

NetLetter #1473 | November 13, 2021



Aviation Memorabilia Newsletter

Since 1995



**Canadian North Boeing 737-200C
C-GOPW, March 1995
Photo by [Aero Icarus](#) @ Flickr**

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 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

Remembrance Day has passed for this year but Digital Poppies can still be bought online and the Royal Canadian Legion needs our support!

The original article below was created by **Alan Rust** for NetLetter #1402, November 9, 2018. It has been updated for 2021.

*The Royal Canadian Legion's **Remembrance Day Poppy Campaign** has a digital option for an online fundraising at www.mypoppy.ca.*

Canadians will be able to personalize it, dedicate it and share it online – and add their own family stories and images – as their pledge to never forget those who served and sacrificed for our freedom.

We have once again created a Poppy in Alan's name. Alan joined the Forces in 1968 where he was first introduced to his career as an aircraft maintenance engineer.



We have welcomed 205 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 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

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



The Air Canada Pionairs British Columbia districts Christmas Luncheons.

Vancouver Island District

- Location: Tapestry at Victoria Harbour, 777 Belleville St.
- Date: Wednesday, December 8, 2021, 1:00 PM
- Cost: \$20.00 per person payable by November 26, 2021

Don Ross, our Victoria event planner, has visited the dining facilities and was very impressed with the atmosphere and quality of the food.

The chef will be preparing a special meal for our event. There is a limit of 30 attendees.

All Pionairs Members are cordially invited, including those visiting our beautiful islands from other districts.

If you are not a Pionairs member and would like to join, go to our website at pionairs.ca and click on the '[Join Pionairs](#)' button at the top of the page.

Retired employees of Air Canada, Canadian Airlines and all the legacy carriers such as CP Air, Wardair, Pacific Western Airlines, etc. are eligible to join, regardless of years of service.

Grant Snider, District Director
Vancouver Island & Gulf Islands

vanisledistrict@pionairs.org

Okanagan District

- Where: Kelowna Golf & County Club, 1297 Glenmore Drive
- When: Thursday December 9, 2021 11:00-12:00 meet and greet & lunch at 12:00
- Cost:\$30.00 per person including taxes & gratuities.

Plated lunch menu:

- Classic Caesar salad
- Tender roasted turkey, pan gravy, house made stuffing, whipped potatoes and vegetable de jour
- Dessert surprise

Kent Gregoire, District Director
Okanagan (Kelowna)

okanagadistrict@pionairs.org



Submitted Photos

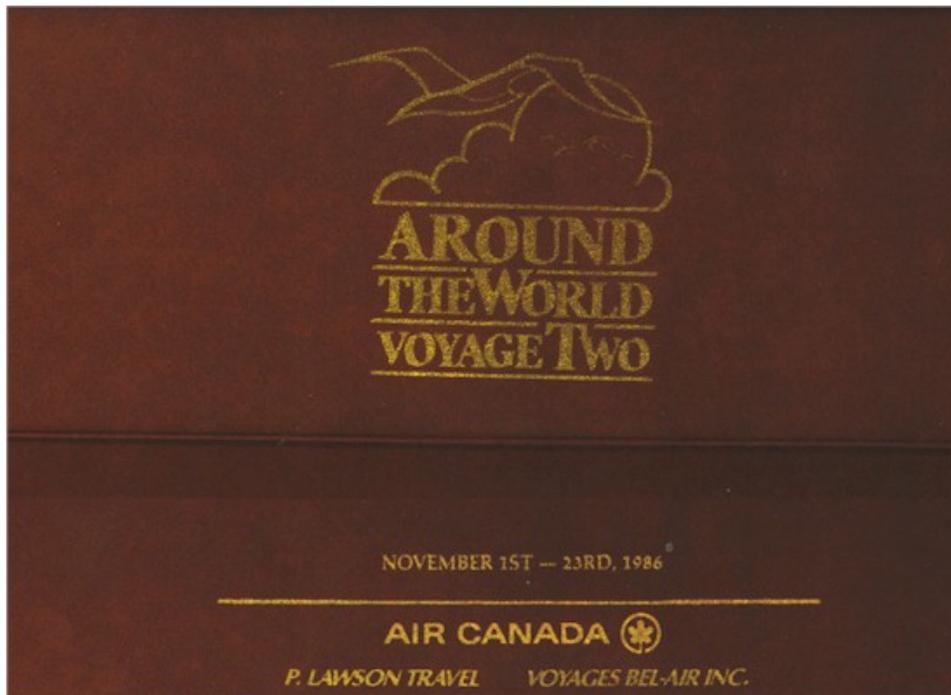


Our thanks to **Roger Slauenwhite** who sent in the images of promotional material to recognize the 35th anniversary from Air Canada's '**Around the World Voyage Two**' from November 1 to 23, 1986.



We added the photo of Captain **Don Stinson** and **Jan Wegman** from Horizons issue dated March 3, 1987. Click the PDF link to view the full story.

See also [NetLetter #1419](#) for our previous story on this memorable event.



It was champagne and orange juice for travel agents, press representatives and VIPS who were invited to breakfast onboard the B-747 while on the ground at Christchurch but coffee with a flourish for Captain **Don Stinson**.

Jan Wegman, Route Operations Supervisor, International, Toronto, does the honors before going aboard to serve the guests.

AIR CANADA



FLIGHT OPERATIONS

AIRCRAFT COMMANDER Captain Don Stinson, *Manager Flight Standards B747*

FIRST OFFICER Captain Jim Chivers, *Flight Manager B747*

SECOND OFFICERS Dave Morrison, *Line Check Second Officer*
Dave Lamb, *Line Check Second Officer*

TECHNICAL Bob Rathwell, *Project Manager/Special Sales*
Terry Telenko, *Area Commissary & Catering Manager*
Bob Kent, *Commissary Liaison Supervisor*
Jack Pentre, *Load Support Manager*
Greg Lewis, *Maintenance Foreman*
Jan Wegman, *Route Operations Supervisor*

IN-FLIGHT SERVICE CREW Mac Anderson, *Toronto*
Harry Lane, *Halifax*
Willa Davidson, *Toronto*
Merri Cameron, *Montreal*
Donna Walker, *Toronto*
Helen Kokovay, *Toronto*
Annette Braley, *Montreal*
Gretha Van der Heyden, *Toronto*
Mary Dohey, *Toronto*
Eileen Shering, *Montreal*
Marie-Claire Labossière, *Montreal*
Lillian Stack, *Montreal*
Julie Cameron, *Montreal*
Sonny Tkach, *Montreal*

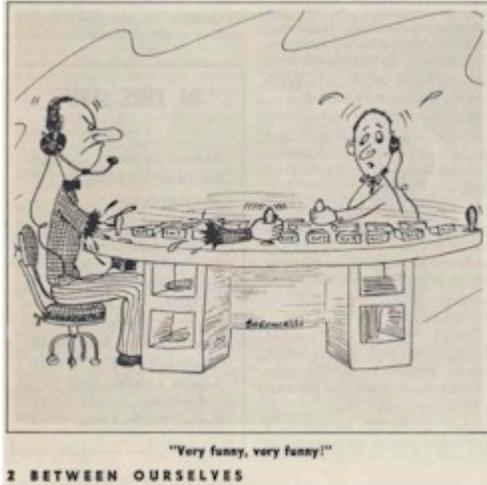
ESTIMATED FLYING TIMES AND MILES



NOVEMBER 1986	DEPART		ARRIVE		HOURS	MILES
1st	TORONTO	9:30 am	LOS ANGELES	11:35 am	5.05	1885
	LOS ANGELES	12:30 pm	PAPEETE	6:35 pm	8.05	3589
4th	PAPEETE	8:30 am	CHRISTCHURCH	2:00 pm/5th	6.30	2610
9th	CHRISTCHURCH	12:30 pm	CAIRNS	3:00 pm	5.30	2116
11th	CAIRNS	11:40 pm	HONG KONG	4:35 pm	6.55	3228
14th	HONG KONG	12:20 pm	BANGKOK	1:55 pm	2.35	977
17th	BANGKOK	9:30 am	NAIROBI	2:20 pm	8.50	4050
20th	NAIROBI	10:00 am	KINSHASA	11:15 am	3.15	1314
	KINSHASA	12:15 pm	SALVADOR	4:40 pm	7.25	4266
23rd	SALVADOR	9:30 am	TORONTO	4:20 pm	9.50	4465
					64.00	28500



Remember When



A memory by **Terry Baker**

-

This issue's 'Smileys' cartoon (left) reminds me of the time I was seconded to a small airline in the Caribbean in the early 1970's.

Their reservations were handled the same way as depicted in the cartoon - before being online. Naturally, when an agent

selected a card from the appropriate slot for completion and, by the time it came to replace the completed card, the turntable had been moved by another agent, and the card invariably went into the incorrect slot.

When I worked for KLM in the late '40's in London, the reservations had a huge wooden structure with pigeon holes representing flights and filled with cards equal to the aircraft's seats. The structure was situated between two rows of agents who could turn around and select the card from the appropriate slot and return it after completion. At day's end, the passenger lists for each of the following day's flights were sent to LHR by telex, and the empty slots were reassigned and filled with more cards.

In 2002, **Ed Hill** sent us this memory regarding the **North Star** aircraft which we first published in NetLetter #666 -

It is great to read all about this marvellous airplane from my fellow employees and all of the memories that go along with it, however, let me share with you folks something that maybe 5 or 6 people are aware of.

When I was working as a 16 year old in Airways Engineering, my desk was just a few feet away from the office of one of the most loveable persons I have had the privilege of knowing. That person is no other than **Captain Ron Baker** who was TCA's engineering test pilot.

Every time Captain Baker went on a test flight he always took me with him. Now this is what most people don't realize; TCA was probably the first airline in North America to be testing automatic throttle combined with auto instrument landing system.

On this particular flight the weather was no better than a 100 foot ceiling and he demonstrated how this system would work to everyone's advantage. So the bottom line I'm trying to make is that the old North Star was involved in a lot more than just making fond memories for some people.

Best regards,

Ed Hill, retired.



Women in Aviation



Alexandrina Denysenko, a senior flight attendant with seven years of experience, says she sometimes does not get a spare minute to sit down during a flight and dreams of resting her swollen legs after spending hours wearing heels.



SkyUp Airlines, the privately-owned Ukrainian carrier that employs Denysenko, decided to put an end to heels and pencil skirts after collecting feedback from flight attendants about their uniform.

The new SkyUp uniform for women now includes white Nike sneakers and a loose orange suit with trousers and a silk scarf, both made by Ukrainian brands. White T-shirts will replace blouses.

"Shoes (with) heels look beautiful, I do not argue with that, but feet suffer and swell by the end of the flight. Sneakers are absolutely cool," Denysenko told Reuters.

"God forbid, but if a crew has to do a landing in water and an evacuation. Heels can damage the ladder and it won't be very comfortable to swim in a skirt," she said.

The company said they researched the history of cabin crew uniforms and decided to ditch what they called "conservative" elements of a flight attendant's look. Braids will now replace a tight bun or ponytail hairstyle.

"We found out that despite the fact that the image of a female flight attendant is very romanticized, their job demands a lot of physical training," the head of the SkyUp Airlines marketing department, **Marianna Grygorash**, said.

Grygorash said the company also plans to launch a new uniform for male crew. It will have a light suit instead of a vest, and a T-shirt instead of a collared shirt, combined with black Nike sneakers.

"If the whole world and all fashionistas wear sneakers, why not to bring it to aviation?" flight attendant Zoryana said.

Source: [CNN Travel](#)



The **Air Canada Travel Ready** hub is a guide to help you understand key travel requirements. However it does not replace the information provided by government and other authorities.

While Air Canada makes best efforts to keep this information updated, it is your responsibility to ensure that you meet all entry or transit requirements for each country on your itinerary.

Before travelling it will be helpful to check the following link for the most up to date info:

www.aircanada.com/ca/en/aco/home/book/travel-news-and-updates/2020/covid-19.html

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



Click the logo to open the Air Canada YouTube channel.



STAR ALLIANCE

Star Alliance News

Additional information regarding COVID-19 measures.

The member airlines of Star Alliance are working together to assure your well-being during your travels. Intensified hygiene and personal safety measures have been implemented to protect passengers and employees in the current situation.

As updates are taking place regularly, please refer to the individual member airlines' COVID-19 pages for the latest information.

Go to:

www.staralliance.com/en/member-updates and click on the Star Alliance member airline icon to be taken to their information page.

TCA/AC People Gallery

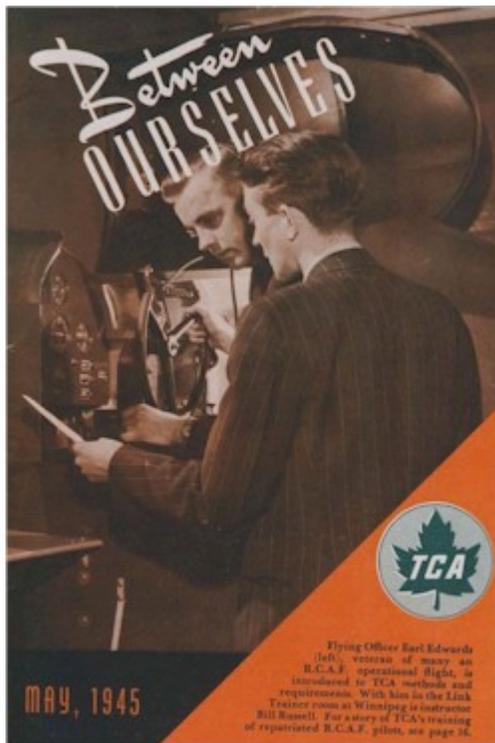


Historic Dates

1998 - October 26.

Service inaugurated between Toronto and New Orleans with A319 equipment.

Here we have more front covers of the '**Between Ourselves**'



May



June



Found in '**Horizons**' magazine

Issue dated **September 1998**

Employees from Dorval Ramp celebrating 25, 30 or 35 years of service.

Left to right, front row: **Tony Archer, Daniel Bessette, René Montreuil, Serge Couture, Brian Grannary, John Fox, Marcel Deguire, Jeannot Gingras, Lucien Lamarre** and **Yves Maurice**.

Back row: **Jacques Bissonnette, Robert Lacombe, René Desparois, André Faubert, Gilles Vachon, Réo Gendron, Claude Duquette, Arthur Marcil, Ron Gagné, Guy Boisvert, Dave Bradshaw, Tom Bain, Michel Haines, Michel Gagne, Terry Davis** and **Réal Gendron**.



Issue dated **October 1998**

There's a first time for everything.

On August 18, 1998, the Frankfurt station loaded an unusual cargo item into the lower deck of a B-767; a 1952 '**Pegaso**' oldtimer destined for the Toronto 'Cars of the Century' show.

This museum car was given special care - not only because of its vintage, but also because it was the first time a car was put in the hold of a B-767. Usually, cargo this size is transported on a B-747.

Supervised by Frankfurt operations' agents and sales representatives, this special cargo is a new source for higher yield. On top of that, the car arrived three days ahead of our competition!



National capital dragon boat race festival.

On the July 4, 1998, weekend the Air Canada Blazing Paddles Dragon Boat racing team from Ottawa took first place in the

Corporate Challenge and also won the Fun Final. Great first-year results!

Customer Sales & Service Agents and Station Attendants who participated were:

From left to right: **D. Beauchamp, R. Guilbault, A. Cadieux, P. Cadieux, D. Gaw, S. Megannety, M. Davies, F. Klein, S. Lesniowski, M. Brooks, M. Tremblay, M. Banville, F. Sont, A. Racourt, D. Currans, C. Cadieux, J. Labelle, C. Martel, C. Bertrand, M.E. Trottier, S. Grymala, B. Scott, J. Guilbault, K. McGee and J. Muhlig.**



Issue dated **December 1998**

Happy 50th (1948 - 1998) Anniversary to the **Caribbean, Nassau and Bermuda.**

On **December 3, 1948**, Air Canada's inaugural flight to the Caribbean landed at Port of Spain's Piarco International Airport at 8:30 am.

This bi-weekly service from Montreal via Toronto by Trans-Canada Air Lines - Air Canada's name back then - was provided by a 40-passenger propeller aircraft, the Canadair DC-4M '**North Star**'.

Flight time was 15 hours with stops in the Bahamas and Jamaica. Because of stop-overs and rest periods, flight crews regularly spent six days on the islands before returning to their Canadian base. Service to Hamilton, Bermuda soon followed.

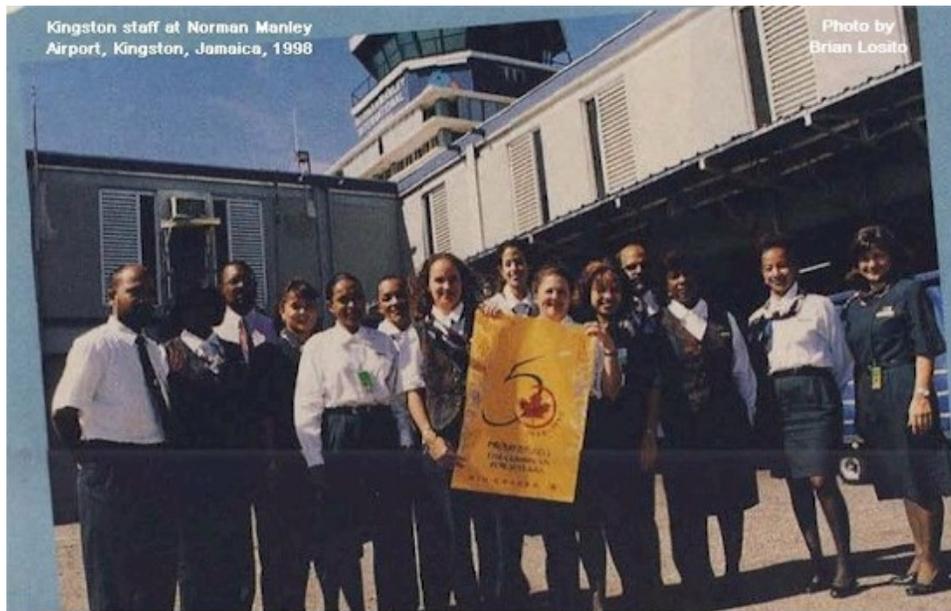
Nassau, Bahamas staff in 1998.

Country Coordinator - Bahamas, **Gregory Tai**, with casual Customer Service Agents **Jennifer Cates** and **Donna Sherman**, retired Air Canada employees.



Kingston staff in 1998.

Pictured outside the Norman Manley Airport, Kingston, Jamaica, are, left to right: Customer Service Agent **Dalton Maragh**; Senior Customer Service Agent **Marcia Moses**; Manager, Customer Service - Western Caribbean **Osmond Harry**; Customer Service Agents; **Wendy Lue, Audrey Mills, Georgette Manning, Melanie Saliey, Katrina Abrahams**; Senior Customer Service Agent **Rilla Stoddart**; Customer Service Agents **Natalie Thompson, Roger Silvera, Jillian Hall, Michelle Williams**; Senior Customer Service Agent **Cheryl Thwaites**.



Dalton Maragh, Marcia Moses, Osmond Harry, Wendy Lue, Audrey Mills, Georgette Manning, Melanie Salley, Katrina Abrahams, Rilla Stoddart, Natalie Thompson, Roger Silvera, Jillian Hall, Michelle Williams, Cheryl Thwaites.

Port of Spain staff in 1998.

Left to right: Customer Service Agents **Sheldon Beepat, Ingrid Pryme, Natasha Forde, Errol Dhanpath, Dean Bissoondial**; Senior Customer Service Agent **Indra Maharaj**; Customer Service Agents, **Gillian Jack, Deanna Pilgrim, Kawal Singh.**

Absent: **John Pluthero**, Manager, Customer Service - Eastern Caribbean.



Hamiton, Bermuda staff in 1998.

Left to right: Country Coordinator, Operations, **Jack Arnold**; Customer Service Agents **Donna Brangman, Polly Ricketts, Charles Rawlins**; Country Coordinator, Administration, **Veronica Desilva**; Service Agents **Carol-Ann Ramsay, Sally Walsh, Matthew Ringer**.

Not in the photo: Customer Agents: **Lynette Harris, Arretta Furbert, Tina Barnard, Stanley Douglas**.



CP Air, Canadian People Gallery



Subscriber **Peter Wallis** advised that former Canadian Airlines CEO, **Rhys Eyton**, has been inducted into the Canada's Aviation Hall of Fame (CAHF) as a member for 2022.



Excerpt from the [CAHF website](#):

A leader in Canada's commercial aviation sector, Rhys Eyton joined the Finance Department of Pacific Western Airlines in 1967. Over the next decade he assumed positions of increasing responsibility until, in March 1976, he was appointed President and CEO of the airline.

In addition to streamlining the company, Rhys began to acquire regional carriers and then, in 1987, Canadian Pacific Air Lines. The new company, Canadian Airlines, expanded again following a merger with Wardair. In 1989 Rhys was appointed Chairman, President, and CEO of Canadian Airlines International and served in this capacity until retirement in 1995.

With the permission of **Larry Milberry**, this information on a **Nordair DC-4**.

The first place that I photographed a DC-4 was at Dorval in 1959. Here's a later scene there showing **CF-JIR** in Nordair colours on September 5, 1960.

Delivered to the USAAF in 1944, it had gone to Pan Am in 1947 as N88923, 'Clipper West Wind'. It migrated to Colombia in 1953, before reaching Canada in 1957 for Eastern Canada Stevedoring Co., which used it to position ships' crews around the country.

Various Dorval-based air carriers later flew "JIR". It returned to the USA in 1969 as N3802. Various adventures ensued, some suggesting that the old crock still could get into trouble. It was scrapped in Florida in 1984.

Source: Larry Milberry @ www.canavbooks.wordpress.com

Editors' Note: Known as model C-54-A-15-DC, here is a history -

- CF-JIR Eastern Canada Stevendoring Co. left 1956
- Notre Dame Air Transport left 1958
Wheeler Airlines left 1960
- Nordair left 1962
- Eastern Provincial Airways left January, 1965
Nordair sold July 24, 1965 to Homer O Rich, left March 4, 1969

Source: planelogger.com



DC-4 at Dorval CF-JIR in Nordair colours on September 5, 1960.

Canadian Airlines B-737-200, **C-GCPY**, at Toronto (YYZ) on September 3, 1990. "CPY" joined Canadian in October 1981 as '**Empress of Grande Prairie**' then plodded along into 2003.

In 2004 it migrated to Indonesia as PK-MBS. It's listed as sent for scrapping in 2006.



Below is the history of C-GCPY from planelogger.com

Reg	Airline	Delivered	Status
C-GCPY	CP Air	30.10.81	Left Fleet
C-GCPY	Canadian Airlines International	26.04.87	Left Fleet
C-GCPY	Air Canada	05.04.01	Left Fleet
C-GCPY	ZIP	27.05.03	Left Fleet
N288TR	Wells Fargo Bank Northwest NA Trustee	22.10.03	Left Fleet
PK-MBS	Merpati Nusantara Airlines	28.09.04	Stored

(Source: planelogger.com)



Ken Pickford found the video linked below posted by **Reel Life / CanadaMotorSport** on YouTube On November 5, 2021.

The video was taken in 1992 at Calgary and includes at least one member of almost the entire Canadian Airlines mainline fleet then (except the B-747-400) - a few B-737's, 2 B-767's, 1 DC-10, 1 A320 (landing at 16:02).

The B-737 being pushed backwards from the hangar (pictured below) is an ex-Pacific Western B-737 Combi (C-GOPW) equipped with a gravel kit. Then age 12 years, delivered to PW in 1980, then with the 'Canadian North' part of CP, named '**Spirit of Norman Wells**'.

It went on to the independent Canadian North in 2001 and spent 20 yrs there. Still in service with Air Inuit, only acquired a few months ago at age 41.

See [NetLetter #1333](#) for our article on the Canadian North fleet (including C-GOPW) from December 2015.

Editors' Note: Two AC B-727-200's from 16:29 to 16:34. More than half of the 39 AC 727's had already left the fleet. Twelve more went in '92 and the last five in '93. All except a couple went to FedEx for freighter conversion.

One AC A320 seen near the beginning and an AC B-767 after the B-727's are painted with the short lived livery where a burgundy stripe was added.



Odds and Ends



Flair Airlines

As Canada's largest airlines struggle to pick up the pieces in the wake of the COVID-19 pandemic, an Edmonton-based discount carrier with ambitious expansion plans has been looking for opportunities amidst the wreckage.

A privately held company, Flair launched in 2004 as a charter operator and transitioned to regularly scheduled service three years ago. But it's only been in the last 12 months — a period that

coincided with an unprecedented collapse in demand for air travel due to the pandemic — that Flair has been aggressively pursuing growth plans, stating publicly that it wants to grow its fleet to 50 aircraft within the next five years.

It is both increasing the size of its fleet and expanding its service to new destinations in Canada and the U.S. The airline said it will add four new Boeing 737 MAX aircraft to its fleet in the spring of 2022. It will also launch service between Toronto and Victoria and to Comox, B.C., for the first time.

Source: [CBC.ca](https://www.cbc.ca)

The Limits of STOL Competitions.

When STOL (Short Take Off and Landing) competitions first started, it was merely about takeoff and landing distances.

Purveyors of the High Sierra Fly-in decided that wasn't enough, so they decided to add a race-themed STOL contest that could turn into more of a spectator sport and through their recent acceptance with the FAA and the Reno Air Race Association, STOL Drag is taking the STOL competition world by storm, with licensed events happening all across the country.

ArkanSTOL, an event sponsored by the Aviat Aircraft Company, touts itself as "an entirely unique experience," and having just reviewed the definition of the word, that description is well-fitting.

Pilots who volunteer to take part in the Ozark Backwoods Challenge are tasked with taking off from one runway, landing and taking off at three other runways, and then returning back to the start runway where they must cross a timing gate to stop the clock on the course.

Source: [avweb.com](https://www.avweb.com) - October 11, 2021

Click the image below for a YouTube video posted by Project Kitfox entitled '**High Sierra Fly In World Championship STOL Drags 2021**'.





Wayne's Wings



**Wayne
Albertson**

What is a 'Flag Carrier'?

The NetLetter Team recently has had an interesting discussion concerning use of the term 'Flag Carrier'.

What criteria defines a country's 'Flag Carrier', (or 'National Airline') and is the term actually relevant and, if so, is it used accurately?

A Google search turns up quite a list of reference sites on the internet with a variety of views. Following is an excerpt from [Wikipedia](#) of 'Flag Carrier' that is both concise and vague.

'A flag carrier is a transportation company, such as an airline or shipping company, that, being locally registered in a given sovereign state, enjoys preferential rights or privileges accorded by the government for international operations.

*Historically, the term was used to refer to airlines owned by the government of their home country and associated with the national identity of that country. Such an airline may also be known as a national airline or a national carrier, although this can have different legal meanings in some countries. **Today, it is any international airline with a strong connection to its home country or that represents its home country internationally, regardless of whether it is government-owned.'***

[Miriam-Webster](#) simply states: *An air or sea transport line flying the flag of the country to which it belongs.*

So, it seems that 'Flag Carrier' is a term with an ever evolving definition. Deregulation and privatization have significantly changed the perception of a 'Flag Carrier'. It may be argued that, since apparently any airline can just apply a flag to its fuselage, the term is overused to the point of being redundant.

TCA / Air Canada has long been considered to be Canada's 'Flag Carrier' due to its history of government ownership. However, Canadian Pacific Air Lines can also be considered a 'Flag Carrier' because it proudly bore the Canadian Flag on its livery while it was the Canadian carrier crossing the Pacific and on its other international routes.

WestJet aircraft have a Canadian Flag on their aircraft fuselages, close to the aircraft registration, and proudly identifies as Canadian on international routes.

It is commonly believed that the United States has never had a 'Flag Carrier', however, although it has never had a 'state-owned' airline, it has had (and still has) several 'Flag Carriers'.

See a [List of Approved U.S. Flag Air Carriers](#) from Georgetown University.

Additional references:

en.wikipedia.org/wiki/Flag_carrier

simpleflying.com/flag-carrier-airline

Below: Air Canada and WestJet both proudly sporting Canada's iconic flag.



Terry's Trivia and Travel Tips

Terry Baker, co-founder of the NetLetter scours the internet



**Terry
Baker**

for aviation related **Trivia** and **Travel Tips** for you, our readers, to peruse.

Alitalia, a one-time symbol of Italian style and glamour brought low by economic mismanagement, operated its last flight on Thursday October 14, 2021 after 75 years, before handing over to its downsized successor Italia Trasporto Aereo (ITA).

The traditional choice of popes, prima donnas and Italy's political elite, Alitalia has been run by a state-appointed administrator since 2017 to avoid being liquidated.

A night flight from Sardinia's capital Cagliari due to land in Rome marked the final bow for the airline founded in 1946, after a dizzying succession of restructurings and changes of ownership.

Source: www.msn.com



Photo by Eric Salard @ commons.wikimedia.org

India sells struggling Air India back to Tata conglomerate.

Tea-to-software Indian giant Tata is buying back Air India, 89 years after founding it as Tata Air and half a century following its nationalization, the government said Friday.

The 180-billion-rupee (\$2.4-billion) deal marks the end of a lengthy effort to privatize the heavily-indebted flag carrier that according to the government has eaten up 1.1 trillion rupees (\$14.7 billion) in public money since 2009.

The airline was founded in 1932 with the first flight piloted by Tata's eponymous chairman himself JRD Tata, flying mail and passengers in a single-propeller de Havilland Puss Moth from Karachi to Bombay, as Mumbai was known then.

Tata Air offered a slice of the high life with Bollywood actresses in its adverts and at one point commissioning Spanish surrealist artist Salvador Dali to design its ashtrays.

The airline was nationalized in the 1950s and in the decades that followed the "Maharaja of the Skies" became synonymous with the hopes and ambitions of the newly independent country.

"Welcome back, Air India," Tata's patriarch chairman emeritus Ratan Tata tweeted on Friday, while admitting it "would take considerable effort to rebuild" the company.

The airline at one time "gained the reputation of being one of the most prestigious airlines in the world. Tatas will have the opportunity of regaining the image and reputation it enjoyed in earlier years," he said.

Source: techxplore.com/news



Smileys



Our cartoon, by **Baroncelli**, is from the '**Between Ourselves**' magazine issue dated April 1960.



"Very funny, very funny!"

2 BETWEEN OURSELVES



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.