

NetLetter #1500 | December 24, 2022



Aviation Memorabilia Newsletter

Since 1995



**Vancouver International Airport
'Green Coats'**

Photo arranged (with our thanks)
by **Sigrun Cowan**

Dear Reader,

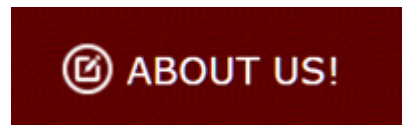
Welcome to **The NetLetter**, established in 1995 as a dedicated newsletter for Air Canada retirees, we have evolved into the longest running aviation-based newsletter for Air Canada, TCA, CP Air, Canadian Airlines and all other Canadian-based airlines that once graced the skies.

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



In our interaction with subscribers, both via email and in person, we are often thanked for "all the hard work" we put

into The NetLetter.

Truth be told, we are retirees who left 'hard work' behind quite some time ago. The NetLetter is a labour of love and a lot of fun to do.

Here is how we put it together:

Terry gets things started by scouring through the library of internal company magazines (we have issues as far back as the early 1940's), that he has scanned over the years, for interesting stories. In addition, of course, is the vast amount of material now available via the internet.

Terry compiles the text of each issue into a Word document and sends it along to me with accompanying photos.

Wayne is the 'techie' of the group and assembles the text and photos into HTML internet format.

Draft # 1 is usually ready to go a week before full distribution to our members and is sent out to Terry, Ken & Bob for their perusal.

Terry verifies that no material has been omitted and Ken & Bob find the 'mistakes' such as typos.

Ken has encyclopedic knowledge of aviation as well a gift for language and ensures that we use correct spelling and sentence structure.

Bob has keen attention to detail and seems to be able to find even the tiniest error in punctuation.

Then Wayne makes the corrections and the process repeats until we get it as close to perfect as we can (errors still seem to show up later).

We try to get together for a Zoom meeting before the general release of each issue, however, we don't seem to discuss much about The NetLetter, it's just a good time to get together.

The NetLetter is about people.

We wish to say thank you to all of our subscribers, many of whom share stories of their personal experiences. Also special thanks to the photographers, videographers and bloggers who so graciously allow us to link to their fine work.

**We wish everyone a very Happy Holiday Season
and the very best in 2023.**

The NetLetter team



We have welcomed 285 new subscribers in 2022.

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



Coming Events



WAI Connect Lunch at Sun 'n Fun 2023

Friday, March 31, 2023

Buehler Aerospace Skills Center
4075 James C. Ray Drive
Lakeland Linder International Airport
Lakeland, Florida, 33811

Source:

www.wai.org/events/wai-connect-lunch-at-sun-n-fun-2023





Subscriber Feedback

Jack Morath sent us this comment -

I was interested to see your item on the Airship R100 and R101.

My father took the picture below of the R101 in October 1930 from his house in the Shepherd's Bush area of West London, England.





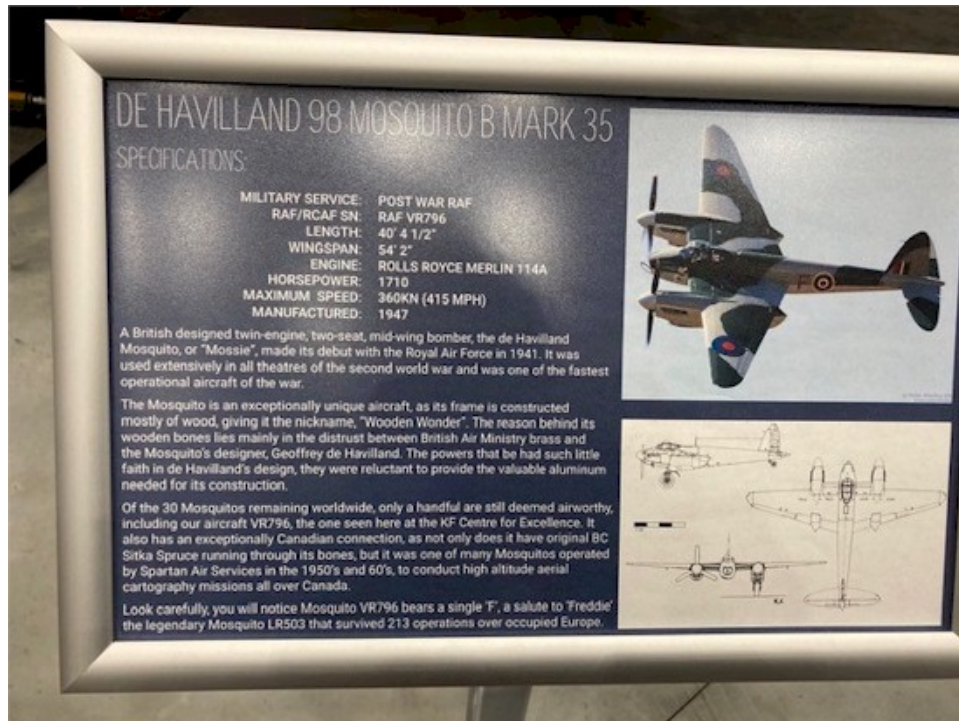
Submitted Photos

Ken Starnes sent us several photos of his recent visit to [The KF Centre of Excellence](#) at Kelowna International Airport (YLW).

Located at 5800 LaPointe Drive, it is shaped like a fuselage and the wings of an aircraft. The centre sprawls 60,000 sq ft and is estimated to reduce carbon by 1,753 metric tonnes. Folding glass hangar doors make a 115' clear span to allow aircraft such as the Convair CV 580 and the DC-3 to enter the hangars.

It was the dream of Barry LaPointe 52 years ago; twenty-four year old Barry had \$7,000 in his pocket and a dream. On March 25, 2021 ground was broken for the future site of KF Centre for Excellence. KF Aerospace is now the leading aircraft maintenance, repair and overhaul company in Canada.

Below are a few selected photos of the De Havilland 98 Mosquito B Mark 35.





Remember When



In the photograph below, '**Mobile Lounges**' designed to take passengers between terminal and aircraft were undergoing driver trials at Montreal International Airport.

The American-made equipment was being tested for possible use at the new Ste. Scholastique Airport (aka YMX Mirabel).

The huge lounges can seat 95 people and have a maximum capacity of 155. A similar type was in use at Dulles International Airport.

Source: '**Horizons**' magazine issue October 1972

Additional Info: en.wikipedia.org/wiki/Mobile_lounge



Surviving the Graveyard Shift When things go Jingle in the Night

by **Mike Nash**, Prince George, British Columbia

Reading your '**Remember When**' flashback story in [NetLetter #1498](#) about working in Air Canada's computer rooms in the 1970's brought back memories of ten years spent working in the large computer facility at 151 Front Street West in Toronto from 1969 to 1978.

There, I participated in the development, testing, start-up and operation of the Reservec-2 system, centred on a Univac 1108 mainframe computer; and later a network controller project that included eight months working in Dallas, Texas as Air Canada's project lead.

During that early decade of information technology, we had a gigabyte of state-of-the-art online drum storage taking up an arena-sized computer room. (Half a century later, it's common to have a hundred or thousand fold amount of digital storage on a thumb drive or handheld device, but a gigabyte was huge in the 1970's).

[Read more](#)



Women in Aviation



Etihad Airways Captain Aisha Al Mansoori achieves historic first.



Women in the United Arab Emirates, and the greater Middle Eastern region, have been making their mark in aviation for quite some time. There is even an Arabian chapter of The Ninety-Nines, which has seen its female pilot membership quadruple in

recent years. But there are still plenty of milestones to be achieved, and Etihad Airways **Captain Aisha Al Mansoori** has just attained one of them. The 33-year-old has become the UAE's first female Emirati Captain at a commercial airline.

Fittingly, Etihad announced the historic moment just days in advance of Emirati Women's Day, which honors Emirati women's accomplishments and contributions every year on 28 August.

Abu Dhabi-based Etihad says the command upgrade ceremony for Captain Al Mansoori took place at its Crew Briefing Centre in the presence of the pilot's family, her peers in Etihad's pilot community, and the airline's senior management. Remarkably, Aisha's sister is Major Mariam Al Mansouri, the UAE's first female fighter jet pilot, who now pilots an F-16.

Source: runwaygirlnetwork.com



AIR CANADA

Air Canada News

December 2, 2022 - A celebration was held at **Vancouver International Airport (YVR)** to mark Air Canada's inaugural direct flight, AC65, which departed for Bangkok, Thailand.

"We are thrilled to launch Air Canada's first non-stop service to Southeast Asia and the only non-stop flights between North America and Thailand.

Bangkok is also one of the most visited destinations globally, and we have optimized connections to and from our trans-pacific hub at YVR to give customers convenient travel options to explore this exciting city renowned for its history,



cuisine and culture, or to conduct international business trade.

This new service from YVR is another step in our ambition to develop this hub into one of the most important trans-pacific gateways in North America.

We look forward to welcoming our customers onboard," said Mark Galardo, Senior Vice President – Network Planning and Revenue Management at Air Canada.

Full story: media.aircanada.com

Air Canada has taken delivery of its third converted B-767 freighter, **C-GHLV Fin #661**. The B-767-300 was originally delivered in October 2001 and transferred to Rouge in 2015.

The aircraft conversion to cargo was made by Bedek Aviation Group - a division of [Israel Aerospace Industries](http://IsraelAerospaceIndustries.com) (IAI), Tel Aviv.

Special thanks to photographer **Rami Mizrahi** for sharing the photos below.

See Mr. Mizrahi's gallery at www.planespotters.net





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



Click the logo to open the Air Canada YouTube channel.



TCA/AC People Gallery



From the early days of **Trans-Canada Air Lines**

We go back in time in case some readers are interested in genealogy information on their families.

We peruse the early additions of the '**Between Ourselves**' magazine.

Issue dated **November 1948**

1948 - December 1 - Inaugural North Star 'Skyliner' service, Montreal - Toronto - Tampa, Florida - Nassau, Bahamas - Kingston, Jamaica - Port of Spain, Trinidad and return using North Star equipment.

Bermuda, Florida and Caribbean Service									
Light Face Type (11.50) Indicates A.M. Dark Face Type (11.50) Indicates P.M.					*40 Passenger NORTH STAR SKYLINERS				
READ DOWN					READ UP				
*600	*610	*600	*602	Connections to & from points in Canada, British Isles, Continental Europe, Pacific & Orient.	*601	*611	*603*	*601	
Mon.	Wed.	Fri.	Sun.		Wed.	Thu.	Sat.	Sun.	
8.25	8.25	h 5.35	...	EST Lv MONTREAL.....Ar	12.20	9.35	9.05	9.55	
10.20	10.20	...	h 10.30	" Ar TORONTO.....Lv	10.40	7.55	...	...
h 11.00	h 11.00	...	...	" Ar TORONTO.....Ar	9.55	7.10	...	...
4.30	4.30	...	...	" Ar TAMPA-St. Petersburg (Fla.) Lv	4.35	1.40	...	...
h 5.15	h 5.15	...	...	" Lv TAMPA-St. Petersburg (Fla.) Ar	3.40	12.55	...	...
...	...	...	...	" Ar NASSAU (Bahamas).....Lv	...	10.50	...	...
8.45	...	...	...	EST Ar KINGSTON (Jamaica).....Lv	12.00	...	...	...
...	...	11.00	4.30	AST Ar BERMUDA.....Lv	...	...	5.00	5.50	
...	...	11.45	...	" Lv BERMUDA.....Ar	...	...	4.15	...	
...	...	5.50	...	" Ar BARBADOS.....Lv	...	...	...	...
...	...	h 6.35	...	" Lv BARBADOS.....Ar	...	...	...	...
...	...	7.50	...	AST Ar PORT OF SPAIN (Trinidad) Lv	...	...	9.30	...	
Mon.	Wed.	Sat.	Sun.	Connections at Trinidad & Jamaica for S. America	Tue.	Thu.	Sat.	Sun.	

*Flight 603 (Sat.) continues to Toronto, leaving Montreal at 9.50 P.M., arriving Toronto at 11.45 P.M. †Service from Barbados to Bermuda and Canada—flights 600 and 603 via Port of Spain.

At Sydney, Nova Scotia the **Trans-Canada Air Lines Recreation Association (TCARA)** was reorganized. A complete new slate of officers was brought in consisting of **Al McWilliam**, President; **Jack Stuewe**, 1st Vice-President; **Frank MacDonald**, 2nd vice-president; **Isobel Bezanson**, secretary and **John Connolly**, Treasurer. It looks like a good season.

Personality of the month



Chicago boasts the first woman Sales Representative in TCA's U.S. offices. We introduce you to **Miss Harriette Elsom**.

Harriette joined TCA in April 1946, when we opened our Chicago service, and advanced through the positions of Telephone operator and Passenger Agent to become a Sales Representative in January of this year.

Taking over a man's job isn't new to Harriette. Her background in aeronautics was gained during the war when

the Civil Aeronautics Administration trained women as Airport Control Tower Operators in order to release the men for duty in the Armed Services. Harriette was assigned to the control tower and held forth for two years.

Issue dated **December 1953**

The beginning of November 1953, Toronto became an originating and terminating point for trans-Atlantic flights for the first time.

Initial plans call for the dispatch of one overseas flight a week out of Toronto and the arrival of another from London and Prestwick, and to mark the introduction of this new service to the public, there was a ceremony at Malton Airport.

Until November 1953, all TCA's overseas flights turned around at Montreal, connections with domestic flights being made at that point. Flags of the countries served by TCA were on parade at the ceremony carried by 6 stewardesses and two guides.



Passengers for TCA flight 532 of November 3, 1953 were piped aboard at Malton Airport by members of the Georgetown All-girl Pipe Band. It was the first trans-Atlantic flight to originate at Toronto, operating once-weekly.





CP Air, Canadian People Gallery



Posted on Facebook

February 2, 2021 from Propliner 2021 magazine.

Cunard Eagle Airways leased Douglas DC-6B VR-BBQ (c/n 43844) from Canadian Pacific Air Lines in March 1961. Seen here at Heathrow Airport in the summer of 1961, this aircraft was re-registered G-ARWJ on February 25, 1962, before returning to CPAL in December 1962 as CF-CUQ '**Empress of Buenos Aires**'.

The aircraft was lost in tragic circumstances on July 8, 1965 when a bomb exploded in the toilet whilst the aircraft was en-route from Vancouver to Prince George.

Another splendid shot from the collection of Angus Squire, to whom we offer our sincere thanks.



Rare colour picture of **TransAir Avro York CF-HAS** (ex-MW290) on a snow-covered apron, possibly at Winnipeg Airport.

Purchased from the Royal Air Force by Spartan Air Services on March 23, 1955, the York was ferried from storage at Kirkbride to Prestwick on July 20, 1955, and following the award of her C of A on August 21, 1955, the aircraft was ferried to Canada.

CF-HAS was initially flown by Spartan carrying survey equipment to remote sites in northern Canada, before being sold to Arctic Wings for DEW-Radar Line support flying. In April 1956 the company was taken over by Central Northern Airways, following which the name of TransAir was adopted.

Although retired from service in December 1962, the York survived for a number of years afterwards in store at The Pas Airport, Manitoba, until being destroyed by fire in July 1970.



Posted by **Time Air Historical Society** September 10, 2022.
Royal tour of Saskatchewan October 18 - 20, 1987.



A very special event happened for a number of the Time Air family, nearly 35 years ago. In October of 1987, Time Air was the official carrier of Queen Elizabeth and Prince Philip, on their tour of Saskatchewan.

Below are the members of the crews that served on this tour.

Sheldon Simpson posted this comment -

I remember this. There was a special seat and table made for the Royal party.

Rod Ross posted this memory -

If my recollection is correct, the Lethbridge Maintenance

(Tony McCartan?) constructed a special seat for the Queen and it was stored/sitting in the hangar till 1993 when we moved out of the hangar.





Odds and Ends

Name this propeller aircraft –

Answer below in **Terry's Trivia and Travel Tips**



**Bob built a cockpit simulator in his Alberta backyard.
Next stop ... Hawaii**

From CBC News –

www.cbc.ca/news/canada/edmonton/pilot-flight-simulator



"You can feel everything. Every single switch, every button works the same as a real jet". A former pilot has found a way to travel the world without leaving his backyard.

Bob Roberts built a Boeing 737 MAX simulator on his property in Camrose, Alta., and spends close to three hours a day flying. When the doors are closed, you can't tell if you're not flying, Roberts said. The pilot can fly in clear skies or in active weather.

Once an avid recreational flyer, Roberts made the switch to the flight simulator about 10 years ago. Flying any distance is expensive and he grew weary of making short flights. "I got tired of doing that, so I decided I would stop," he said. Now, he said, he can fly to wherever he wants, when he wants.

Roberts connects with other simulator enthusiasts around the world through groups like Virtual Air Traffic Simulator

Network and PilotEdge which act as virtual air traffic controllers.

"We talk on the radio and we get clearance," he said. "They have vectors in different airports and stuff like that. "There's thousands of courses across the world that are doing some desktop simulators and some cool sims like I have. It's very, very immersive."

But with motion sensors, Bose speakers, screens that wrap around the entire cockpit to look like windows, and real people acting as air traffic controllers, it's hard to tell what the difference is between the real airplanes and the flight simulator.

"You can feel everything. Every single switch, every button works the same as a real jet," he said. "There is no faking anything on the plane other than you're on the ground, and it's the only fake thing about the whole experience."



"I call the Boeing 737 MAX the sports car of the airline industry," Roberts told CBC Edmonton's Radio Active.

"It's very nimble, very fast now with the new Max," he said. "They're extremely efficient. They're very powerful. It's just a nice airplane to fly. And all the components are very modern." The simulator replicates the nose of the plane as seen from the cockpit, complete with windows and a screen projecting an outside view.

Roberts, a retired engineering manager for Syncrude Canada, has been flying since he got his licence at the age of 18. "I used to go to the local airport and watch guys fly, and I was just fascinated at the age of five years old," Roberts said.

For many years, he flew a Zenair Zodiac plane that he built himself. Now the simulator makes it easier for him to fly to places he's always wanted to.

"I've flown to Alaska, I've flown to Churchill, Man.," he said.

His next stop...Hawaii.

Taken in April 1985 the cool photo in this post is the only picture of **Concorde flying at supersonic speed**.

The image was taken by Adrian Meredith who was flying a Royal Air Force (RAF) Tornado jet during a rendezvous with the Concorde over the Irish Sea in April 1985.

Although the Tornado could match Concorde's cruising speed it could only do so for a matter of minutes due to the enormous rate of fuel consumption.

Several attempts were made to take the photo, and eventually the Concorde had to slow down from Mach 2 to Mach 1.5-1.6 so that the Tornado crew could get the shot. The Tornado was stripped of everything to get it up to that speed as long as possible.

Source: theaviationgeekclub.com



Wayne's Wings



**Wayne
Albertson**

The Joy of Volunteering

I apologize for being a little self-indulgent for this piece. Looking back to the beginning of my retirement a few years ago, one of my main concerns was filling my time (I'm not very good at being idle).

Thankfully, my concern did not last very long as I was asked to take on the treasurer position for the social group committee at a senior centre that I had begun to frequent. I

guess that I fumbled my way through that with some competence because I was later asked to work with other non-profit social groups.

I have come to realize that there are many things that I could do at 40 years of age that I cannot do now at 70. However, there are just as many things that I can do now that I did not have the knowledge to do at 40.

This year, I found myself working with a group organizing the 'Christmas on the Peninsula' festival in White Rock, British Columbia. It was an amazing experience to be a part of a group of volunteers who donate their time for weeks to put on a one-day festival of music, food, vendors of unique gift items and, most importantly, smiling happy people.

It's always about the people and interaction that is the great joy of volunteering. I have found the most rewarding experience in my senior years.



Our photo for this issue's header (arranged by **Sigrun Cowan**) features a group of '**Green Coat**' volunteers at YVR. The photo below (arranged by **Ann Senko**) features yet another group.

These are wonderful people who enjoy donating a few hours a week to provide a welcome service to others.

There are numerous similar groups at airports all over the world, who enjoy spending time in familiar surroundings, assisting travellers through the maze of an airport terminal.

More about the '**Green Coat**' program at:



Terry's Trivia and Travel Tips



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

Answer to 'Name the aircraft'.



**Terry
Baker**

Manufactured by Short Brothers, the Short 330 is an economical and reliable thirty-seater aircraft powered by Pratt and Whitney turboprop engines. The Short 330 can fly up to 915 nautical miles and has a maximum speed of 190 knots.

Reference: en.wikipedia.org/wiki/Short_330

Editors' Note:

A Short 330 demonstrator in **Time Air** livery appeared at the Farnborough Air Show in 1976. Time Air was one of the first operators, and later also had several of the upgraded Short 360 based on the 330 with a modified tail with single vertical stabilizer replacing the twin tails of the 330.



Photo by **Steve Fitzgerald** at Farnborough

September 10, 1976

My trip from Nanaimo (YCD) to Edmonton (YEG) to see the family

October 19, 2022

Although the flights had quite a few open seats, I decided to use some of my aeroplan points to secure positive travel.

For 42,120 points I got YCD-YVR-YEG-YVR-YCD. I ignored the seat selection as preferred seat was \$17.25 and every other seat was \$12.25. I took my chances on the seat assignments which were acceptable at 17F for YCD-YVR, 30F for YVR-YEG-YVR and 15A on YVR-YCD. The meal on board the YVR-YEG-YVR was a packet of pretzels.

I was unable to secure the free chauffeured car from Berwick retirement community, where I reside, and selected the Nanaimo Airport Shuttle at \$42.00 each way. Pick up was

with a smart SUV at 13:00 and got to YCD at 13.30 in nice time for the flight.

Changes to the arrangement since I was last through YCD in 2019 is that there are two lanes, one for checked luggage and the other for carry-on luggage; I had only a carry-on.

I had forgotten my cell phone in my top pocket, and had to go thru the arch several times, before a pat down located it. I proceeded to the waiting room as there was no queue.

[Read more](#)

Supersonic jet once made in Mississauga will soon be on display at City Park.

A ground-breaking supersonic aircraft that owns a significant place in Mississauga's history will soon be on display in the city for all to see.

Construction of a full-size replica Avro Arrow has begun at Paul Coffey Park in the Malton area of Mississauga, according to Ward 5 Councillor Carolyn Parrish.

It was in Malton where the twin-engine supersonic jet, widely thought of as the ultimate in Canadian aerospace achievement and one of the most advanced jets in the world at the time, was designed and built in the late 1950's.

However, production was unceremoniously halted by the Canadian government in 1959 and the \$470-million Arrow program quickly became a thing of the past.

Some 15,000 workers, many of whom lived in Malton, lost their jobs at the time.

Source: insauga.com





Interline deals from PERX.com

Some deals from Royal Caribbean

- January 2, 2023 - 7 night Asia Spectrum of the Seas - Singapore Round-Trip Balcony from \$589 USD
- January 16, 2023 - 4 night Bahamas Freedom of the Seas - Miami Round-Trip Balcony from \$242 USD
- May 2, 2023 9 night Hawaii Ovation of the Seas - Honolulu to Vancouver Balcony from \$847 USD

Resorts

- Sandos Playacar Beach Resort, Playa del Carmen starting from \$246 USD per night AI.
- Margaritaville Island Reserve Riviera Cancun by Karisma, Puerto Morelos starting from \$296 USD per night AI.
- Marina Fiesta Resort & Spa. Cabo San Lucas starting from \$283 USD per night AI.

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Tel: 512-691-4500
For many more deals call 1-888-737-9266.



Smileys





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.