

# Welcome Home 877!



Mechanics at the Dorval Maintenance Base are working around-the-clock to complete over 80 modifications to Fin No. 877. All of our DC-8 Freighters feature an integral, computer-controlled weight and balance system providing flight crews with valuable information when operating in parts of the world where accurate weight and balance facilities may be lacking. DC-8s are the only aircraft in Air Canada's fleet to incorporate this system.

**F**in no. 877, a former DC-8 stretch passenger aircraft, arrived back in Canada last month after having wintered in sunny Italy.

But the sojourn was not just for pleasure.

The aircraft underwent major transformative surgery at the Aeronavali plant in Venice, emerging in Cargo configuration.

On arrival at the Dorval Maintenance Base, Air Canada's world renowned "airplane doctors" began working around-the-clock to complete related surgery before releasing the DC-8 63F for service.

"I feel like a new plane!", remarked the Air Canada veteran, and indeed, the transformation is remarkable.

The gleaming new EXPRESS Air Canada Cargo livery is spectacular, but the beauty of this bird is much more than skin deep.

The small, restrictive side door

has been replaced by a huge gull-wing cargo door, reminiscent of the classic 1956 Mercedes-Benz 300SL. "Executive Cargo Class" pallet/passengers up to 7 feet tall and over 10 feet wide can now roll right in without even having to duck or turn sideways.

Interior changes are extensive.

Gone are rows of faded seats. In their place are gleaming new roller beds, capable of gliding along pallets weighing up to 6,033 kilos. Once in position, retractable pallet locks hold our passengers in absolute security.

Most side windows have been removed as soft, artificial lighting is much more conducive to rest.

"Climate Control" maintains upper deck temperatures between 16 and 21 C, ensuring that our passengers arrive at destination just as fresh as they left.

Of course seating capacity had to be sacrificed.

(cont'd on page 4)



The Canada Post Office Coat of Arms adorned the side of a Trans Canada Airlines' Lockheed L10A for the Corporation's inaugural flight on September 1, 1937.

Page two of this issue features a report on the 50 year relationship, and the changing face of the Post Office, now Canada Post Corporation.

## New LHR Office Focuses on Customer Service

Customer Service is priority one at the newly created International EXPRESS office in London Heathrow's Cargo Terminal.

The "INTEX" Department, as it has become known, is operated by staff dedicated to servicing the International EXPRESS product.

Lead Cargo Agent Mike Dunlop, and Cargo Agents Joanne Moule and Paul Brindley are responsible for all phases of handling consignments for the U.K. including collection from and delivery to the aircraft, customs clearance, obtaining proof of delivery, etc.

They also liaise very closely with IML London for rate information, delivery schedules and other customer service requirements.

In addition to being ACCESS equipped, INTEX interfaces with U.K. Customs' ACP-80 computer.



Lead Cargo Agent Mike Dunlop retrieves International EXPRESS shipments from our DC 8 freighter in LHR. Non-dutiable goods will be customs cleared within two hours of wheel stop.

This interface greatly accelerates customs clearance procedures by allowing for immediate release of eligible shipments by computer.

The program also provides valuable information on exports.

A new office, dedicated staff, state-of-the-art equipment, and streamlined procedures, mean that non-dutiable shipments are customs cleared and turned over to IML in London within two hours of wheel stop.

And that makes our customers very happy.

The number of International EXPRESS shipments tendered to Air Canada continues to run way above expectations both to and from Canada. Looks like we have a winner!

Contributed by R.M. Snape,  
Cargo Terminal Support  
Manager — LHR

## Welcome Home 877! (cont'd from page 1)



Gone are rows of faded seats. In their place are gleaming new roller beds, capable of gliding along pallets weighing up to 6033 kilos

While the old configuration handled 200 somewhat more conventional passengers, it did not spoil them with 10 luxurious feet of elbow room and 7 feet of leg room!

The new "Executive Cargo Class" configuration can accommodate 18 pallet/passengers on the upper deck.

And if our customers shipments don't quite all fit on pallets, a lower hold volume of 2500 cubic feet provides a more-than-generous

excess baggage allowance of 17000 kg.

Net cargo uplift for the DC-8 63 F is over 40000 kg.

One final modification — the Expo 86 decal was removed and replaced with Air Canada's 50th Anniversary logo.

Customers are invited for a test ride as we enter our 51st year.

Specifications supplied by Doug Owen, Cargo Services Specialist

## Texas Keeps on Trucking

**Q.** What weighs 122,069 lbs and comes from the Lone Star State?

**A.** EXPRESS Air Canada Cargo's export traffic for the month of March that's what!

As Jack Smith, General Sales Manager — Southwest US reported, "Export traffic from Houston and Dallas/Fort Worth

carried on our weekly Road Feeder Service to Chicago broke the 100,000 lb mark for the first time in history this March.

We're not going to let a lack of aircraft prevent us from selling — we'll keep on trucking!"

Contributed by Al Rateike,  
Customer Service Agent —  
Chicago



### Who's Job Is It ... EXPRESSLY?

This is a story about four people named EVERYBODY, SOMEBODY, ANYBODY and NOBODY.

It seems that there was an important job to be done and EVERYBODY was sure that SOMEBODY would do it.

Actually, ANYBODY could have done it, but NOBODY did it.

SOMEBODY got upset about that, because it was EVERYBODY's job.

EVERYBODY thought that ANYBODY could do it, but NOBODY realized that EVERYBODY wouldn't do it.

It ended up that EVERYBODY blamed SOMEBODY when NOBODY did what ANYBODY could have done in the first place!

Anonymous

Contributed by Aidan Larkin,  
Airport Services Manager,  
Shannon Ireland

"What was that tariff number for Cargo doors?"

Contributed By George Steele

EXPRESSLY YOURS is published in English and French by EXPRESS Air Canada Cargo.

We will pay \$50.00 for all submissions used.

**BONUS** — In honour of Air Canada's 50th Anniversary, the next 20 contributors will also receive a copy of *It Seems Like Only Yesterday*, the history of the Airline's first fifty years.

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