

Pionairs' mid-term report

In the following report, Pionairs' President Mike Lewicki outlines the activities of the Executive Committee, talks about district social and recreational events, and discusses arrangements for the 1988 Annual General Meeting. Editors.

"Since taking over, your Executive has held a total of six meetings. In addition to conducting the normal monthly business, the Executive discussed ways and means to simplify administrative procedures and also conducted preliminary studies on a site for the 1989 Annual General Meeting.

"Membership in the Pionairs is increasing steadily by about 20 members per month, and now stands at approximately 3,100 members. This year the retirees on the UK, US, and Executive payroll were put on the automatic dues deduction, thanks to the efforts of Alex Stevenson and his staff in the Pension Office. Next year we hope to include the remainder of our members in Europe, Asia and the Caribbean, on automatic dues deduction. This will help in simplifying administrative procedures.

"Also, as a result of the increase in membership, it would appear that some districts are possibly becoming too large for one director and his/her committee to handle. This will be reviewed and discussed at the upcoming district directors meeting in January.

"Various social and recreational activities took place in all districts - from a 'down east gathering' in Halifax to a luncheon in Victoria, and all were well attended. The Executive would like to commend all district directors for their work in organizing these district events.

"This year many Pionairs have discovered that attending functions in other districts is a good way to meet other Pionairs, and also, to see the sights of other cities/locations. So next time you are planning to visit friends/relatives, or, just taking a mini vacation, plan your trip to coincide with a local Pionair function. It's a great way to see Canada. These events are always well publicized in Horizons, and will give you the opportunity to explore the scenic east/west coasts, attend events like the Calgary Stampede or the Shaw Festival, visit the West Edmonton Mall, etc.

"And now, some news about our eleventh Annual General Meeting. It will be held at the Anaheim Marriott, May 19 - 22, 1988. We are again expecting a large turnout so mark your calendars and book early. New members are advised that the Anaheim Marriott is a first class hotel, with two swimming

pools, and is close to Disneyland and other attractions.

"The total package price is \$247.15 US (single) and \$269.90 US (double). This price includes four nights' accommodation, occupancy tax, dinner/dance, wine, service charge and tax.

"Also included will be a banquet hosted by Air Canada, a hot dog pool party, and a welcome reception. In addition, we are in the process of arranging several new and different tours, possibly a harbour cruise, baseball games, etc.

"Plan to make a holiday out of the event by coming before, and staying after, the AGM. While space at the hotel will be somewhat limited before May 19, there is no problem beyond May 22. The special price for extra days is \$51 US per day, plus tax (single or double).

"Should you have any questions, feel free to contact the Executive Committee, c/o Mike Lewicki, 142 Barron Dr. Winnipeg, Man. R3K 0G5.

"On behalf of the Executive Committee, I would like to wish all Pionairs and their families a very Merry Christmas and health and happiness in the New Year."



New sales office opens

Air Canada recently opened a new city sales office in St. Catharines, Ontario and some 100 local and regional community leaders, along with transportation and tourism

representatives were on hand to mark the occasion.

In the photo Mayor Joe McCallery cuts the ribbon to officially open the new facility. Assisting him are, from the left:

Rick Lavery, Customer Sales and Service Agent; Jim Morgan, Manager, Niagara Peninsula and Western New York and Sue Stokes, Customer Sales Agent.

An old timer comes home

Grant Corriveau, First Officer, Dorval happened to be visiting the Canadian Museum of Flight in Surrey, B.C. recently when a new addition to its collection arrived. The new arrival was CF-TCY, a Lockheed L4 which was once a member of the company's fleet.

He writes: "It is now sporting a camouflage paint job and is aptly nicknamed 'ole Boomerang'. Apparently Air Canada contributed to the cost of moving what's left of TCY from somewhere in Chicago to the museum's site. Funds are now needed to pay for a restoration project to put the aircraft into 'show' condition. The museum is hoping to get some help from the employees of

Air Canada."

His interest aroused, Grant did a little research on the Lockheed L4 and found the following quotation in Larry Milberry's book 'Aviation in Canada' (McGraw-Hill Ryerson, 1979) p. 55.

By the end of 1938 TCA's fleet had grown to include five 10-passenger Lockheed Electras and 10 larger Lockheed L4s. With a cruise speed of 207 mph, the L-14 was the world's fastest airliner. Bringing this modern equipment into service was a real challenge.

In the case of the L-14, TCA pilots had a tricky airplane to master. This has



CF-TCY arrives by road from Chicago wearing a camouflage paint scheme.

been described by Z.L. Leigh who took delivery of the first one for TCA: "We spent two days in Reno trying to fly the aircraft. The test pilots weren't too good at checking us out, and we found that this machine was one which had to be landed on its main wheels with its tail near the flying position; otherwise it became very troublesome. At that time, in general, we landed most of our aircraft, including our Lockheed 10As in a three point position, that is with the main wheels and the tail wheel touching the ground approximately together. Initially the new procedure of a 'wheel landing' was awkward for us.

"In my own case, I bounced my aircraft badly around the Reno field, sometimes almost digging wing tips into the ground. Slim Lewis was having exactly the same trouble. In addition, the test pilots would not take us up and check us out in stalling the aircraft because they said that they had tried it once or twice and that was enough. They told us that it was so violent in a stall that it flipped right over on its back. It was apparent that we were going to have to find out how to land the thing properly, and to stall it at altitude all by ourselves."



The underside of the port wing leaves no doubt as to its identity. The tops of the wings are in camouflage colours.

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People... People... People...



Mirabel gets into shape

Through the recruiting efforts of Customer Sales and Service Agent Lise Latour-Aubuchon, 49 Mirabel employees have signed up for aerobic dance classes sponsored by Air Canada. Betsy Fainer, Customer Sales and Service Agent, is directing the program.

Al Graham, General Manager, Airport Services, initiated the program, which should get these Mirabel employees into great shape.

In the photo are, from the left: Sylvette Remigi, Passenger Service Supervisor; Gilbert Gagné, Acting Supervisor - Ramp; Germano Starnino, Acting STOC Centre Coordinator;

Betsy Fainer; Brian Roscoe, Lead Station Attendant; Lise Latour-Aubuchon; Len Gray

and Murielle Saint-Germain, both Customer Sales and Service Agents, and Al Graham.

Brown belt for Louise

Louise Fekete, a Mirabel-based Customer Sales and Service Agent, recently earned her brown belt in Karate.

Based on mental and physical discipline, this Japanese martial art has proven to be an enjoyable way for Louise to stay in shape and achieve a sense of calmness and serenity.

In the photo, Louise is shown with her instructor, Michel Larin, 1987 world champion.



Hugo retires

Hugo Tremblay, Shop Inspector, Power Plant Quality, Dorval recently retired after 20 years of service. Hugo worked first as a Mechanic and later as an Engine Inspector at Dorval.

In the photo, Hugo, right, is congratulated by Shop Inspector John Wetrting, on behalf of the IAMAW.

Retirement homecoming

Flight Service Director Mac Anderson and Purser Ken Burns, both of Toronto, retired earlier this year. Mac had 40 years of company service, while Ken had worked for Air Canada for the past 34 years.

In the photo, taken following his last flight, Mac is shown with the entire crew along with his daughter Janice and Ken (in civilian clothing).

From left to right are: Jackie Beauchamp, Janice Anderson, Janet Bowers, Greta Van Der Heyden, Debbie Higgins, Nancy McCrory, Fred Zurcher, Elizabeth McLaughlin, Inge Trenton, Ken, Bev Clark and Mac.



Winnipeg goes to the dogs

Winnipeg's Assiniboine Park literally went to the dogs recently when thousands of Manitobans walked their dogs in aid of those who need one.

The event was the annual Manitoba 'Walk-a-dog-a-thon' whose goal was to raise money for Canine Vision Canada, a non-profit organization which trains guide dogs for blind Canadians.



Among the corporate participants in the 10-km walk was a contingent of some 50 Air Canada employees and their canine companions. The group's energy and enthusiasm was well rewarded. The Air Canada team raised \$1,446.83 and was the runner-up behind the Canadian Wheat Board for the highest pledge collected by a corporate participant.

A special thanks to all those, both two-footed and four-pawed, who took part in the event.

In the photo, Bev Lewis, Personnel Services Manager, Winnipeg, left, and Debbie Enns, Clerk Stenographer, pose with the team's mascot.



During a surprise visit to the Ottawa District office recently, President Jeannot presented Jeanie Peggy, Statistics Clerk and past Award of Merit winner, with her 25th anniversary service pin. From left to right are: Paul Simoneau, Passenger Sales Manager; Jeanie; Jeannot and Pierre Paquin, General Manager, Ottawa.

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Some time later, back in Winnipeg, Leigh and Lewis accepted the fact that they were going to have to confront the L-14 in a stall. They had by this time learned to make smooth landings. One day the two pilots took one of their aircraft up. Leigh recalls that, "At about 12 on 13 thousand feet Slim tapped me on the shoulder and stuck his right hand out. We shook hands quietly, then slim started to pull the nose up and throttle gently back. The aircraft felt very smooth, no shudders she flipped halfway over violently. Loose things flew around a bit but Slim shoved the nose down and she straightened out. It was a pretty rough stall but not so bad as we had been led to believe. He did a couple more and then we changed seats and I did about three of them. We were as pleased as two small boys. We could now get on with our job of teaching the others with confidence." In time the peculiarities of the L-14 were understood fully and TCA pilots were flying their new aircraft with skill and assurance.