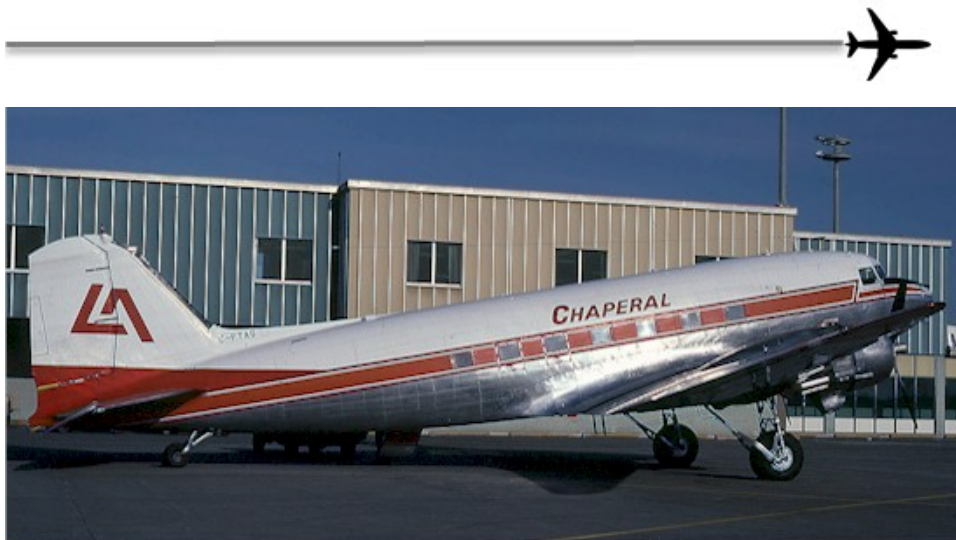




Aviation Memorabilia Newsletter

Since 1995



**Douglas DC-3 (C-47 Skytrain)
C-FTAS in Chaperal Charters livery
December 1982**

Photo courtesy of Pierre Langlois

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.

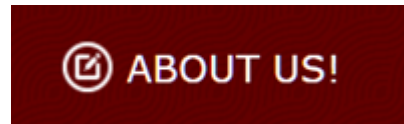
The NetLetter is self funded and is always free to subscribers. It is operated by a group of volunteers and is not affiliated with any airline or associated organizations.

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



We have welcomed 216 new subscribers so far in 2022.

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, Maritime Central Airways, 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



Pionairs members can sign up for a variety of on-line courses **for free**:

Go to Pionairs.ca and sign in to register.

Explorations Courses – October Schedule

- October 19
 - Create the Retirement that YOU Want! (English)
- October 20
 - Online Shopping for Beginners (English)
- October 27
 - Online Banking for Beginners (English)

Note: All sessions commence at 14:00 (2:00 pm) Eastern Time



Subscriber Feedback

Doug Keller sent the following in response to our request for more info regarding **Air Caravane**:

From the excellent reference work by **John Blatherwick**, "**A History of Airlines in Canada**"; this book never lets you down and there was some information on this airline.

Below is an excerpt from the book:

Air Caravane / Air Cardinal: This Montreal based operator flew a fleet of DC-3's and two former Air Canada Viscounts in the 1970's and early 1980's.

The fleet list shows two DC-3's operated by Air Caravane, CF-TAS (pictured in header) and CF-WIC, and two Viscounts operated by Air Cardinal, CF-TGZ and CF-THZ.

Doug also did an internet search (reference airlinehistory.co.uk) of Air Cardinal and found that "Air Cardinal was renamed from Air Caravane (founded in 1973) in June 1981".

Narrowing down the complete fleet list could become quite a task!

One of most frequent photograph contributors, **Caz Caswell**, sent in the photo below that shows a registration, **CF-EEX**, not listed above.

As per www.airport-data.com, this C-47 was built in 1942.



Submitted Photos



Neil Burton sends this information -

In NetLetter #1419 - August 10, 2019, I provided information on B.C. Airlines - Route of the Thunderbird.

For this photo, there are the 8 air hostesses who began flying on the new jet-prop "Vistaliner" aircraft of B.C. Air Lines to serve 10 cities in the British Columbia interior on Sunday, April 27, 1969.

Uniforms were Venetian gold outfits with unique Thunderbird motif wings, based on B.C. indigenous designs.

(Uniform information found in Kamloops Daily Sentinel - May 2, 1969 - p. 17).



Neil Burton also submitted this excerpt from the Kamloops Daily Sentinel newspaper dated September 17, 1969.

"To Fly in Canada!"

"This is the Short Skyvan passenger and freight transport which was to go into service with two Winnipeg companies. The short takeoff and landing planes are powered by Garrett TPE331 turboprop engines and built in Belfast. Image below is from a cross-Canada tour."

Neil's question is -

Can any readers offer any additional information on the history of the Transair 'Skyvan'?

Editor's Note by Ken Pickford: One fleet list shows CF-TAI delivered to Transair June 30 1969. It was returned to the

manufacturer in May 1971 and went to an operator in Malaysia.

Several other Skyvans have been registered in Canada over the years. Nordair had one registered CF-NAS from 1969 to 1976. It was used in their Arctic operations based at what was then Frobisher Bay, NWT (now Iqaluit, Nunavut).

Five Skyvans are currently registered in Canada, including a couple with Summit Air of Yellowknife, NWT. The larger Short 330 and 360 were based on the Skyvan which was often nicknamed the "**Flying Shoebox.**"



Vijay Ullal sent in this photo of the Mumbai, India customer service staff. Sadly, the station is closing after 31 years due to low yield.

Air Canada first started operation to Mumbai (then Bombay) in 1984, using the L-1011-500 with flight numbers AC858 and return flight AC859; routing was YYZ / LHR / BOM / SIN and back.

The B-747 Combi was subsequently operated on flights AC888/889 on the same routing. All staff were employed by Air Canada.

Air Canada ended the service to BOM and SIN, and later commenced service to Delhi. Service to Bombay was subsequently restarted but this time with handling agents.

This picture is of the first employees 1984 to 1991.

Left to right: **Ronny Bharucha, Bryan Naronha, Vijay Ullal, Melissa Iyer, Carol Carassco, Yezdi Divecha, Ms. Shalini Sippy** and **James Daniel.**

First Area Manager was **Peter Broad** (London based).

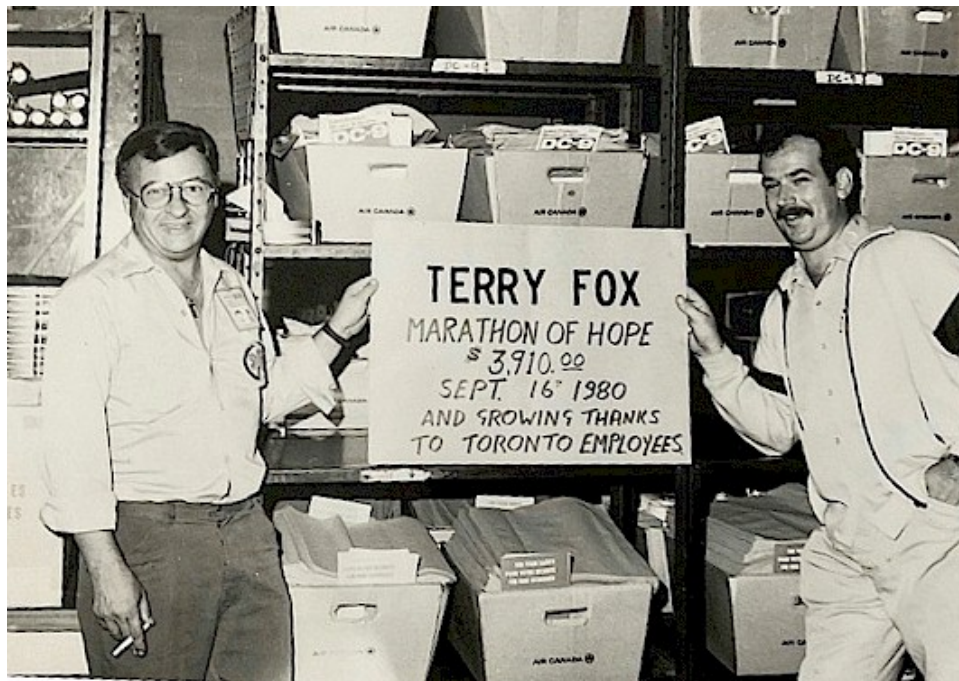
Station Manager was **Ingo Hirt** and area Maintenance Manager was **George Spence**.



Submitted by **Atty Heise**:

My husband was an AC employee. He passed away 21 years ago. I found this picture which was taken September 16, 1980.

It's self explanatory. I don't know the name of the man on the left. My husband's name was **Murray Heise** and he worked on the Ramp in YYZ for 35 years



Remember When

North Star by Ken Leigh

extracted from the '**Horizons**' magazine issue May 1972



You notice it looks strangely out of place ... smaller than you remember. The curious tail-heavy look doesn't suit the surroundings of stretched DC-8's, scattered B-747's and busy little DC-9's.

Trundling past, you get the feeling it is trying to slip by unnoticed. A few heads turn out of curiosity but quickly turn back to watch a B-747 disgorge its load.

Because you're not sure, you look back at the strange airplane. Poised just off the runway, as if trying to talk itself into the decision of flight, it finally rolls to the active runway.

You watch, you think you recognize the stranger. Seconds later you hear the sound. Now you are more than curious. The sound rekindles an almost forgotten memory.

Inside the cockpit two men are at work. They watch the engine rpm reach 3,000; the manifold pressure nudges 71.5 inches of mercury. At 85 knots the man on the left eases the yoke back a little ...the nose wheel lifts slightly...at 110 knots his task off the ground.

As you continue to watch, the airplane doesn't seem to be climbing at all, just holding there half-a-hundred feet up. Then, ever so gradually, it eases upward.

A few "old timers" now hear the clean and distinct sound. They stop, look around and remember too. The full, throaty sound of four Rolls-Royce Merlins will do that.

[Read more](#)





Women in Aviation



Barbara Dunn, retired Air Canada flight attendant, is the newly elected International President for the International Society of Air Safety Investigators (ISASI). She is the first female and the first Flight Attendant to be elected to ISASI's Executive Council.

Barbara joined AC in 1971 and quickly became interested in flight attendant and passenger safety issues. She took on the role of National Safety Chair for the Canadian Airline Flight Attendant Association (CALFAA) and represented the union for 15 years at accident investigation hearings, joint safety meetings with the company and as a speaker at international cabin safety conferences.

After her retirement in 2003, she continued her work to ensure that cabin crew are considered as part of the safety team on the aircraft. She joined ISASI in 1990 and became the President of the Canadian branch of ISASI in 1994, a position she held until stepping down in 2021.

Oregon Hosts All-Female Air Show

The Hillsboro edition of the Oregon International Air Show will be an all-female affair with all performers and all key positions being filled by women. The show ran May 20 - 22, 2022 at the Hillsboro Airport.

It headlined the female pilots who demo three frontline fighters, **Captain Kristin "Beo" Wolf** in the USAF F-35A, **Captain Aimee "Rebel" Fiedler** flying the USAF F-16 Viper and **Lieutenant Amanda Lee** wringing out the F/A-18E/F Super Hornet Rhino.

Other performers included **Vicky Benzing**, Ph.D.; Canadian **Anna Serbinenko**, Ph.D. (featured in video below); the Misty Blues skydiving team; and a flyby on the Saturday by an E-3 Sentry.

Original source:

www.AVWeb.com/aviation-news/oregon-hosts-all-female-air-show/

Click the image below to view a YouTube video about the event, posted by KGW News of Portland, Oregon.

For more info on **Anna Serbinenko** (AKA **Sky Dancer**) see:

www.annaskydancer.com/index.php/anna



Air Canada News



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



Click the logo to open the Air Canada YouTube channel.



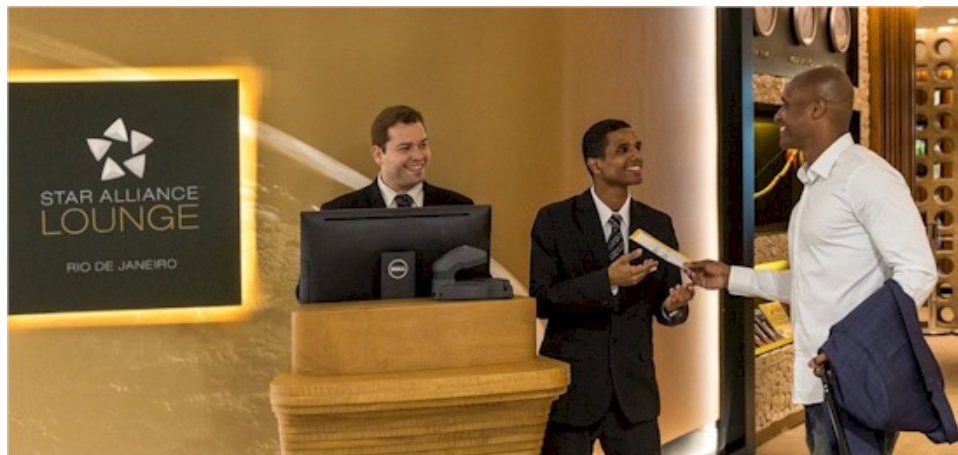
STAR ALLIANCE

Star Alliance News



Indulge before you fly at **Star Alliance Rio De Janeiro Airport Lounge.**

Paid access now offered to passengers on Star Alliance member airlines, regardless of cabin class or membership status.



Star Alliance has expanded its paid lounge access service to its modern yet soulful lounge at the Rio De Janeiro (GIG) airport.

Besides complimentary access for Star Alliance Gold customers and passengers in eligible cabin classes on Star Alliance member airlines, the lounge will now also welcome all other Star Alliance passengers regardless of membership status or cabin class, for a nominal fee.

For those who can already access the lounge, this now means they have the option to purchase access vouchers for their family members, friends or colleagues travelling together, so that their entire party can relax together before a flight.

This is the third amongst Star Alliance's six branded lounges to offer paid access. Earlier, the service was launched at the alliance's lounge in Ezeiza International Airport (EZE), Buenos Aires, and at its award-winning lounge in Los Angeles International Airport (LAX).

Source: www.staralliance.com



TCA/AC People Gallery



✳ *airOntario*

✳ *airNova*

✳ *NWT air*



Historic Dates

1948 -

May 1 - Inaugural service between Montreal, Toronto and Bermuda with North Star equipment.



Extracted from '**Between Ourselves**' magazine

Issue dated **April 1948**



Air travellers enjoying smooth sailing and a cocktail, in the crisp skies high over the Atlantic, relax happily detached from the more mundane activities of their fellow mortals at lesser altitudes.

For they seldom see, far below them, the floating weather observation Stations throwing turbulent ocean swells off their windswept decks. Yet the comfort of their journey is due in no

small way to the presence of these special weather ships maintaining lonely vigils in mid-Atlantic.

When post-war trans-Atlantic air service reached an unprecedented high frequency, member nations of the International Civil Aviation Organization recognized a need for more adequate weather observations, air navigation and rescue facilities for the northern trans-ocean air routes.

The result: many a weatherman has donned a sou'wester, turned sailor and joined ICAO's Weather Patrol.

Pictured:

Not a man from Mars, but a member of the crew of the '**St. Stephen**', Canada's link in the chain of North Atlantic ocean weather stations.

Special clothing must be worn to protect the personnel from icy spray and freezing temperatures encountered when the ship is at sea.

[Read more](#)

The history -

The idea of a stationary weather ship was proposed as early as 1921 by Météo-France to help support shipping and the coming of transatlantic aviation.

They were used during World War II but had no means of defense, which led to the loss of several ships and many lives. On the whole, the establishment of weather ships proved to be so useful during World War II for Europe and North America that the International Civil Aviation Organization (ICAO) established a global network of weather ships in 1948, with 13 to be supplied by Canada, the United States and some European countries.

This number was eventually cut to nine. The agreement of the use of weather ships by the international community ended in 1985.

Source: en.wikipedia.org/wiki/Weather_ship



Air Canada NAVI
magazine series was
launched in March 2017.

Here we have the issue for
the spring of 2019.



From left to right:

Annette Ryan, Concierge; **Luis Noriega Benet**, GM Mexico & Central America; **Alfredo Babun Sabat**, Regional Manager Andean Countries; **Jean-Philippe Brière**, Service Director; **Fei Revel**, Sales Planning Manager; **Sophia Chen**, General Manager, Taiwan; **Gleyson De Araujo Falcao**, Sales Manager Brazil; **Stefania Giordano**, Flight Attendant; **Andrew Edmonds**, Manager Business Travel Sales and **Keiichi Suzuki**, Sales Account Manager.

Editors' note: This appears to have been the final issue!

The Manitoba-Saskatchewan Pionairs District BBQ/Picnic -

Almost 80 Pionairs members attended our July 21, 2022 BBQ/Picnic at Kildonan Park.

It was a sunny and warm day and we feasted on hamburgers, hotdogs, soft drinks, chips, and freezies.

Thank you to all who attended this wonderful event. A big thank you to our Manitoba/Saskatchewan executive who helped with the planning and the execution of the picnic.

Thank you to our chefs - **Mike and Bill**, our traffic director - **Larry**, our 50/50 and mask sellers, **Diane** and **Joanne**, our food handlers, **Cathy** and **Renee**, and our activity directors, **Brenda** and **Rosemary**.

To view the full photo gallery go to:
pionairs.ca/mansask-photo-album



CP Air, Canadian People Gallery



Extracted from Air Canada '**Horizons**' magazine
Issued **September 1972**.



On Friday, September 8, 1972, Air Canada reached an agreement with Mr. Maxwell W. Ward for the purchase from him of one-third of the outstanding common shares of Wardair Canada Ltd.

Notice of intent of this proposed acquisition was filed on the same day with the Canadian Transport Commission in accordance with the National Transportation Act.

WARDAIR
*the airline
that Max built*



The Story of Wardair Canada Limited is the story of Maxwell William Ward.

Operating from his native Edmonton, Max Ward had parlayed a bush plane operation into Canada's largest charter airline. The Wardair jet fleet of two Boeing 707's and a B-727 provided an international charter service from seven cities in Canada, while the airline's red, white and blue de Havilland Otter aircraft (and a Bristol Freighter) continue its domestic operation from Yellowknife in the Northwest Territories. Yellowknife was the first base of operations for Max Ward.

It was during his RCAF career as a flying instructor in Canada that he decided to continue flying after the war.

He first worked for a company called Northern Flights, flying vegetables from Peace River to Yellowknife, and in 1946, bought a Fox Moth with war savings bonds and based himself at Yellowknife as the Polaris Charter Company. He flew prospectors and government men through the Northwest Territories.

With no charter license, Ward was forced into partnership when the Air Transport Board ruled that all northern flying operations had to be by chartered companies. By 1948, he and his partner's three aircraft were Yellowknife Airways — but Ward soon lost everything.

Debts were paid by working as a pilot for others and a stint as a house-builder. Then Max Ward was ready to begin again. On his second attempt, Ottawa granted his license as Wardair Limited and his next goal was an airplane.

[Read more](#)



Found on [CP Air Employees Facebook](#) site.



Posted by **Angie Keeping Brodkorb**
Marlie Kelsey, Judy Lucas and David Detwiller



Posted by **Ken Donohue**
Canada > n B-747-400 '**Maxwell W. Ward**'
arriving at Hong Kong Kai-Tak International in 1997.





Odds and Ends



Found on **Facebook**

Posted by **Donald McArthur**

The BA Concorde on tour at Toronto International (now Pearson, YYZ) in 1979.

Because the Concorde was operating far away from its base, the Readcoat Air Cargo plane on the left was its support plane.

I think everyone who had a tarmac pass was out there that day. Photo taken from the top level of parking lot of the then Terminal 1. Too bad they don't design airports that way anymore.



Wayne's Wings

Douglas DC-3 with an Interesting Lifecycle

While researching our last issue story on Air Caravane, we came across a particular Douglas DC-3 (C-47DL Skytrain)



**Wayne
Albertson**

with quite an interesting lifecycle.

It was in active service for close to half a century and is now 60 years old.

It was originally delivered as a C-47 to the USAAF in 1942. After World War II service in North Africa and the UK, it was converted to a civil DC-3 and delivered to **Canadian Pacific Air Lines** in June 1946 where it was registered **CF-CPW** (Fin

#173).

It was with CPA until 1957, when it went to Winnipeg-based **Transair** (acquired by Pacific Western Airlines in 1979) and re-registered **CF-TAS**. The photo below shows the aircraft in the basic Transair livery with the stylized "T" partially visible on the tail.

In 1974, it was acquired by **Air Caravane** where it was registered C-FTAS IN 1979. It was operated by **Ladouc Air** in 1980, **Chaperal Charters** in 1981 (pictured in issue header) and briefly by **Air Inuit** in 1985.

Later that year it was sold to **Classic Air** and again reregistered to HB-ISB. In November 2011 it was transferred to **Global Jet Training** and stored at Memmingen, Germany where it remains today.

Full lifecycle at: www.PlaneLogger.com



Photo courtesy of **Gary Vincent**

Montreal - May 1973



Photo courtesy of **Freek Blokzijl**
Zurich - August 1994.



Photo courtesy of **Stefan Bratner**
Memmingen Allgäu Airport - August 18, 2021



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.



Transportation in the '**Golden Horseshoe**' area is getting a much-needed lift.

A new hovercraft service could cut travel time between Toronto and the Niagara Region down to 30 minutes.

Hoverlink Ontario Inc. announced that they have entered the final stage of approval to introduce a high-speed hovercraft service to the Golden Horseshoe. The first of its kind in North America.

With plans to begin operation next summer, the hovercraft service will travel across Lake Ontario between Ontario Place in downtown Toronto and Port Weller in St. Catharines, Ont., a trip that can take about two hours by car or train.

"What this means for families across our country is potentially game changing," Michael "Pinball" Clemons, Hoverlink's chief government relations officer and former Toronto Argonauts star, said.

"It's a rapid transit solution for the Golden Horseshoe and as most people are saying it now, a game changer," said Chris Morga, CEO and founder of Hoverlink Ontario Inc.

The company said the service will complete 48 rides each day, carrying up to 180 passengers on each trip. The hovercraft is designed to operate on land, water and ice, making it available for trips year-round.

Ticket prices are expected to be \$25 to \$30 for one-way and \$50 to \$60 for a return trip.

Source: www.CBC.ca



Conclusion of the Air Canada nee Trans-Canada Air Lines History, started in NetLetter #1483.

Source: Air Canada 75 years of innovation

- 2011
 - In August 2011, Air Canada joined ENGAGE, an international fuel-saving and emissions-reducing initiative that aims for more efficient traffic flow in the busy North Atlantic airspace.
 - On December 22, 2011, the airline helps a puffin fly record distances. After being found stranded in the streets of Montreal, presumably having caught a ride on a ship, the bird is rescued by a local bird sanctuary and shipped back to St. John's on the next available flight.
- 2012
 - In July 2012. Air Canada is voted Best International Airline in North America in the Skytrax World Airline Awards survey of international air travellers, making it the third consecutive year. That alone is something to celebrate!

Here's to the next 75 years of innovation.



Smileys



"Old age is like a plane flying through a storm. Once you are aboard there is nothing you can do about it." - Golda Meir



Caption: "In my defense...the flight attendant said please familiarize yourself with all the safety features aboard the aircraft."



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.

