

Flying time is 63.56 hours

## Voyage two — the adventure continues

The following account of the second P. Lawson Travel Around-the-world tour charter operation is presented by Bob Rathwell, Project Coordinator and retired Sales Manager, Toronto. Editors.

After the success of our first 18-day "Around the World" 747 charter, January 25 - February 11, 1985, we felt it would be hard to match that performance on this year's 23-day venture.

However, it exceeded expectations due, in no small part, to the experience gained on our first truly "global" operation and, for the most part, using the same crew and support staff.

Our crew, under the direction "up front" of Capt. Don Stinson, was ably assisted by Capt. Jim Chivers, and Mac Anderson with his in-flight service crew, under the watchful eye this year of

Jan Wegman, Route Operations Supervisor.

The newcomers soon fitted into the team and the 747, Fin #304, performed perfectly. Our Air Engineer, Greg Lewis, noted that "The old lady is behaving herself admirably," probably due to Greg's long hours of dedication.

Dave Collett, Executive Vice-President of P. Lawson Travel, who chartered the aircraft for the 23-day journey, told the Air Canada group that, in his opinion, no other airline in the world could do it better. That is a weighty statement about the quality of our company! I personally feel that no other Canadian travel organization could undertake the mammoth task of arranging a trip of this magnitude — or be willing to assume the financial risk.

Congratulations go to the Lawson people who, after choosing the superb destinations, made all the arrangements with the hotels and ground tour operators.

The six escorts, under the direction of Dave Collett, who, with his wife, June, acted as host and hostess, worked tirelessly to ensure the comfort of everyone.

Roger Upperton, their Special Projects Manager, and his staff, spent eight

months arranging the trip, contacting Voyage One passengers and promoting it through their various offices across Canada. Roger also acted as "Advance Man" coordinating the efforts of hotel and tour people in preparation for the group's arrival.

The load of 160 passengers should have been closer to the planned 200, however, the world terrorism situation, particularly

last spring, created a difficult selling environment for any international travel.

Our routing was not the same as on Voyage One, since we had several repeat customers. After departing Toronto, on time this year (thanks to the Maintenance Department and YZA staff), we landed in Los Angeles for fuel and catering and then proceeded to Ta-

Continued on page 2

## Reservec enhanced

Air Canada recently announced a package of cost reductions and system enhancements for Reservec's current and prospective users.

A financial incentive plan will provide a 30 per cent rebate to agents for any airline

travel segment booked through Reservec, retroactive to January 1, 1987. For example, agencies which book 500 travel segments per month would receive a rebate on their automation bill which would cover the cost of one terminal. In addition, Reservec eliminated the ten per cent off-line surcharge effective Feb. 1, 1987.

Improvements planned for 1987 include: full international and North American pricing capability and further development of advance boarding pass printing and

satellite boarding pass printing.

The 1987 program follows on the heels of a series of enhancements in 1986 and the addition of some 1,000 Reservec terminals to the network. Features now available to Reservec agents across Canada include: upgraded fare displays, electronic tour and show bookings, satellite ticket-itinerary printing, full OAG with flight numbers, aircraft type, departures and arrivals as well as six new participating carriers.



# horizons

No. 702 March 3, 1987

## Aeroplan update

Air B.C. recently joined Aeroplan, allowing passengers to earn mileage and redeem travel rewards on the regional carrier.

Vancouver-based Air B.C. is Air Canada's western-most

### Aeroplan alliances

#### Domestic: Air

Air Canada  
Air Ontario  
Air Nova  
First Air  
North West Territorial  
Air BC

#### International: Air

Air France  
Lufthansa  
Cathay Pacific  
Air New Zealand  
Pacific Southwest Airlines

#### Car alliances

Avis  
Budget  
Hertz  
Tilden

#### Hotel alliances

CN Hotels  
Courtyard Inn  
Hilton Canada  
Ming Court  
Westin Hotels

Canadian alliance partner, operating 143 flights daily between 13 points in British Columbia.

"This new partner provides frequent flyers in British Columbia even greater access to a continually expanding network, both for mileage accumulation and reward travel," said Bill Rowe, Senior Vice President — Passenger Canada.

In addition to expanding its network, Aeroplan is also offering travellers free membership and bonus mileage points until April 15.

Between Feb. 18 and Apr. 15, Aeroplan will waive the usual membership fee of \$25 for any frequent flyer who wishes to join the Air Canada program. The special promotion also provides new members with an enrollment bonus of 5,000 miles.

To recognize current members' past loyalty and to encourage new members to join the programme, both groups will benefit from a 10,000-mile bonus on the first flight



## City of lights

*The serenity of a Paris sunset belies the mystery of a bustling metropolis that has always attracted people from all over the world. What's different about working for Air Canada in Paris? The staff explains on page 8.*

they take between Feb. 18 and Apr. 15 on Air Canada or any partner airline, excluding Time Air. On top of this, Aeroplan members on any Air Canada flight or that of an alliance carrier, will accumulate an extra 2,000 Aeroplan miles each time they fly during that same period (Feb. 18 to April 15). This is in addition to the actual route

mileage; a minimum of 800 miles is always accumulated regardless of the actual distance flown.

To illustrate how quickly mileage can be accumulated, after one flight a new member will have accumulated at least 17,800 miles, entitling him or her to buy one Hospitality class ticket for North Amer-

ican travel while getting a second one free.

Aside from accumulating or redeeming travel points on Air Canada's vast network across 17 countries, Aeroplan members can also use five other Canadian airlines, five international airlines, five hotel chains and four car rental companies.

# Adventure continues

...from page 1

hiti, Christchurch, N.Z., Cairns, Australia, Hong Kong, Nairobi, Kenya, Salvador de Bahia, Brazil (with an en route fuel stop in Kinshasa, Congo) and returned to Toronto.

Flying time was 63.56 hours to cover the 31,240-statute-mile routing. In the air, the only turbulence we encountered was mild and was over the South China Sea, enroute to Hong Kong. It lasted only 15 minutes while Captains Stinson and Chivers avoided some massive tropical thunderheads.

The weather was perfect on the ground, with the exception of a few showers in Hong Kong on the first night.

Our arrival at every airport was heralded by the Canadian flag flying through the Upper Deck "smoke port", courtesy of Terry Telenko, Commissary and Catering Manager, a procedure he learned on the Prime Minister's charter last fall.

Publicity for Air Canada as a world class airline was ably handled at every stop by our local staff or representatives. We jointly hosted a breakfast with Air New Zealand, on board, in

Christchurch, for more than 100 press representatives, travel agents and VIPs. The Captain's cocktail party, hosted by Air Canada, was held this year in Hong Kong, and attended by local dignitaries, staff and our passengers. It was, again, an unqualified success.

We had a few small hitches but nothing which greatly inconvenienced our passengers. These were ably handled by our accompanying support staff, Terry Telenko and Bob Kent, Commissary Liaison Supervisor, and Jack Pentry, our Loadmaster.

Special thanks are due to many behind the scenes people, but especially to Marg Guimond, Coordinator, Current Operations Planning, Payload and Operations Control, and Louis Burke of Airways Planning, for their tireless efforts in planning the routing, obtaining landing and over-fly permissions of many governments, and arranging off-line carriers to handle the "big bird" on the ground.

Voyage Three is on the books for November, 1987, and the passengers are lining up.

## Miami digs deep

Most people will never notice the new 1,000-foot underground passageway which connects Miami Airport's passenger terminal to the westside cargo area.

The \$7-million tunnel, 13 feet below sea level, eases the transfer of cargo and cuts travelling time in half between the two areas.

Tunnel construction led to the closing of one of the airport's three runways, costing airlines an estimated \$500,000 a month in delay expenses.

The closed runway is being

rebuilt 165 feet west of its present site which will allow more space for new taxiways, according to airport officials.

Thanks to Gilda Llauro-Lopez, Secretary, Miami, for this item.

## horizons

Published every three weeks for the men and women of Air Canada, and their families by Employee Communications. Place Air Canada, Montreal, internal zip 233 or Canada Post postal code H2Z 1X5. **Active employees:** report change in status or address to your local personnel staff who will update your personal record in the computer.

**Retired employees:** advise the Pension office in Winnipeg of any changes.

**Editor:** Pat Budgeon  
**Asst. Editor:** Linda Sutherland  
**Editorial Assistant:** Johanne Legault  
**Advertising Rep.:** Larry Clark  
 tel. (514) 624-0244



It was champagne and orange juice for travel agents, press representatives and VIPS who were invited to breakfast onboard the 747 while on the ground at Christchurch but

coffee with a flourish for Captain Don Stinson. Jan Wegman, Route Operations Supervisor, International, Toronto, does the honors before going aboard to serve the guests.

## Lawson lauds

*Following is a letter to President Pierre Jeannot from Dave Collett, Executive Vice President of P. Lawson Travel, who accompanied the group on the round-the-world tour. Editors.*

Around the World Voyage Two was a huge success and once again Air Canada came through with flying colours. It is difficult to conceive of greater professionalism than that exhibited by Don Stinson (Manager, Flight Standards, B747, Toronto) and he is a perfect choice for a trip of this magnitude.

Both in the air and on land, Don is an excellent representative of your company and his active participation in all aspects contributed greatly to the

success. The balance of the flight deck crew, consisting of Jim Chivers, Dave Morrison and Dave Lamb exhibited the same kind of professionalism at all times.

As with last year, the in-flight service was excellent. Terry Telenko and Bob Kent, along for a second time, introduced many imaginative concepts, not the least of which was the Canadian flag flown while taxiing at all airports. The support personnel, Greg Lewis, Jack Pentre, Bob Rathwell, Jan Wegman and Marg Guimond all contributed their talents in a most constructive manner.

Most ports of call on this trip were a first for Air Can-

ada and very worthwhile public relations benefits were obtained. In virtually every station we participated in television, radio and newspaper interviews and this extensive coverage can only serve to further Air Canada's image throughout the world.

We certainly hope to operate Voyage Three in a year's time and we look forward to the same kind of cooperation extended by all Air Canada personnel.

The complexity and uniqueness of these trips provide a great challenge to your personnel and you can be justly proud of the manner in which they responded.



The crew of the Air Canada/P. Lawson Travel's 'Around The World Voyage Two'. Back row, from the left are: Bob Kent, Commissary Liaison Supervisor; Jack Pentre, Load Support Manager; Greg Lewis, Maintenance Foreman; Flight Attendants Gretha Van der Heyden, Merri Cameron, Helen Kokovay, Marie-Claire Labossière; Flight Service Director Mac Anderson; Flight Attendants Julie Cameron and Sonny Tkach; Jan Wegman, Route Operations Super-

visor; Bob Rathwell, Project Manager/Special Sales. Front row: Flight Attendant, Harry Lane; Capt Don Stinson; Flight Attendants Annette Braley, Eileen Shering, Lillian Stack, Willa Davidson and Mary Dohey; Line Check Second Officer Dave Lamb; Marg Guimond, Coordinator, Current Operations Planning; Flight Attendant Donna Walker, Terry Telenko, Area Commissary & Catering Manager and Capt. Jim Chivers, Flight Manager, B747.