routine Flight**' that was the subject of my article from [NetLetter #1361](#).

CF-THS is preserved at Royal Aviation Museum of Western Canada and its restoration was the subject of my article for [NetLetter #1380](#).

CF-THG is preserved at the British Columbia Aviation Museum and is featured in this [YouTube](#) video.



Remember When



This is the third excerpt of a series that first appeared in the "Horizons" magazine issue dated May 1996.

See [NetLetter #1450](#) for excerpt #1

See [NetLetter #1452](#) for excerpt #2

Life as a Con by Annette Malvar.

Why isn't there a grand piano in Montreal's Rapidair lounge?

How many people actually pass through that Rapidair security gate in Toronto?

I'm sure these and other interesting questions have crossed your mind while waiting to get on a Rapidair flight. It's all part of trying to keep your sanity in an enclosed area. Which is essential to the waiting process as a 'Con'.

It's very hard to amuse yourself when waiting for hours to get on a flight from Toronto to Montreal. I generally pack myself a little lunch which comes in handy after being left behind on the first few flights. I read the odd pages of the newspapers floating around the Rapidair lounge. Then I start to read the 1,000 page novel I've dragged to the airport only to realize that I can't concentrate on the plot by the time I get to page 2.

This is when I start to look for diversions. In Montreal there are these neat TV's to watch. The problem is that there's no sound. So I end up staring like a zombie at the screens featuring mind-numbing shows like "American Gladiator". Toronto doesn't have televisions, but it does have the piano. It never ceases to amaze how many people play it. It's a good trick which I'm sure was specifically designed to appease 'Cons'.

After four or five hours of hanging around and waiting to get on a flight, I start to take an avid Interest in my fellow passengers. How many times have we played 'who's the con'? This, of course, is not to be mixed up with "who's flying student/revenue stand-by"?

Another problem is that you can't really go for a walk to stretch your legs. The old saying "you snooze you lose" takes on a special meaning in the Rapidair world. So, if you're busy scoping out the competition's product or leafing through the magazine rack, be prepared to run at the mention of anything even mildly resembling your name. Personally, I take heed at the mere mention of any name beginning with "M". Oh. You said "Milton" - my mistake.

Well, I mean, you never know, right?



Air Canada News

Air Canada signs up for converted freighters as it targets air cargo.

Air Canada will sell two passenger Boeing 767s to be converted into freighters before leasing them back as it targets growth in air cargo.

The Montreal-headquartered company will sell two of its B767-300ER aircraft to ATSG-owned lessor Cargo Aircraft Management (CAM).

The first aircraft will be inducted for conversion in March 2021. Both are expected to be redelivered to Air Canada by the end of 2021.

Read the full article at www.aircargonews.net



for the latest posts at the [Air Canada Mediaroom](#).



Click the logo to open the Air Canada YouTube channel.



TCA/AC People Gallery



airOntario

airNova

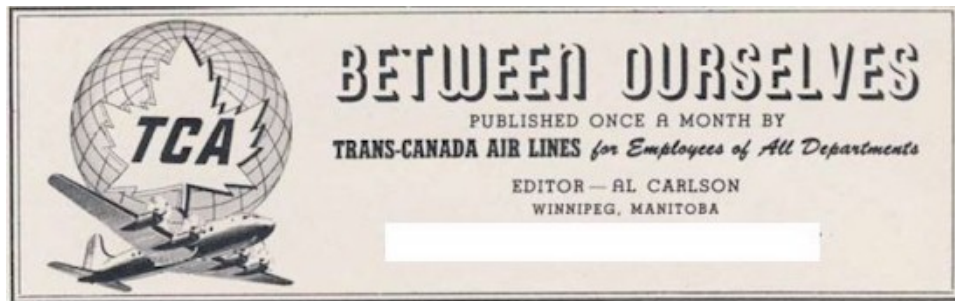
NWT air



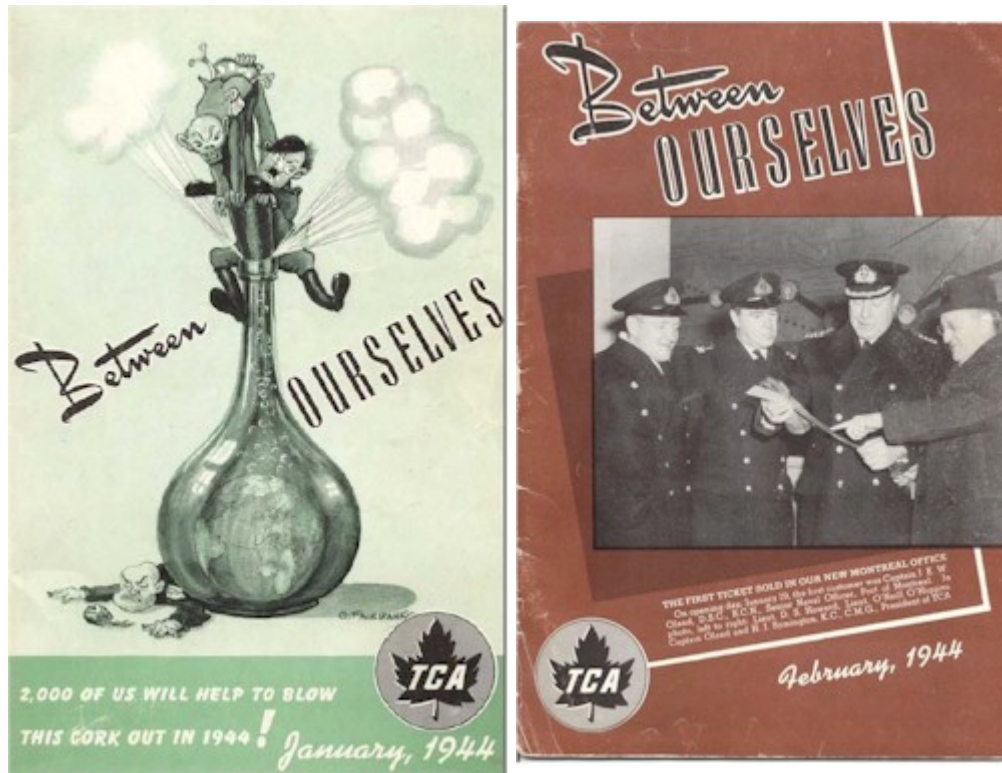
Historic Dates

1996 -

- August 1 - Inaugural code sharing service between Vancouver and Osaka with A340 equipment.
- August 5 - Inaugural service between Toronto and Kansas City.
- September 1 - Code sharing service with Lufthansa between Toronto, Calgary, Vancouver and Athens.
- September 8 - Air Ontario began service between Toronto - Harrisburg (MDT) and Allentown (ABE) with Dash 8-100.



Here we have front covers of the “**Between Ourselves**” magazine
from January through June 1944.



Issue dated **July 1996**

AC joins in the 50th anniversary celebration at Heathrow (LHR).

by **Jane Whigham**, Public Relations — London, England.

Air Canada was one of seven major international airlines participating in a spectacular fly-past at London's Heathrow Airport (LHR) on June 2, 1996 to celebrate the airport's 50th anniversary.

The fly-past of 34 aircraft was the largest selection of civil aircraft ever assembled and the first ever fly-past at the world's busiest airport which was closed for 17 minutes.

A Lancaster bomber led the fly-past. It represented the Lancastrian which was the first civil aircraft to take off from Heathrow. The Lancastrian was also the first long-haul aircraft flown by Air Canada (CGTAS) across the Atlantic to Prestwick in 1943 and to Heathrow three years later.

Captains **André Rodrigue** and **Al MacLeod** were at the controls of an Air Canada B-767-300 during the fly-past. A great job was done by the operations and cleaning teams at Heathrow who managed to turn the aircraft in less than 30 minutes.

The aircraft flew at 500 feet past a group of 500 VIP's. The event was watched by thousands of enthusiasts in and around the Heathrow (LHR) area, as well as 150 million worldwide viewers on live BBC Television. On September 18, 1996, Air Canada celebrated its own 50th anniversary at Heathrow (LHR).

In our photo, below, we have **Derek Buckell**, Customer Service Manager, London (left) pictured at the 50th anniversary fly-past with **Josephine** and **Ian Verner**. Dereck coordinated arrangements for the participation of the B-767 in the fly-past and Josephine was Air Canada's (or TCA's) first employee at Heathrow Airport.



HORIZONS

Issue dated **December 2015/January 2016.**
(used with permission)

Terry Fox Run.

Air Canada Hong Kong participated in the Terry Fox Run on November 7, 2015.

Joe Ng, General Manager - Hong Kong and offline Asia, formed an Air Canada team of 30 participants, including travel agency partners and Star Alliance member airline managers, who ran different distances of 3 km, 5 km and 10 km.

"All completed the run, including myself," says Joe. "It's a great event for volunteering for a great cause and networking with industry partners. Also at the event were many of our corporate clients like the CEO of Manulife, the Consul General of Canada in Hong Kong and the Canadian Chamber of commerce team. It was a fun day for everyone and the event raised one million Hong Kong dollars in total."



The Daily Run.

The AC Running Club meets every day at 11:50 a.m. at Montreal headquarters. The original 10-member group has expanded to over 50 and all are active members of the ACRA gym. The daily runs vary from 5 km to 10 km.



Air Canada JETZ.

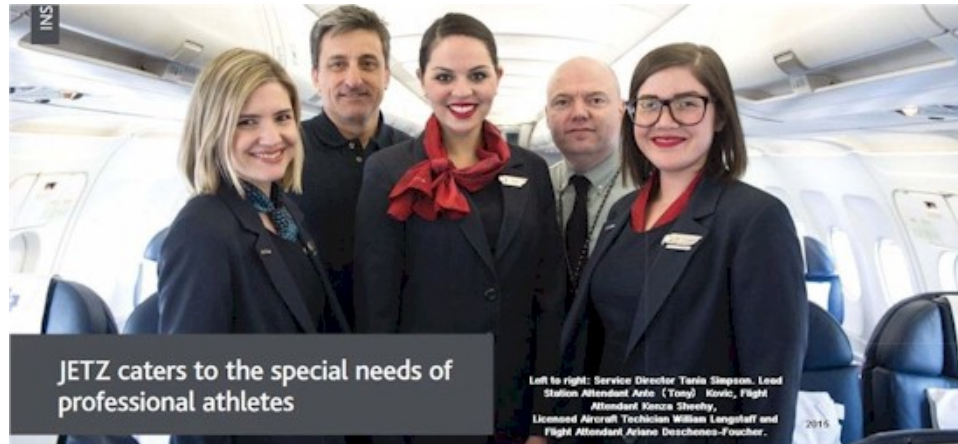
When it comes to blockbuster free-agent acquisitions, in 2015, Air Canada made headlines for its most recent multiple six-year contracts —

Air Canada JETZ is the official carrier of all seven Canadian hockey teams, as well as Canada's only baseball team. It's fair to say that now Air Canada Jetz will be carrying the nation's hopes and dreams for a Stanley Cup or a World Series trophy. JETZ is a charter service that is a special

operation unto itself. The fleet is comprised of three Airbus A319 aircraft.

Here we have the crew:

Left to right: Service Director **Tania Simpson**, Lead Station Attendant **Ante (Tony) Kovic**, Flight Attendant **Kenza Sheehy**, Licensed Aircraft Technician **William Langstaff** and Flight Attendant **Ariane Deschenes-Foucher**.



Tampa staff.

Fifteen year celebration for **Michel Vaillancourt** at Tampa Airport seen here:

Left to right: Customer Sales Agents (CSA) **Brian Biggs**, **Zalra Wheatley**, **Diego Rivero** and **Simone Charles**; Lead Customer Service Agents **Kristen Anzalone** and **Joseph Salazar**; Manager, Customer Service, Florida; **Michel Vaillancourt**, (CSA); **Gilbert Hernandez**, Aircraft Services Coordinator; **Dawn Kremer**; Lead Customer Service Agent; **Roberta Freeman**, (CSA) and **Doug Devaux**, Airport Services Coordinator.



Brian Biggs, Zalra Wheatley, Diego Rivero, Simone Charles, Kristen Anzalone, Joseph Salazar, Michel Vaillancourt, Gilbert Hernandez, Dawn Kremer, Roberta Freeman and Doug Devaux. 2015



CP Air, Canadian People Gallery



Images of Expo '86



Air France Concorde at Vancouver International — a majestic sight for airplane buffs

Air France Concorde at Vancouver for CPAL it was a major ground handling contracts coup to service both the Air France and British Airways Concorde visitors to Expo in July and August. There are a total of 14 Concorde in service, seven with each airline. The finesse exhibited by Concorde staffers was impressive, according to CPAL airport personnel and working with them is obviously a prestige job.





British Airways
Concorde....prestige ground
handling job for CPAL



A passenger service agent
waits for passengers to
disembark from British
Airways Concorde at the
Vancouver Ops Centre in
order to escort them to
Customs and Immigration.

The red carpet is for British
Prime Minister, **Margaret**

Thatcher.

Nordair acquired

CPAL became a major aviation participant in Quebec on July 31, 1986 when the provincial government sold Quebecair's 35 per cent interest in Nordair to CPAL, which already held 65 per cent, and then sold Quebecair itself to CPAL commuter carrier Nordair Metro.

The transactions paved the way for CPAL and Nordair to merge, thus making CPAL a powerful force in domestic aviation. Full details were distributed to employees on August 1, 1986 in a News Alert bulletin.

Canadian Pacific Air Lines Historic Images

Tokyo Advertisements from 1949

Coming to Tokyo—Sunday
The Fastest Public Conveyance Ever Built!

PAN AMERICAN

World Airways

"DOUBLE-DECKED CLIP"

OCT. 22, 1949

DINNER DANCE
YNER: \$1.35
—\$2.00 Sat.
YB DANCE:
—\$2.00 Sat.
—\$1.00 Sunday Evening

AMBASSADOR HOTEL
Pachanga Salones,
Chiyoda-ku, Tokyo.
Tel: 331-1141-1146
BAR: 1363-3300
Every day

BAMBOO FRAMES
WOOD CUT PRINTS
STYL & WRITER - COLOR
YUBIDO
2-2 DOTS Bldg.
KANDA 100-10
TEL: 331-1141-1146
YUBIDO

Weekly Flights
TOKYO — HONGKONG
TOKYO — VANCOUVER,
CANADA



OPENING
Canadian Pacific Air Lines
TOKYO OFFICE
106, Naka 7th Building
Phone: 23-0711, 23-0402

Canadian Pacific Air Lines

ONLY NORTHWEST
OFFERS BOTH!
SLEEPER SEATS ACROSS
THE PACIFIC AND
STRATOCRUISED
COAST TO COA
OCT. 24, 1949
The Short, Fast, Scenic "L" Route

Reservations: HARBOROUCH BUILDING
Phone: 23-0270 or 23-0271 — at Your Travel Agent

NORTHWEST AIRLINES
The Orient . . . Alaska . . . U. S. A. Coast to Coast

The Silver Empresses
AT
CANADIAN PACIFIC
AIR LINES



Annihilate Time in World Travel!

Fast, convenient weekly flights by pressurized "Empresses of the Air" to Canada, with connections for the United States, the United Kingdom and Europe, and to Hongkong.

For Passenger and Cargo rates and information:
Phone: 23-0402 & 23-0711
106 Naka 7th Building

Canadian Pacific
AIR LINES
LIMITED

PRESIDENT LINER
Sailings

TRANS-PACIFIC
—Accepting all cargoes for Honolulu—
—\$400—
Kobe —Yokohama—
S.F.
Nov. 4, Nov. 11
For San Francisco & Los Angeles
S.A. President Wilson Nov. 8 Nov. 11
For Honolulu & San Francisco
S.A. General Gordon Nov. 15 Nov. 21
For Honolulu & San Francisco

ORIENT-INTERPORT
Suez, Panama, Arr. Yokohama
S.A. General Gordon Oct. 31 Nov. 12
For Kobe, Hongkong, Manila & Yokohama

ROUND-THE-WORLD
For Hongkong, Manila, Singapore, India, Mediterranean Ports and New York.
Suez, Panama, Suez, Kato
S.A. Mount Mansfield Nov. 3 Nov. 12
S.A. President Wilson Nov. 11 Nov. 21
(Calla Kato Nov. 20)
Suez, Panama, Suez

For Freight Rates Apply to:
American President Lines, Ltd.

Passenger
Tokyo: Marunouchi Bldg. Tel: 23-0178 23-0843
Yokohama: A. Am. Ind. Co. Tel: 2-7578 2-12778
Kobe: Tokyo Bank Bldg. Tel: 4-1485 4-1724
Representing — Lykes Lines Agency Inc.
General Passenger Agents for Northwest Airlines



Canso amphibian began Prince Rupert service in 1947

Below is a photo taken at YVR on October 31, 1985 of an unusual hybrid livery of a B737-200 that CP Air operated on a short term lease from Britannia Airways in 1985 under registration C-GXCP.

In 1987, Canadian Airlines leased the same aircraft under registration C-GCAU. It was registered as G-BJCX while flying for Britannia Airways.



Photo courtesy of Mike Head at JetPhotos.com.

Here is the same aircraft while flying for Ryanair painted to advertise Hertz Rent-a- Car in 1994.

A full list of of this aircraft's career can be found at PlaneSpotters.net.



Photo courtesy of Ken Fielding at Wiki Commons.

On March 24, 1987, the airline created by the acquisition of CP Air by Pacific Western was renamed **Canadian Airlines International Ltd.** The new logo symbolized "wings across five continents."

The red wing, shown in April 1991 on the first A320-211, denotes speed and motion; the pewter-coloured bars represent the five continents.



Boeing 767-375ER C-FCAE was the second of eleven delivered to Canadian Airlines and put on the ten-hour Toronto - Sao Paulo run. With its roomy cockpit originally intended for a three-man crew and mix of older-generation instruments and CRTs, it is said to be a "Pilot's Dream."



Retired pilot nominated for heritage award.

James McInnis spent more than 34,000 hours in the air during his career in aviation.

If you went to Disneyland in the 1980s, he may have flown you there as a pilot on the Vancouver-to-Los Angeles route

for more than a decade. But the highlight of his 50-year career was flying the Queen across B.C. during her 1971 royal tour.

McInnis, 86, has been nominated for a City of Richmond heritage award by his friend, Helen Healey, a former flight attendant. The annual awards recognize the accomplishments of individuals and organizations for conservation as well as education and awareness about the city's diverse heritage.

"He was a sharp pilot," Healey said recently. "You had to be sharp on the B.C. district, with the rain and snow and ice."

McInnis was born and raised in Vancouver. In 1951, at age 17, he became the youngest person to hold a private pilot's licence in Canada. He joined the air force and flew fighter planes out of Vancouver after training in Manitoba. He also worked as a flight instructor.

In 1962, he began his career as a commercial pilot with CP Air in a propeller plane "just as jets were coming in," he said. McInnis flew local flights, then moved on to North American routes, flying a Boeing 737 for 22 years as CP Air became Canadian Airlines. His work took him to many airports in Canada and the United States, most often Montreal and L.A. "I took my kids to Disneyland six times," he said.

He later flew international routes, mostly to Europe, before ending his aviation career flying to Hong Kong, Bangkok and Tokyo.

Trips to Asia often lasted four days, he said, as he flew first to Hong Kong, spending a night there before flying to Bangkok, then back to Hong Kong, and finally returning to Vancouver.

"It was tiring," he said. "I always did a lot of walking when I got to the ground. That really helped me."

McInnis recalled the 1971 royal visit when he was tasked with flying the Queen, Prince Philip and Princess Anne to several cities over two weeks. Prince Philip spent time in the cockpit, and at the end of the tour, the pilot shook hands with the Queen. "It was a great thrill," he said.

Since the COVID-19 pandemic hit, he has missed spending time with his "airline cronies," who would often have lunch at YVR on Sundays. He will also miss the Air Canada Pionairs Christmas party.

When he retired in 1994, he fulfilled a lifelong dream to fly a helicopter. He sold his private plane and took a few trips to Hawaii and Florida with his wife. But he thinks about flying often. "I miss it every day," he said.

Source: [The Vancouver Sun](#)



Featured Video(s)



Our 'Featured Video' incorporates a silent film clip taken at Malton in the early spring of 1939. A new Lockheed Electra 14H-2 landing at Malton Field near Toronto on a familiarization flight from Montréal prior to the start of TCA trans-continental service on 1 April 1939.

[Click Here](#) or the the TCA crest to view the video on YouTube.

Editors' Note: Watch for former NetLetter editor, **Alan Rust**, listed in the ending credits.

Below are a couple of still photos extracted from the video.

CF-TCM Lockheed Electra 14H-2 (Fin #35) at Malton Airport.
Delivered to Trans-Canada Air Lines September 19, 1938.



Here we have **CF-TCM** and **CF-AZY** in a hangar 1939.



Editor's note from Ken Pickford:

CF-AZY, on the left in the photo, is a Lockheed 10A, one of two delivered to Winnipeg-based Canadian Airways in 1936 and later acquired by TCA, possibly at the time of TCA's founding in 1937. Canadian Airways was one of the ten smaller airlines acquired and merged to create Canadian Pacific Air Lines in 1942.



Odds and Ends



Ontario to get second restored Lancaster.

A Lancaster Bomber that spent 50 years in static display in Edmundston, New Brunswick is now at the National Air Force Museum of Canada in Trenton, Ontario where crews are working to restore it.

Plans call for the aircraft to be available for display on the 100th anniversary of the founding of the Royal Canadian Air Force in 2024; but the pandemic cost the project five months. Still, volunteers are confident they can make the anniversary deadline and they are working feverishly, albeit under COVID distancing conditions.

Source: [The Bay Observer](#)

Avro Lancaster KB 882 was built in November 1944 by Victory Aircraft Ltd in Malton, Ontario, one of 430 Mk. 10 Lancasters built under license in Canada.

Ferried to England in March 1945, it was taken on strength by 428 "Ghost" Squadron, 6 Bomber Group and based at Middleton St. George, Yorkshire. Wearing the Squadron code NA-R, it flew 11 combat missions prior to the end of hostilities in Europe. KB 882 returned to Canada in June 1945 as it was destined to become part of "Tiger Force", Canada's contribution to the air war in the Pacific.

The war ended prior to deployment and KB 882 was placed in storage at Fort Macleod, Alberta.

Source: airforcemuseum.ca



Ciudad Real Central Airport, Ciudad Real, Spain, cost: \$1.4 billion (gbp1.1bln)

Located far from Spain's tourist destinations, this is one airport that should never have seen the light of day.

Investors were sucked in by wildly overoptimistic passenger forecasts. The airport can handle up to 10 million travellers a year but only several thousand passed through during its first year of operation.

Airlines ended up pulling out, the owner went bankrupt, and the airport ceased operations in 2012.

In July 2015, it was reported that the billion-dollar airport had been sold to a group of British and Asian investors for just €10,000 (\$11.2k/gbp9k). Yet the airport remains abandoned and derelict, with little known about any further development of the site.

Source: [MSN.COM](http://msn.com) - Bloated Projects article



Wayne's Wings



**Wayne
Albertson**

Fin #264 - C-FZUH - Retirement

I first wrote about my appreciation for the classic livery applied to Fin #264 back in [NetLetter #1341](#) in April 2016. I have always thought that it is the coolest paint job that I have ever seen on an aircraft.

I was very surprised when I noticed that Montreal based videographer [Mark Brandon](#) had posted a YouTube video as a tribute to the aircraft. It does seem that this is an early retirement after its 23 year career. If it does return to service

someday, I hope that it is not repainted. However, it may be a very good candidate to be leased to another airline.

Fin # 264, registration C-FZUH, was delivered in August 1997 painted in TCA livery to commemorate the company's 60th anniversary. A plaque with an image of the aircraft (see issue header) was sent to all employees as a keepsake. Fin # 264 spent its entire 23 year career in the Air Canada fleet sporting this beautiful livery.

Click the image below to view the video.



Terry's Trivia and Travel Tips



**Terry
Baker**

Terry Baker, co-founder of the NetLetter scours the internet for aviation related **Trivia** and **Travel Tips** for you, our readers, to peruse.

Pacific Coastal Airlines, a British Columbia based regional airline, launched its new Penticton - Vancouver non-stop service on Monday January 11, 2021, after Air Canada abandoned the small South Okanagan airport.

Pacific Coastal Airlines, which says it's the sixth-largest airline operating at YVR, now offers flights from Vancouver

International Airport South Terminal (YVR) to Penticton Regional Airport (YYF) four days a week.

Source: www.msn.com



Smileys

Liz Moscarel posted these on Facebook, November 19, 2020.



The NetLetter Team



Wayne Albertson, Ken Pickford & Terry Baker
Richmond, British Columbia - December 2019
(**Bob Sheppard** was not available for the photograph)



We wish to honour the memories of
Vesta Stevenson and **Alan Rust**.
They remain a part of every edition published.