



## Aviation Memorabilia Newsletter

Since 1995



**C-GDPW in Canadian Airlines AirCargo livery**  
**Photo courtesy of [Gary Vincent](#)**  
**See 'Wayne's Wings' for story**

Dear Reader,

Welcome to **The NetLetter**, established in 1995 as a dedicated newsletter for Air Canada retirees, we have evolved into the longest running aviation-based newsletter for Air Canada, TCA, CP Air, Canadian Airlines and all other Canadian-based airlines that once graced the skies.

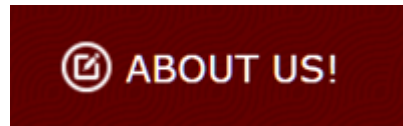
**The NetLetter** is self funded and is always free to subscribers. It is operated by a group of volunteers and is not affiliated with any airline or associated organizations.

**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](http://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 welcomed 114 new subscribers so far in 2021.

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



Back issues of The NetLetter are available in both the original newsletter format and downloadable PDF format.

We invite you to visit our website

at [www.thenetletter.net/netletters](http://www.thenetletter.net/netletters) to view our archives.

Restoration and posting of archive issues is an ongoing project. We hope to post every issue back to the beginning in 1995.

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: Trans-Canada Air Lines, 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 and all other Canadian based airlines that once graced the Canadian skies.

Please feel free to contact us at [feedback@thenetletter.net](mailto: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!



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## Coming Events



**NBAA**  
NATIONAL BUSINESS AVIATION ASSOCIATION

Alongside other major aviation events, the annual **National Business Aviation Association Business Aviation**

**Convention & Exhibition** (NBAA-BACE) is returning to an in-person format this year.

Scheduled for October 12 - 14, 2021, the show will take place at the Las Vegas Convention Center (LVCC) in Las Vegas, Nevada.

Source: [nbaa.org/events](http://nbaa.org/events)



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## Subscriber Feedback

**Dave Shore** sends this comment after reading [NetLetter #1465](#) -

One of my favourite columns in transportation magazines, be they air, rail or ship, is the trip report. I thoroughly enjoyed the cruise ship story by Terry Baker. Don't think I've seen one before in NetLetter. Maybe you can include some more in future issues.

Dave Shore,

Regarding the brooch that **John Rodger** inquired about in [NetLetter #1465](#) -

**Lawson Tremellen** responded:

This item was a sales "Give Away" used by districts and others in sales promotions. There were also matching earrings.

At one time in my career I had responsibility for a catalogue of AC identified gifts and this was one of them.



## Remember When



Posted by **Don Buck** on the [Nordair Facebook](#) page.

I don't think any of us in Nordair maintenance realized how fortunate we were to have four or five all-expense-paid 28-day vacations at that highly sought after, all-inclusive vacation destination Hall Beach.

Beautiful Arctic gravel prairie, frigid Foxe Basin, not a tree for a thousand miles, and lets not forget the resort itself. Those magnificent battleship grey buildings, all painted institutional green inside. Now throw in a couple of Fairchild FH 227 aircraft operated by the tour operator.

Who could want for anything more! Suffice to say we found ways to amuse ourselves.

[Read More](#)

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The **November 1992** issue of 'Horizons' included the picture below with the following caption:

### Happy trails.

There's no golf green in the future for this retiree. November 21, 1992 marks the last day of flying for Air Canada's B-727 fleet, which has been sold to Federal Express. It was 18 years last August that the airline's first B-727-200 rolled off

the assembly line. The aircraft started out as the one-class, 144-seat backbone of Rapidair.



**Steve Bradley**, B-727 Captain, Toronto, was the captain of the last revenue flight and sent in the following letter published in the January 1993 issue of '**Horizons**'.

**A better send off.**

It was a great picture of the '27' in the November issue but I think an aircraft as good as the B-727 deserves a better good-bye.

The B-727 came to Air Canada in 1974. At its peak, the AC B-727 fleet totalled 39 aircraft. The B-727's ruggedness and superb reliability earned it the nickname "Maytag" from maintenance and pilots. As well as Maytag, the B-727 was also known as the 'three-holer', the '27' and, less complimentary, the "truck" or the "water wagon".

Our 27's were officially retired October 25, 1992. Almost as if the 27's knew it was too soon to go, the remaining few were kept quite busy after the official retirement, filling in for their high-tech successor.

The end finally came however with the last B-727 revenue flight November 26, 1992. I had the honour of being the captain on her last two revenue flights, and indeed, she went out in style.

The agents in both Montreal and Toronto advised boarding passengers about the fact and, on both flights 435 and 424, an appropriate announcement was made when airborne. Any thought that our Rapidair business people could care less about these noteworthy flights soon dispelled, as with each landing a round of applause was heard. On deplaning, normally hurried business people paused to shake hands, pat the bulkhead, and have me autograph and put the flight

and aircraft number on their souvenir B-727 seat pocket safety card.

On November 28, aircraft fin #418 was ferried to Winnipeg to await the beginning of its new career, flying packages with Federal Express. Aircraft fin #418 and the rest of the 727 fleet served us well, and appropriately, her last flight arrived five minutes early. The comments written in fin #418's logbook sum it up:

"So long 27's, safe flying with Fed-Ex. We'll miss ya!"

Steve Bradley, B-727 Captain, Toronto.

**Horizons Editor's Note:** The crew on flights AC435 and AC424 included: **Steve Bradley, Tim McCullagh, Dahl Manthorpe, Nicole Miles, Danielle Martel, André Deslauriers, Jean-Claude Doumit, Francine Picotte, Danielle Riendeau, Francine Poitras, Louise Lamerre, Jeanne Layzell, Loraine Nantel and Mary Wayland.**

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**Editor's Note by Ken Pickford:** Found this interesting YouTube video of the same aircraft (**N265FE**) on its final flight in 2013 after 20 years with FedEx.

Donated to a museum and training facility at Lakeland, Florida, about 45 km east of Tampa. The video includes two low-level flypasts before its final landing, then speeches etc.

Click the image below to view the video posted by J. Martin.



## Air Canada News

### July 6 News Release

**- Air Canada Continues to Rebuild its Global Network with Service Resuming to Key Destinations Around The World.**

- Resumption of year-round service between Calgary and Frankfurt.
- Unique non-stop service between Montreal and Cairo, Egypt.
- Book with confidence with Air Canada's new travel policy.



to watch our Senior Vice-President, Network Planning and Revenue Management, **Mark Galardo** discuss about Air Canada's rebuild strategy



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

Air Canada has been busy updating its YouTube channel with Olympic themed videos.

Click the image below to view members of Canada's Olympic team boarding flight #003 from Vancouver to Tokyo.



## Star Alliance News

Delivering the signal that airline travel is storming back (at least domestic leisure travel), **United Airlines CEO Scott Kirby** sent an email message to customers announcing "the

largest aircraft purchase that our industry has seen in a decade.”

United placed orders (terms not disclosed) for 270 single-aisle jets, 200 Boeing 737 Max-series and 70 Airbus A321neos.

He also said that every new aircraft would have United’s “signature interior” with improved seats, upgraded entertainment systems with power outlets and seatback screens for every passenger, and larger overhead storage bins. Kirby added that United would retrofit existing aircraft with the interiors, updating two-thirds of the fleet by 2023 and 100 percent by 2025.

Source: [www.avweb.com/aviation-news](http://www.avweb.com/aviation-news)



## TCA/AC People Gallery



Here is the cover of the enRoute magazine issue May/June 2021.

Singer/songwriter **Jill Barber** and author/broadcaster **Grant Lawrence** with their children hiking near their cabin in Desolation Sound, British Columbia.

Click the image to view the full issue.



Found in '**Horizons**' magazine

Issue dated **September 1992**.

### **Bye-Bye Irene.**

LaGuardia Customer Sales Agent **Irene Bye** was the centre of attention when she announced her retirement after 25 years of service.

Wishing her well are, from left to right:

**Renée Heiser**, Customer Service Agent (kneeling);  
**Barbara Cronin**, Secretary; Customer Service Agents  
**Maria Vocilla**, **Nancy Porterfield**, **Regina Geber**,  
**Suzanne Cummings** and **John Ring**, Airport Manager.



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Issue dated **October 1992.**

**YWG achieves perfect record.**

Congratulations to the Winnipeg Phase Check Crews, who had recently achieved two consecutive months without any delays on A320 work events.

The proud crew shown here, from left to right:

**Collin Latta, Don Mazur, Rob Meyer, Mike Clarkson, Willy Degner, Dave Brulotte, Len Kardashinski, Harold Sledgers, Jim Lucas, Len Evanchyshin, Walter Tataryn, Paul Campbell, Jeff Chisholm, Mark Harris, Mike Melnyk, Dennis Mackay, Gerry Hunt, John Nero, Kerry Gluck, Rolly Gauthier, Jeff Gervais, Dave Rowe, Brian Alderdice, Randy Dodson, Bill Schaefer, Dale Zikman, Marty Macri, Dean Hallman, Dave Gillis, Peter Styles, Dave Guille, Tom Kay and Robin Williamson.**



**Issue dated November 1992.**

**LAX celebrates silver anniversary.**

The City of Los Angeles recently presented Air Canada with a commendation congratulating the airline on 25 years of service to the city. The ticket counter staff at Terminal 2 proudly show off the official document.

In our photo we have, from left to right: **Berit Vickter, Adrienne Everakes, Chantal Sullivan, Jeannine Berger, Diane Kelly, Linda Shipke and Laurice Messih.**



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**YEG service anniversaries add up!**

These Edmonton employees are proud of their combined 150 years of service. Celebrating 25 years each with Air Canada during 1992 are, from left to right; Customer Sales and Service Agents

**Shirley Shapansky, Lavina Lychuk, Dennis Haskell, Deanna Carter, Cliff Oatway** and STOC Coordinator **Tom Milloy.**



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### **Team effort results in top performance at YUL.**

The Auxiliary Power Unit (APC) section and the support groups in Dorval's Power Plant Shop achieved a 100 percent spare engine availability during 1992, an Air Canada first. "This resulted in the least amount of disruption to airline operations and contributed to the company effort to make the '92 plan work," said **Ray Fournier**, Manager, Power Plant Production.

Here are some of the members of the APU team taking time out to pose for a picture, from left to right are:

**Raymond Fournier, Tom Fodor, Graham Geraghty, Hans Muller, Raymond Charron, Edward Sarvis, Gaston Denault, David Cordery, Oliver Martins, Louis Beauchemin, Philip Constantine-Garrett, Francis Ruest, Raymond Mayer, Jacques Dionne, Allan Plamondon, Alain Godbout, Allison Weidlich, Denis Sauvageau, Richard Hum, Carl Olynyk, Geza Horvath, Les Lovasz, Peter Zeigler and Peter Ratcliffe.**

Missing from the photo are: **Garth Chapman, Gilles Vaillancourt, Gilles Bouvrette, Réal Roy, Jean-Pierre Dupaul, Al Coull, John Charles Geall, Raj Chawla, Luc Parent and Ken Ashton.**



Twenty-five years is a piece of cake for Regina Lead Station Attendant **Glen Hansen**.

In this photo, **Glen Hansen** (far right) shares his anniversary cake with some of his co-workers.

From left to right are: Station Attendants **Currie Stephenson, Pat Grandy, Shawn Engel, Rob Heenan** and **Bernie Wagner**.



## CP Air, Canadian People Gallery



Issue dated **April 14, 1988**

**Canadian Airlines International** accepted delivery of its first Boeing 767-300ER (extended range) in Everett, Washington.

**C-FCAB** (fin #631) began its career on flight # 131, Vancouver-Los Angeles, on April 17, 1988. It was renumbered fin # 681 during the Canadian/Air Canada merger in 2001.

It retained the same registration during its entire 30-year career, retiring in October of 2017.

As per [planespotters.net](http://planespotters.net), it was stored at Marana Pinal Airpark (MZJ) until broken up in December 2018.



The airline's first B-767-300ER outside Boeing factory at Everett, Washington.

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**Larry Milberry** has put together a blog named '**The Great Lockheed Twins**' and can be followed at [www.canavbooks.wordpress.com](http://www.canavbooks.wordpress.com) (scroll down the page for the full article).

We have, with permission from Larry, some of the photos and story of those aircraft which ended up at Canadian Pacific Airlines. We will present these over several NetLetter issues.

Excerpts via Larry Milberry below.

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Ex-RAF Hudson **CF-CRJ** is one of my earliest Lockheed Twin

photos. Here it is in a standard 3/4 front view at Malton Airport on October 9 (year unspecified).

Originally USAAC 41-23631, it was transferred to the RAF under lend lease to become BW769. It was delivered to RAF 45 Group (Ferry Command) at Dorval around October 1942, but some accident ensued. It then was acquired by Canadian Pacific Airlines in 1946, repaired and registered CF-CRJ.

CPA added six such Hudsons, but I know little about their use. Perhaps they were spares for CPA's small fleet of L14's. In 1949 CPA sold its Hudsons to the Photographic Survey Corp., which was more commonly known as Kenting Aviation Limited of Oshawa (base) and Toronto (offices).

My earliest copy of the Canadian Civil Aircraft Register (CCAR (1955)) listed CF-CRJ 'K and 'L. These served through the 1950s and early 1960s from the Canadian Arctic to South America, even distant Ceylon on aero-survey contracts.

By good fortune, in 1967 "CRJ" was donated by Field Aviation of Toronto to some history-minded Newfoundlanders headed by **A.J. Lewington**, DFC. Thanks to this foresight, it survives today in wartime colours at the North Atlantic Aviation Museum in Gander, Newfoundland.

**Editors' Note:** Our records indicate this aircraft was a Hudson 111, c/n 6448 registered at Canadia Pacific Airlines on May 15, 1946 fin # 241 and sold to Photographic Survey Corporation in May 1949.

(Source: [CPAL Its History and Aircraft by D.M.Bain](#))



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With permission, we have copies of some PWA documents from the personal collection of **Gklavas Athanasios** that he started 40 years ago. (Source: [airticketshistory.com](#))



Vancouver-Victoria- Vancouver - September 18, 1973



Vancouver - Dawson Creek - October 29, 1978



Brandon - Calgary - Edmonton - January 19, 1982





Found on the **Eastern Provincial Airways** [Facebook](#) page

Posted on **December 23, 2015.**

Basic requirements for an Eastern Provincial Airways 'stewardess' (circa 1970), including training, salaries and equipment.

**come FLY WITH US**

**BASIC REQUIREMENTS**

- Marital Status** - Single
- Age** - Minimum 19 years; maximum hiring age, 26 years
- Height** - Minimum 5'2"; maximum 5'7"
- Weight** - In good proportion to height, and not to exceed 130 pounds
- Education** - Minimum of Junior Matriculation or equivalent
- Health** - An excellent state of health without reliance upon medical accessories. Contact lenses are permitted but not glasses.
- General** - A pleasant, fresh appearance plus poise and a natural, tactful friendliness are necessary attributes. Participation in school activities and a varied social life contribute greatly toward the development of self-confidence and charm.

**Training**

Four-week training courses for new stewardesses are conducted in Moncton, N.B. Subjects covered include highlights of the story of aviation and background on EPA; Safety and Emergency Procedures; First Aid instruction; the art of handling passengers; meal service and general flight duties. An extremely popular part of the training is the "charm" department, where our young ladies are shown how to accentuate their natural good looks. Flattering hair styles, subtle use of makeup... the advantages of good posture and many other tips on feminine allure. Transportation, meals and hotel expenses are paid by the airline during training courses.

**Wages**

EPA stewardesses are members of a union affiliated with the Maritime Airline Pilots Association and wages are subject to annual negotiation. Rates effective as of August 1, 1970 are as follows:

	Jet Aircraft	Propeller Aircraft
During training	\$200.00	\$200.00
To commence, after training	381.00	364.00
After 6 months	417.00	399.00
After 12 months	438.00	419.00
After 18 months	460.00	440.00
After 24 months	482.00	461.00
After 30 months	504.00	482.00
After 36 months	523.00	500.00

In addition to basic wages, stewardesses receive nylon and dry cleaning allowances, meal allowances while away from domicile on flight duty and overtime at 1 1/2 times regular rate for all flying in excess of normal monthly requirements. The cost of uniform and accessories is shared on a 50/50 basis between the stewardess and EPA. Uniform consists of 2 dresses, jacket, foppot, scarf and handbag. Items such as nylons, shoes, gloves are the responsibility of the stewardess, although they must adhere to Standard Regulations.

**Equipment**

EPA operates ultra-modern Boeing 737 jetliners on several routes as well as Handley Page Dart Herald turboprops on shorter commuter routes. The Boeings seat 109 passengers, while the Dart Herald's capacity is 41 passengers.

For further information or appointment, contact Vice-President, Marketing Eastern Provincial Airways Gander, Newfoundland

Posted on **December 31, 2016.**

### **Yuletide season at Charlottetown.**

A special effort was made by our staff to put "Our customers above all" and to capture the holiday spirit. **Janet Anderegg** and fellow staff employees were responsible for the attractive decorations at our counter. All female staff donned a Christmas corsage, and everyone participated by trying to do a little extra for our customers. As you may note below, we expressed our thanks and holiday message via an insert in the local newspaper.

Pictured from left to right are: **Claude Goodwin, Joe Basha, Richard Chaisson, Helen Cox, Paula Kenny,**

**Marilyn Norris, Libby Cox, Janet Anderegg, Janet MacKenzie and Paula MacKenzie.**

Missing from the picture are: **Marilyn Johnston, Carole Ellis, Terri Cheverie and Don MacCallum.**



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Posted on **January 8, 2018.**

Eastern Provincial Airways reunion in 1995.  
No identifications were provided



**Featured Video(s)**

In our last issue, we posted a few short videos of Fin #853 which has been painted in special Olympic livery.

Montreal videographer [Mark Brandon](#) has recently posted an excellent new video (runtime 9:28) of arrival and departure at Trudeau International Airport on YouTube.

Don't forget to check out Mark's full video library after viewing.



## Odds and Ends



Slovakia-based **Klein Vision** successfully flew its AirCar roadable aircraft prototype from Nitra to Bratislava this week. The 35-minute flight marks the first time the vehicle has travelled between two cities.

Described as a "dual-mode car-aircraft vehicle," the AirCar is equipped with a 160-HP BMW engine and features an automated transition time of less than three minutes.

To date, the two-seat AirCar Prototype 1 has flown for over 40 hours, reaching altitudes of up to 8,200 feet and a top speed of 190km/h (103 knots).

Click the image below to view the video on YouTube.



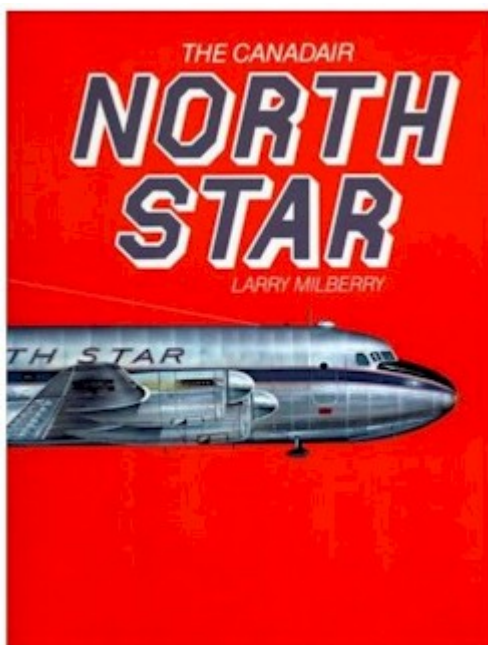
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An Alaskan airline says its rebirth will involve embracing electric short takeoff and landing aircraft to serve the far-flung communities of the rugged state.



**Ravn Alaska** has been flying for 70 years and has flown dozens of different aircraft types over the years, most recently Dash-8s. It serves more than 100 communities, many of which have short unimproved strips.

The company, which is coming back from a 2020 bankruptcy, announced last week it will buy 50 Airflow electric aircraft to fill its future needs.



Here's a book for any avid aviation history fan and keen reader - The Canadair North Star.

Most of the Canavbook "regulars" know this one and treasure their copies. But some more recent readers may have missed out.

Lovely autographed copies are available for you at these all-in prices: Canada \$60, USA CAD\$70, International CAD\$80.

You can order by paying straight to

[larry@canavbooks.com](mailto:larry@canavbooks.com) by PayPal, Interac, etc. or by posting your cheque or money order to:

CANAV Books, 51 Balsam Ave., Toronto, Canada M4E3B6

Here's your chance to pick up one of Canada's grandest aviation books before the last new copies disappear. Also, The Canadair North Star makes the perfect gift for any relative, pal, employee, etc., who enjoys the best aviation history you can find on the printed page.

Source: [canavbooks.wordpress.com](http://canavbooks.wordpress.com)



## Wayne's Wings



**Wayne  
Albertson**

### **C-GDPW - End of 46 Years of Service**

Subscriber **Vic Bentley** contacted us to point out that a recent incident involving the ditching of **Transair** flight # 810 off the coast of the island of Oahu, shortly after takeoff from Honolulu, involved a Boeing 737-200C that was originally delivered to **Pacific Western Airlines** in October of 1975.

Fortunately, the only souls on board the cargo flight were the two pilots who were both rescued.

(See: [CBC.ca](http://CBC.ca) for more details about the incident).

Vic writes: "At that time it was fitted with a forward freight door and the 'gravel kit' - a deflector on the nose gear and vortex generator probes extending under the front of the engine cowl. The retractable airstair passenger entry door was moved to the aft LH side of the aircraft".

### **Ken Pickford** notes:

The name of the Hawaii operator is ironic considering the original operator, PWA, and their 1979 acquisition of a previous '**Transair**', the Winnipeg-based regional carrier. The Transair name of the Hawaii carrier is a marketing name. The actual operator of the aircraft was Rhoades Aviation.

Boeing line # 427 (serial #21116) was delivered in combi configuration to Pacific Western in October 1975 and remained in the fleet after the creation of Canadian Airlines in 1987.

It was acquired by **Canair Cargo** 1995-97 and then to Montreal-based charter carrier **Royal Aviation** 1997-99.

It then was acquired by **Transmile Air Services** of Malaysia until 2014 when it went to **Transair**, a cargo operator of Hawaii.

At the time of the incident, on July 2, 2021, it had 46 years of continuous service; see the table below.

Additional Reference: [www.planespotters.net](http://www.planespotters.net)

**Editors' Note:** The FAA has grounded Rhoades Aviation, whose Boeing 737-200 ditched off Honolulu July 2, and has also revealed that action against the operator has been in the works since last fall.

Source: [AVweb.com](http://AVweb.com)

Registration	Airline	Acquired date	Comments
C-GDPW	Pacific Western Airlines	Oct. 1975	Delivery customer
	Canadian Airlines	Apr. 1987	Leased from unknown
	Canair	Nov. 1995	
	Royal Aviation Express	Aug. 1997	Purchased Jan. 1998
9M-PML	Transmile Air Services	Apr. 1999	Converted for cargo
N810TA	Transair	Jul. 2014	Written off July 2021



Photo in transition livery from Pacific Western to Canadian Airlines, September 1987.

Courtesy of **George Hamlin** at [Jetphotos.com](http://Jetphotos.com).



Photo in its final Transair livery by: **li cheng TSAI**  
@ [commons.wikimedia.org](https://commons.wikimedia.org)



## 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.

Steve Cosgrove, [stevec@dynamictravel.com](mailto:stevec@dynamictravel.com), has many deals from Interline Travel.

Here are some of them:

The cruise deals are pretty enticing such as 7-night European River cruises on [Uniworld](#) from just USD \$879 pp.

For short cruises how about a 3-night cruise on the Celebrity Equinox from Ft. Lauderdale from USD \$90 pp.

Royal Caribbean is doing 7-night Alaska cruises from Seattle this summer for as low as USD \$501 pp.

On the West coast, sail on the Majestic Princess for 3 nights from Los Angeles from USD \$196 pp.

Carnival has 5 nights from Galveston starting at only USD \$236 pp on the Carnival Breeze this November and 8 nights from just USD \$392 pp on the Carnival Dream in September.

The point is there are plenty of hot deals for summer and fall and now is the time to book them.

One of the many interline deals offered by Interline Travel.



### **Amalfi Coast Tour –**

November 2 – 9, 2021 - 7 nights from USD \$1,099 pp.

Imagine a week on the Amalfi Coast staying at the 4 star Hotel Eden Bleu in Vico Equense which is a coastal town and commune

in the Metropolitan City of Naples. An international breakfast buffet every morning is included in our price.

Explore the Amalfi Coast with first hand cooking classes, tastings and more. Call us to book - 800 766-2911.

This tour is available exclusively from [InterlineTravel.com](http://InterlineTravel.com)



## **Smileys**

Our cartoon is by **Dave Mathias** appeared in the '**Horizons**' magazine issue January 1974.

The caption "According to regulations Mr Finchley, I must assume all you checked in was a black suitcase handle".



On a related topic, click the image to view Welsh comedian, **Rhod Gilbert**, describing arriving in Australia with only the handle remaining from his luggage.



## 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.