



Aviation Memorabilia Newsletter

Since 1995



RCAF De Havilland CT-142 Dash 8 (Gonzo)

Photo by **Christopher Ebdon** on [Flickr.com](https://www.flickr.com/photos/ebdon/)

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.

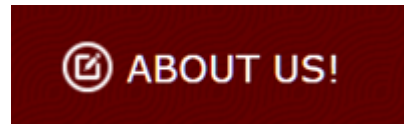
The NetLetter is self funded and is always free to subscribers. It is operated by a group of volunteers and is not affiliated with any airline or associated organizations.

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

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

Canadians are 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 memory of **Alan Rust**. Alan joined the Forces in 1968 where he was first introduced to his career as an aircraft maintenance engineer.





We have welcomed 237 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, 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

ACRA YUL announce -

- The children's Christmas party will take place on Saturday December 3, 2022 at the Air Canada hangar from 2:00 to 5:00 p.m.
- A new interior soccer league has been formed and we are looking for new members!
- The bowling league has started its activities again!
- The curling league will resume its activities shortly!

Source: acrayul.com





Subscriber Feedback

Regarding [NetLetter #1496](#) - 'Odds & Ends'

I was happy to read that the [B.C Aviation Museum](#) have acquired the Convair. I was hired as a stewardess for Canadian Pacific Airlines in 1956. The Convair was flying the Vancouver - Calgary run.

It was a training flight for new stewardess's with stops in Penticton, Castlegar and Cranbrook. It was quite turbulent at times and we had to close the passenger door when the outside stairs were taken away.

It was a very heavy door so caused a little anxiety until we had it safely closed. I live in Victoria so will really enjoy seeing the Convair again when I visit the museum.

Cora (Bethel) Thomson



Submitted Photos



In [NetLetter #1494](#), **Diane Kleiman Bellamy** submitted an article regarding the inaugural flight to Chicago, together with a photo of **Jane Powell** initiating the event.

Diane mentioned that there was no indication of the lady who appeared to be receiving the brunt of the champagne.

However, the NetLetter gang read through some old "Between Ourselves" company magazines and found the article and photo, and the identity was Jane Powell's mother.

Below the photo is a list of those 'sprayed'.



Extracted from the '**Between Ourselves**' issued Mid-summer 1948.

Everybody got christened, including the aircraft, when movie star **Jane Powell** cracked the champagne bottle to inaugurate North Star service to Chicago.

Taking the spray are, left to right: **Edmond Tureotte**, Consul General for Canada; **Oscar Hewitt**, Commissioner of Public Works, Chicago; **Arthur H. Marlow**, British Consul General;

Benjamin Adamowski, Corporation Counsel, City of Chicago; **Leverett S. Lyon**, Chief Executive Officer Chicago Association of Commerce and Industry; **John A. Casey**, Superintendent Chicago Municipal Airport; **Harry J. Cooper**, TCA District Traffic and Sales Manager.

Mrs. Powell, mother of Jane Powell, is in the foreground, centred in the deluge.

Pierre Gillard of the [Quebec Aerospace Museum](#) tells us that their recently acquired 1958 CAE "Twin Engine" Flight Simulator is currently at CAE's as part of their 75th anniversary commemoration, but it should soon be moved to downtown Montreal where it will be displayed fully functional!

This was used by numerous RCAF transport pilots for procedure training. A lot of them were later hired by airlines. Probably some of your readers flew that simulator!

Editors' Note: If any of our readers flew this simulator, perhaps you might care to share their experience.

More from **Pierre Gillard** below.



Remember When



Musée de l'aérospatiale du Québec

Québec Aerospace Museum

Pierre Gillard, of the **Quebec Aerospace Museum**, published a story about 'Buffalo Airways Curtiss C-46 Commando' on their web site.

The story describes the indispensable freight planes supplying remote communities in the Northwest Territories of Canada.

The article was produced for the benefit of the Quebec Aerospace Museum, and made available to our readers with the kind permission of **Pierre Gillard**.



Women in Aviation



Excerpt from the **Richmond Sentinel** - story by **Don Fennell**

It was 1968 and **Helen Healey** wanted to see the world. And she did, taking to the skies in a memorable career as a flight attendant.

During one of the most tumultuous years in history, marked by the war in Vietnam, civic unrest and social change, a young and adventurous Healey desired a move to the West Coast. So she packed up her 1956 Austin and despite less than ideal road conditions, armed

with her little poodle, she set out for a new life in Vancouver.

"I stayed over with my cousin in Revelstoke and recall him saying, 'You came through the Rogers Pass in that?'," referring to the little British sports car that also bore her surname. The rest, she says, was easy.

Having already signed on for training with Canadian Pacific Airlines, Healey and her classmates stayed at the old Skyline Hotel in Richmond to study aircraft safety, food and beverage service, grooming, first aid, wet ditching (a water emergency technique), and addressing the public among other things.

[Read more](#)



Kentucky Woman Becomes Air National Guard's First Female F-35 Pilot

"People just treat me like a wingman and it's great as it allows me to focus more on flying."



Earlier this month a Kentucky native made history by becoming the first woman to pilot an F-35 fighter jet for the Air National Guard.

First Lieutenant **Kelsey Flannery** is a 30-year-old

former boxing instructor from Kentucky. According to the Air National Guard, she has spent the last three years training to pilot the F-35A Lightning II.

Flannery was part of a small group of hundreds of applicants selected to become a pilot with Vermont Air National Guard's 134th Fighter Squadron, also known as the Green Mountain Boys. In 2019 they became the first Air National Guard unit to base the F-35A Lightning II, the most advanced and capable weapon system in the U.S. Air Force.



Air Canada to Acquire 15 Additional Canadian-built Airbus A220-300 Aircraft.



October 26, 2022 - Air Canada today announced that it has converted options for 15 Airbus A220-300 aircraft into firm orders, bringing to 60 the total number of the Canadian-built aircraft it will acquire for its fleet.

"This expanded order for the A220, built up the road from our Montreal headquarters,

is an important development in the modernization of our fleet and a clear indication that we are emerging from the pandemic solidly positioned for the future. The A220 has become a mainstay of our narrowbody fleet, and its performance and passenger comfort are enabling us to compete effectively in the North American market," said Michael Rousseau, President and Chief Executive of Air Canada. "We are also proud to support the Canadian aerospace industry. This increased order will support jobs at Airbus' Mirabel factory and affirms Air Canada's positive economic impact in Montreal, Quebec and throughout Canada."

"This third re-order for the A220 in 2022 confirms the strong confidence that airlines worldwide have for this game-changing aircraft," said **Benoît Schultz**, CEO, Airbus Canada and Head of country Canada for Airbus. "With already over 30 aircraft in service in the country, this Canadian-designed and built aircraft has positively contributed to opening new routes as well as to making strides in reaching ambitious environmental goals for Air Canada – thanks to its unmatched efficiency."

Read more



Click the icon to view a YouTube video, posted by '[Simple Flying](#)', for additional info.



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



Star Alliance has reclaimed the title of World's Best Airline Alliance at the prestigious Skytrax 2022 World Airline Awards.

The Alliance's famed Los Angeles lounge has also retained the award for World's Best Airline Alliance

Lounge for the sixth year running.

The awards were received by Star Alliance CEO **Jeffrey Goh** at a ceremony held at the historic Langham Hotel in London, UK.



TCA/AC People Gallery



airOntario

airNova

NWT air





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.

Issued dated **April 1948**

Our photo shows some of TCA's staff at Ottawa:

In the front left to right: **J. Boisvert** (in front); **R. H. Conklin**, **J. Singer**, Station Manager; **T. B. Sandilands**, Traffic Office Manager and **T. Coghlan**.

Standing in back, left to right: **A. May**, **R. Lowry**, **C. Walker**, **C. Walters**, **H. Olsen**, **S. Bennett**, **E. Bell**, **W. Wenglar**, **C. Copeland**, **R. Kimmerly**, **E. Fobert**, **R. Beaudry** and **R. Goudie**.



Calgary personnel from city office and airport put on their best smiles for the cameraman as they pose during a recent joint staff meeting to form a local chapter of the **Trans-Canada Air Lines Recreation Association** (TCARA).

Editors' Note: Unfortunately there were no names, but the TCARA was formed during February 1948 and would later become the **Air Canada Recreation Association**.



Winnipeg skiers.

Posing on a slope (which accounts for the noticeable list) are, left to right: **Harvey Hutton, Albert Gauthier, Val Egolson, Denise Fredette, Sylvia Jones, Maybelle Harrison, Ted Axford, Val McAree** and **Sheila Schiach**.



Issue dated **June 1948**



that **Trans-Canada Air Lines** aka **Air Canada** was involved with passengers going to **Sydney, Australia** way back in 1948?

British Commonwealth Pacific Airlines or BCPA, was an airline registered in New South Wales, Australia in June 1946 with headquarters in Sydney.

It was formed by the governments of Australia, New Zealand and the United Kingdom to pursue trans-Pacific flights.

A 'Hands across the Pacific' gesture by **Trans-Canada Air Lines** and **British Commonwealth Pacific Airlines** resulted in new facility "of air travel between Australia, New Zealand and Canada".

TCA was appointed the Canadian representative of BCPA, the airline which links this country with the two sister dominions "down under."

For some time TCA had been dispatching and servicing the Commonwealth airline's aircraft at Vancouver, the terminal for the Pacific route. Company offices in North America looked after complete ticketing and reservations requirements for travellers who flew from points in Canada to the Antipodes.

BCPA operated an average of six flights monthly between Sydney and Vancouver; *flying time was 48 hours*. Featured enroute was a day stop-over at Honolulu and Fiji.

BCPA offered the only non-stop service from Vancouver to San Francisco, where Honolulu flights originate. The Australian airline represented TCA in Sydney under a reciprocal agreement.

With the long over-water legs of the Pacific service planned at night to facilitate astro navigation, the sleeper service offered by BCPA was no doubt very welcome to its passengers.

As shown, the seats could be folded down to make a lie-flat bed, something that would not make a re-appearance on the Pacific for many, many years!



BCPA had ambitions to move into the jet age, as the advertisement (above left) from *Aeroplane* magazine in June 1952 indicates. The de Havilland ad states that "BCPA have chosen the Comet to operate their 7,500 mile Southern Cross service spanning the Pacific Ocean."

However, it was not to be: Qantas took over responsibility for trans-Pacific services on April 1, 1954, although services continued to be operated by BCPA DC-6's until 15 May.

The remaining three BCPA DC-6s were then sold to the New Zealand airline Tasman Empire Airways Limited (TEAL - later Air New Zealand). Qantas initially used Constellations until their Boeing 707s entered service in 1959.

Additional info and photos:

Airwaysmuseum.com

en.wikipedia.org/wiki/British_Commonwealth_Pacific_Airlines



CP Air, Canadian People Gallery

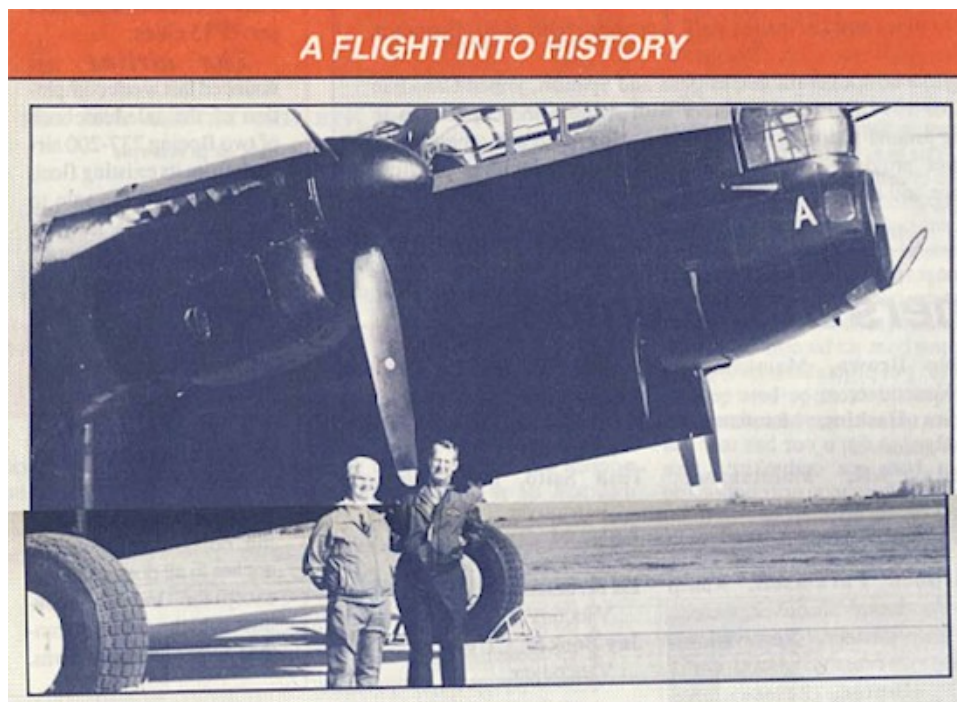


From the "**InfoCanadi>n**" magazine.

Issue dated **January 12, 1989**

Cy Dunbar, captain B-737, Halifax, (left) has the rare opportunity to travel back in time. As a captain on the recently restored Canadian Warplane Heritage Museum's Lancaster he flies one of two remaining airworthy Lancasters in the world.

This is the exact aircraft on which Dunbar made his last Lancaster flight on July 10, 1963. Dunbar has over 2,500 hours on Lancasters, including 450 on this aircraft. Standing to the right of Dunbar is former crew member **Don Reynolds** during a visit to London, Ontario.



Issue dated **March 30, 1989**

In what was described by a spokesman for the Johnson Family Foundation in St. John's, Nfld. as a thoughtful gesture, Canadian Airlines provided free tickets for 4,000 teddy bears who travelled from Toronto to St. John's, where they were put up for adoption at the Janeway Children's Hospital.

Under the 'Cuddle Friend Program' a teddy bear is given to each child patient to keep upon completion of five nights at

the hospital.



Larry Milberry has put together a progressive blog on aviation subjects and can be followed on the web site canavbooks.wordpress.com.

We have, with permission from Larry, some of the photos and story of those aircraft which ended up at either Canadian Pacific Airlines or Trans-Canada Air Lines etal.

A history of some B-727 aircraft.

Last airline to operate the B-727 on scheduled routes in Canada was Ottawa-based First Air. Here are a couple of views of First Air's "combi" **C-FRST** c/n 19169 at Iqaluit (YFB) on August 12 and 15, 1992.

A B-727-90C, **C-FRST** was originally delivered to Alaska Airlines on October 27, 1966, from where First Air acquired it on December 31, 1985. It left service in 2000.





During its 'orange' era, CPA operated four B-727-117's (1971-77) and two B-727-217's (1975-80).

CF-CUS (c/n 20513 - fin #724) was sold to National Aircraft Leasing of Los Angeles as N117TA on May 24, 1977 and later served Mexicana as XA-GUV and Servicios Aéreos Nacionales S.A. (in Ecuador) as HC-BIB. It was broken up in Miami in 1998.

It's seen below on approach at Toronto on March 6, 1972.



CP Air B-727 **CF-CPK** in the background at Toronto on March 16, 1973.

Having served CP Air from 1970 to 1977, **CF-CPK** (c/n 20328, fin #722) was sold to National Aircraft Leasing of Los Angeles on June 6, 1977 and migrated to Mexico as XA-GUU, Ecuador as HC-BIC and the UK with Dan Air as G-BKCG.

It made its final landing with TAME Ecuador as HC-BLV.



Canadian Pacific Airlines inaugural DC-6B service arrival at Auckland, New Zealand.

Credit: Whites Aviation Ltd: Photographs, Ref: WA-32938 - F. Alexander Turnbull Library, Wellington, New Zealand.



Featured Video(s)



Life in the Air Force

from the Canadian Armed Forces YouTube channel

In the air or on the ground, the Royal Canadian Air Force has something to offer you. Defend Canadian airspace, perform search and rescue, or deice aircraft before takeoff.

If you're looking for excitement or something unique and challenging the Royal Canadian Air Force is for you!



Mystery Fin

Can you name this Asian airline?

Answer in **Terry's Trivia**.

KD Air Corporation was an airline based in Qualicum Beach, British Columbia, Canada, offering both scheduled and charter service.

The airline ceased operations in 2019.

Source: en.wikipedia.org/wiki/KD_Air



Not Coming To A Dealer Near You!

Could it be we are at the one-in-one-out phase of the budding eVTOL market?

This week, the outtie is **KittyHawk**, an early and well-funded entrant into what is imagined as the Urban Air Mobility market.

The closure is significant because the company was well along with a couple of designs and seemed to have investment staying power from Google mega-billionaire Larry Page. But the field is crowded and ripe for a shakeout, and UAM is still little more than a concept.

Source: www.AVWeb.com



Entering through the revolving door is AERWINS with the Xturismo hoverbike it debuted in the U.S. this week at the North American International Auto Show in Detroit.

They actually flew the thing (briefly) and their website is accepting orders at \$777,000 each.

Source: AVWeb.com





Wayne's Wings



**Wayne
Albertson**

RCAF CT-142 Dash 8 'Gonzo'

The Royal Canadian Air Force currently operates four (with two others having been sold) modified Dash 8's as CT-142's nicknamed the 'Gonzo'. For anyone familiar with the Sesame Street character (with the exaggerated snout), the origin of the nickname is obvious.

They were built as De Havilland Canada DHC-8-100's at Toronto, Downsview.

Aircrew from the RCAF and air forces around the world train on this turboprop aircraft. Training on the CT-142 involves navigation, tactics and surveillance as well as search and rescue.

The reason for the extended nose on the aircraft is because it employs a suite of on-board training computers and a large radar system.

Following is a list of each of the six aircraft and its current status as per PlaneSpotters.net.

-
- Current fleet and registration:
 - **142803** - Delivered March 1990 - Active (featured in the video below).
 - **142804** - Delivered December 1989 - Active
 - **142805** - Delivered October 1990 - Active
 - **142806** - Delivered May 1991 - Active
 - Former fleet:
 - **142801** - Delivered April 1987 - Acquired by Field Aviation, January 2002 and re-registered C-GJUZ.
 - Last Canadian registration, C-FCGE with Pal Aerospace.
 - Currently stored at Muskoka, Ontario (YQA) since July 2022 and registered to The Netherlands Coastguard as PH-CGE.
 - **142802** - Delivered June 1987 - Acquired by Field Aviation, January 2002 and re-registered C-GJVB.

- Acquired by Transport Canada in February 2007 and re-registered C-GSUR.
- Still active as maritime surveillance and based in Vancouver.

Full details at: www.rwrwalker.ca/CF_Dash_8



Landing, Startup, Takeoff & Cockpit Tour at YYJ

Posted on YouTube by **Nybotor1**



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.

World-Wide Airways was a Canadian airline started in 1947 by **Donald McVicar** (1915-1997), a former RAF Command pilot. Based at Montreal's Dorval Airport, it played a key role in massive airlift operations for Hollinger Ungava Transport and the Distant Early Warning Line in Northern Canada. It also flew livestock and foodstuffs to embargoed Cuba during the 1960's.

Its licence was revoked in 1965 for political reasons. McVicar's publicized fight with the government led him to be featured on the cover of Time Magazine in 1966.

McVicar left Canada and later returned to Montreal as an aviation consultant. He passed away in 1997.

Source: en.wikipedia.org/wiki/World-Wide_Airways



No wonder the commercial airlines have a hard time to fill their first class seats - here are some of the millionaires and their "toys" -

- Jackie Chan, Model: Embraer Legacy 650.
- Celine Dion, Model: Bombardier BD 700 Global Express.
- Mark Cuban, Model: Boeing 767-277.
- Kylie Jenner, Model: Bombardier Global 7500.
- Dwayne "The Rock" Johnson, Model: Gulfstream G65.
- Floyd Mayweather, Model: Gulfstream 650.
- Warren Buffett, Model: Bombardier Challenger.
- Cristiano Ronaldo, Model: Gulfstream 650.
- Angelina Jolie, Model: Cirrus SR22.
- David and Victoria Beckham, Model: Bombardier Challenger 350.
- Tiger Woods, Model: Gulfstream G550.
- Tom Cruise, Model: Gulfstream IV.
- Justin Bieber, Model: Gulfstream IV.

Answer to Mystery Fin from Odds & Ends.

Air Astana is an airline group based in Almaty, Kazakhstan.



Smileys



"The older I get, the more clearly I remember things that never happened." - Mark Twain.

Reprinted from '**Parts & Pieces**' from **January 17, 2005**.

Subject: "**DEAR GOD**" ... a dog's version

Dear God:

- Why do humans smell the flowers, but seldom, if ever, smell one another?
- When I get to heaven, can I sit on your couch? Or is it the same old story?
- Why are there cars named after the jaguar, the cougar, the mustang, the colt, the stingray, and the rabbit, but not ONE named for a dog?
- How often do you see a cougar riding around? We dogs love a nice ride! Would it be so hard to rename the 'Chrysler Eagle' the 'Chrysler Beagle'?
- If a dog barks his head off in the forest and no human hears him, is he still a bad dog?
- We dogs can understand human verbal instructions, hand signals, whistles, horns, clickers, beepers, scent IDs, electromagnetic energy fields, and Frisbee flight paths. What do humans understand?
- More meatballs, less spaghetti, please.
- When we get to the Pearly Gates, do we have to shake hands to get in?

- Are there mailmen in Heaven? If there are, will I have to apologize?

To be continued...



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.