



Aviation Memorabilia Newsletter

Since 1995



**Air Caravane - DC-3
at YUL - March 1979**

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.

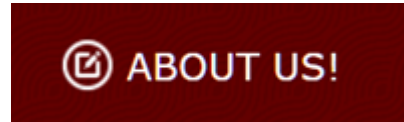
The NetLetter is self funded and is always free to subscribers. It is operated by a group of volunteers and is not affiliated with any airline or associated organizations.

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 206 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



After enjoying the summer, the **Pionairs** are resuming '**Coffee Club**' meetings across the system.

Check www.pionairs.ca and select your district to view the local schedule to get together with friends.

For example, the **Nova Scotia & P.E.I. District** next meeting will be held Tuesday, October 4, 2022 at Freeman's Little New York, in Lower Sackville, Nova Scotia.



Subscriber Feedback

Jack Morath in LHR shares this information -

At the last Pionairs LHR Zoom meeting the tracker devices used to trace your baggage was mentioned. Our son bought us a pack of four from Amazon and titled Apple Air Tags. We have not used them on a flight yet but our son and his family

have used theirs and also our grandson used one this past week from the Canary Islands to Gatwick.

Here's a brief description; it sends out signals via Bluetooth that are detected by nearby Apple devices. The devices send the location of the Air Tag to iCloud which you can access on your phone through the Find My app.

Your labelled Air Tag will show up on a map that shows you exactly how far away it is. A number of people have advised how useful the gadget is. An item explained about a couple who travelled from New York to Copenhagen and on arrival in Copenhagen their baggage did not arrive on the baggage belt. When they reported the loss at the desk, the person phoned somewhere and advised that the bag was not there. The passenger then showed him their Apple Air Tag and it showed up in the terminal and later the bag turned up in the Baggage Hall.

Thought you might be interested to hear these comments,
Jack





Submitted Photos

Submitted by **Diane Kleiman Bellamy** of Elgin, Illinois

You 'Netletter' guys continue to amaze us with the talent, tenacity and commitment to your subscribers. We enjoy The NetLetter immensely. Thank you for your hard work and dedication.

With the passing of the beloved Queen Elizabeth II, I looked through my work archives for something to commemorate her only visit to Chicago in 1959. Unfortunately, I did not find anything.

However, I did find the attached picture below from 1946 celebrating TCA's inaugural service to Chicago at Midway Field on July 1, 1946.

The caption says that the champagne is being handled by American actress **Jane Powell**. There's no record of the identity of the prominent looking lady holding the bouquet.



Editors' Note: In an effort to be deserving of **Ms. Bellamy's** kind compliments, we went digging through past issues of '**Between Ourselves**' to see if we could identify the rest of the representatives pictured.

We were not successful, however, we did find a full article and several more photos from the issue dated Midsummer 1964.

Pictured below are the eight 'stewardesses' assigned to the Chicago service, left to right:

Victoria Stewart, Margaret Crockett, Val Day, Rita Wiggins, Phyllis Harding (supervisor), **Lillian Houseman, Alberta Huck, Dorothy Rogers** and **Anita Germain**.



Click the icon at left to view the full extract from '**Between Ourselves**'.



Remember When

Reprinted from NetLetter # 960

Recollections of London (Heathrow) International Airport (LHR) from 1954 to 1965 by **Terry Baker**.

The original accommodations for Trans-Canada Air Lines were on the north side of the Heathrow airport, at the junction of the Bath Road and Sipson Road, in huts.

The nearer hut contained the administration and next to it was the hut for ramps, communications and flight dispatch. The cargo complex was several hundred yards east and the commissary, maintenance and stationery were on the south east near Hatton Cross.

Later, the administration office was moved to a hut near the control tower when the entrance off the Bath Road was improved to service the tunnel to the centre of the airport.

Food was usually available in the Green Dragon and, off the airport, at the Three Magpies and The Air Hostess.

Personnel who I recall during this time were:

- **Alf Lake** and **Reg Stoakes** - Cargo
- **Archie Furzer** and **Jim Barber** - Chauffeurs

- **Alex Murray, Les Powell, John Baker and George Steele** - Flight Dispatch
- **Harry Berry, Tony Blencoe, Bill Alderson** - Ramp
- **Edie Etheridge, Margaret Ewing** - Communications
- **Jack Ross** - Station Manager
- **Nancy Perry, Valerie Phipps** - Secretaries
- **Audley Summers** - Asst to Station Manager
- **T. Carr Hodgson** - Purchases & Stores Manager
- **Ron Munson, Jack Morath, Cyril Cavanagh, Phil Smythe, Ted Dean, Derek Strevens, Peter Hodge, Terry Baker, Wally Evans, Jim Arnold** - Customs
- **Tom Howson** - Stationery
- **Daphne Steele, Hilary Decourcey Donovan** - Secretaries
- **Al Coutts and Bill Singer** - Seconded from YUL
- **Don Wiley** - Maintenance Manager
- **Colin Bailey, Andy Cunning, Bill Cameron, Rae George** - Commissary Manager
- **Dickie Summerell, Erica Frost** - Passenger Service
- **Ted Rogers** (YUL), **Bill Swidnicki** (YWG), **Danny Sweetman** (YUL) seconded for cabbage patch DC-8.

The only events I recall were the Vulcan aircraft crash, the Edgehill Air Stairs, arrival of Pan Am Boeing Stratocruiser, Comet 4, B-707 and Concorde first flights - who can forget the black smoke from the B-707 with the water methanol injection on take-off - the passengers pouring out of the double deck Air France Bréguet 763 Provence, the marquee (large tent), which served, temporarily, as the departure lounge at one time, in the central area and the DC-8 Cabbage Patch incident.

Many of us took the fam flight of the Super Connie to Dusseldorf and of the DC-8 to Shannon.

Arriving at customs and being asked the fatal question "Anything to declare" and the relief on having a chalk mark applied to your luggage, which allowed one to exit - now you can breeze through the 'Green - nothing to declare' exit, which is generally staffed by groups of a few customs officers chatting to each other, seemingly paying no attention to the throngs passing before them.

Of course all the accommodations have changed or are long gone, especially the huts on the north side.

In the 1960's TCA/Air Canada moved the administration, Purchasing, Flight Dispatch and Communications into the Queen's building located in the central area of the airport.

Editors' Note: We invite anyone with memories to share with us, please do so!





Women in Aviation



WAI is headed to Long Beach, California and we want you to join us for **WAI2023!**

The 34th Annual Women in Aviation International Conference will be held at the **Long Beach Convention Center, February 23-25, 2023, in Long Beach, California.**



Come experience our trademark positive energy found at our annual conference. You will network with aviation industry professionals and continue your career development at education sessions, professional development seminars, and industry briefings.

Save the date for next year's gathering for more mentoring and fun!

Full details at:

www.wai.org/2023-conference.



Air Canada News

Air Canada Marks its 85th Anniversary, Donates CF-TCC, Historic Aircraft From its Original Fleet to Winnipeg's Royal Aviation Museum of Western Canada.

The Lockheed L-10A Electra arrives at its permanent home for the public to enjoy!

In celebration of its 85th anniversary, Air Canada today donated its historic aircraft, an original Lockheed L-10A Electra airplane to Winnipeg's Royal Aviation Museum of Western Canada. The iconic aircraft, the first fleet type flown by the carrier, made its final journey as it taxied from the Air Canada hangar at Winnipeg International Airport to the Museum at a handover ceremony. The airplane will go on permanent public display as an iconic piece of aviation history.

The aircraft, with registration CF-TCC, was one of three purchased by Air Canada's forerunner, Trans-Canada Air Lines (TCA), in 1937. It was until recently one of only two Lockheed L10-A Electra aircraft still flying in the world.

Full story and video link at: media.aircanada.com



Air Canada to Acquire 30 ES-30 Electric Regional Aircraft from Heart Aerospace

Air Canada today announced a purchase agreement for 30 ES-30 electric-hybrid aircraft under development by Heart Aerospace of Sweden. The revolutionary regional aircraft, expected to enter service in 2028, will generate zero emissions flying on battery power and yield significant operational savings and benefits. Under the agreement, Air Canada has also acquired a US\$5 million equity stake in Heart Aerospace.

"Air Canada has taken a leadership position in the industry to address climate change. The introduction into our fleet of the ES-30 electric regional aircraft from Heart Aerospace will be a step forward to our goal of net zero emissions by 2050," said Michael Rousseau, President and Chief Executive Officer of Air Canada. "Already, Air Canada is supporting the development of new technologies, such as sustainable aviation fuels and

carbon capture, to address climate change. We are now reinforcing our commitment by investing in revolutionary electric aircraft technology, both as a customer for the ES-30 and as an equity partner in Heart Aerospace."

Full story and video link at: media.aircanada.com



Artist conception - not an actual aircraft



for the latest posts at the [Air Canada Media Centre](https://media.aircanada.com).



Click the logo to open the Air Canada YouTube channel.



Star Alliance News

United Invests \$15 Million In Eve Air Mobility

United Airlines has signed a \$15 million investment deal with urban air mobility (UAM) company **Eve Air Mobility** for the purchase of 200 four-seat electric vertical takeoff and landing (eVTOL) aircraft.

The agreement also includes options for an additional 200 aircraft along with laying out plans for joint work on future projects such as studies on the development, use and application of Eve's aircraft and the UAM ecosystem. United

also has a 200-aircraft agreement with eVTOL developer Archer.

Source: www.avweb.com



TCA/AC People Gallery



Found in '**Horizons**' magazine

Issue dated **May 1991**

When you wish upon a star...

Air Canada staff makes a dream come true.

The '**Dream Come True**' flight sprouted in the minds of four Toronto employees in 1989.

Cargo Sales Manager **Bob Kent**, Passenger Service Supervisors **Kathy Dutchak** and **Chris Dale** and Customer Sales & Service Agent **Kent Angus**.

This year (1991), Air Canada loaned the group a B-727 for the children, their escorts and volunteers. Ground handling, catering and aircraft cleaning were handled by volunteers, and Transport Canada waived the landing fees - so all \$27,000 raised by hundreds of generous Air Canada employees went directly to fuel costs and the children's expenses.

The program soon spread across the system as '**Dreams Take Flight**' and operated flights from Vancouver, Edmonton, Calgary, Winnipeg, Toronto, Ottawa, Montreal and Halifax.

Unfortunately, due to COVID, flights have been suspended since 2020. The 'DTF' are busy planning and fundraising to resume the program in 2023.

See: DreamsTakeFlight.ca to check their progress.



Issue dated **April / May 2001**

All Star Stores Hockey 2001

In random order are some of the great players of the YUL Stores:

Paul Murphy, Ben Besner, Stan Sumsion, Steve Wells, Mike Delaney, John McKirdy, Larry Montreil, Todd

Giroux, Brian Baillargeon, Anthony Laniel, Lee Bourque, Ken Marler, Patrick Swann, John Gauthier, Elio Monaco, Guy Kienholz, Nick Giuliano, Arthur Richard, Johnnie Walker, John Glass, Gary Kirbyson, Terry Burns, Gary McGregor, Brono Santella, Ross McKenzie, Rob Broderick, Martin Elie, Dave Ford, Denis Leduc, Alain Marineau, Mike Roman, Gord Speirs and Jack Patterson.



Congratulations go out to **Brian Nelson** of YYZ Stores on receiving his thirty-five year pin and passes. Brian is a Lead Stock Keeper in Toronto Stores and has been very active in the changes going on at that location.

Pictured below left, from left to right are: **Wayne Turner, Dave Bruce, John Agnew, Brian Nelson, Jim Armstrong, Bryn Evans, Derrick Hotchkiss, Ken Smith & Reagan Seunarine.**

On the right: presenting Brian with his honours was **Bill Tannyan**, Manager of Logistics & Supply, Central USA and South.



Original source by **Larry Milberry** at:

www.canavbooks.wordpress.com

Lockheed L14-2 Super Electra CF-TCH originally joined Trans-Canada Air Lines on August 25, 1938.

Perhaps replying to the advertisement you will see in 'Postwar Adverts', Nickel Belt Airways of Sudbury bought 'TCH' on January 8, 1948, but this deal may have gone awry. Nickel Belt re-sold "TCH" to the British American Oil Co. (BA), of Toronto. When 'BA' upgraded to a Lodestar in 1953, "TCH" was sold to California-Atlantic Airways in California, where it became N66578.

In December 1956 it resumed its old registration when brought back to Canada by Photographic Survey Co. While on an Arctic contract, 'TCH' suffered an accident at Hall Lake on the Melville Peninsula in July. Likely because Hall Lake had access to the summer supply barges serving the Canadian Arctic, 'TCH' was shipped south for repairs.

Its final owner is listed to be Hunting Survey Corporation. It was withdrawn from service and scrapped in 1962.



CP Air, Canadian People Gallery





From the '**Esprit**' magazine.

Issue dated **December 1986**

Here is how it looked as employees hired in 1961 celebrated 25 years with the airline at a Hotel Vancouver dinner.



Tarmac nostalgia from 1974 . . . CPAL's last DC-3 and its first B-747



Editors' Note: Ken Pickford noticed that the caption is incorrect. Actually the B-747 pictured was not CP's first, it

was the second.

The first was **C-FCRA**, originally '**Empress of Asia**' but changed fairly quickly to '**Empress of Japan**', delivered November 15, 1973. The B-747 in the photo is **C-FCRB**, '**Empress of Canada**' (name visible on forward fuselage), delivered December 3, 1973.

They were adjacent on the production line, 225th and 226th B-747's built. I'm not certain but I think that photo may have been taken in 1973, very soon after delivery and before it went into service. That last CP DC-3 (CF-CRX) was retained for pilot training when the last couple of DC-3s were retired from passenger service in 1969. It was sold to YVR-based Harrison Airways in October 1974.

Issue dated **January 1987**

Empress of Belwood



B-737 captain **Bruce Laxon** created CF-JMJ (his wife's initials), the **Empress of Belwood** (his home town near Toronto), as the family mail box.

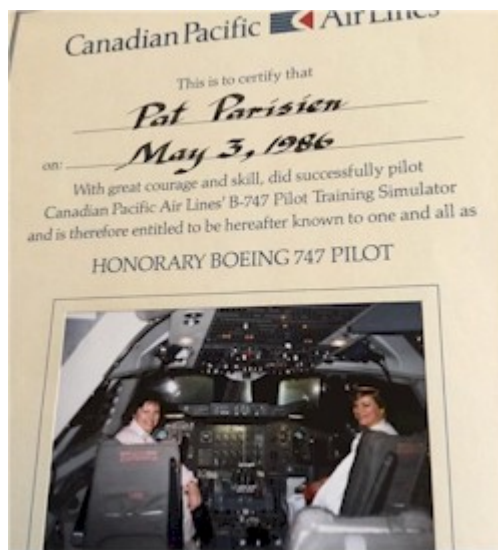
It's a basic metal mail box with wooden wings, tail and engines.



Found on the [CP Air Employees Facebook](#) page -

Posted by **Roy Marzetti** -

This is **Pat Parisien** crashing the simulator in Hong Kong.



Posted by **Irene Sam** - PR for inaugural flight into Ottawa



From **Larry Milberry** at www.canavbooks.wordpress.com

C-FMAU is the Otter that the late Max Ward of Wardair used for years at his summer camp on the Copper Mine River, NWT. 'MAU' is a 'Texas Turbine' conversion using a 900-shp Garrett engine.

Pictured on the left is the aircraft at a De Havilland Aircraft of Canada event in Downsview, Ontario.

On the right, **Ted Larkin** caught 'MAU' in flight.



Featured Video(s)

It didn't take long for YouTube videographers to post on the news of Air Canada entering into the Electric Aircraft market.

Click the links below to view the posts. Keep in mind that all images are promotional artist conceptions as the aircraft is still under development.



Posted by **Alex Praglowski Aviation**



Posted by **Dj's Aviation**



Odds and Ends

Rolls-Royce has ditched plans to turn a former Qantas Boeing 747-400 into a flying testbed and will now dispose of the aircraft which has sat idle at Moses Lake airport in Washington state for over two years.

Source: FlightGlobal.com



Wayne's Wings



**Wayne
Albertson**

Air Caravane

From subscriber **David Hykle:**

"Question for you: I wonder if readers have any information regarding 'Air Caravane' that appeared to operate DC-3 type aircraft in Quebec in the 1960's / 70's?

I believe one registration may have been CF-WIC and some photos may be found on the internet."

As David suggests, I did a quick Google search on registration 'CF-WIC' and found several photos, however, the majority were in Millardair of Toronto livery. However, I did find one in Air Caravane livery at www.airlinefan.com.

Surprisingly, I was not able to find much general info on Air Caravane. Unusual at a time when practically everything can be found on the internet.

So we'll send it out to our subscribers. Does anyone have any memories of the origin and lifespan of Air Caravane to share?

At left, the cover of an airline schedule for Air Caravane (La compagnie aérienne du Lac St-Jean) effective December 22, 1978.

Info from the interior of the schedule reads:

Do you know about our DC-3 Charter Services?

Passenger groups of up to 28 persons can be accommodated for sports events (teams or spectators), business or association meetings, hunting and fishing excursions, or any groups requiring specialized service in the commercial or recreational fields.



Cargo flights with payloads of up to 6,500 lbs. are also provided by Air Caravane.



CF-WIC in Millardair livery

Toronto - June 30, 1971

Photo courtesy of **Gary Vincent**





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.



Interline cruise deals by
Perx/Interline Vacations -

- November 26, 2022- 8 night Caribbean Harmony of the Seas - Fort Lauderdale Round-Trip - Balcony from \$746.
- December 10, 2022 - 7 night Caribbean Symphony of the Seas - Miami Round-Trip - Balcony from \$642.
- January 29, 2023 - 7 night Caribbean Oasis of the Seas - Miami Round-Trip - Balcony from \$574.
- March 27, 2023 - 9 night Australia/New Zealand/South Pacific - Ovation of the Seas Sydney Round-Trip - Balcony from \$742.

Contact www.Perx.com or www.Dargal.com or call 1-888-737-9266 for more interline deals worldwide.

- All cruise rates listed are per person (\$USD).
- For cruises, government taxes & fees are additional.
- All rates listed are for new bookings only.
- Proof of employment and/or relationship to employee is required.
- 12708 Riata Vista Circle, Suite A-125, Austin, TX 78727 - Tel: 512-691-4500

Some interline deals you may wish to explore -



Exclusively for travel industry and airline staff.
The travel company for travel professionals since 2008.
Discounted cruise fares for

airline staff and travel industry employees
Many interline cruise deals also apply to family or friends travelling with you.

Website: interline.cruises



We have been totally devoted to bring you the best Interline Travel deals since 2008 and we have many exclusive Airline Staff Discounts directly with hotels worldwide.

We started Airline Staff Rates because we love to share the discounts we got when we were travelling standby and we keep adding new Interline Travel deals every day.

Website: www.airlinestaffrates.com/interline-travel

Continuation of the Air Canada nee Trans-Canada Air Lines History.

Started in NetLetter #1483.

Source: Air Canada 75 years of innovation

- 2007
 - Seven is the magic number. On its 70th anniversary Air Canada received seven of its new Boeing 777's. The world's largest twin-jet, it has an intuitive fly-by-wire system whereby the manual flight control is replaced by an electronic interface. It's no wonder it is a favourite among pilots.
- 2009
 - The airline makes a great call by becoming the first in North America to launch apps for Apple and BlackBerry devices in 2009. Get flight info, track itinerary changes and, best of all, flash the electronic boarding pass you've uploaded onto your phone at security - saving trees with every trip.
- 2010
 - Air Canada was the official airline for the 2010 Olympic and Paralympic Winter Games in Vancouver, during which it transports a total of 2,700 athletes and almost 10,000 sports equipment bags from all over the world.

Continued in the next NetLetter.



Smileys



"Inside every older person is a younger person wondering what happened." - **Jennifer Yane**



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.