

THE NETLETTER For Air Canada Retirees



Welcome to the NetLetter, an Aviation based newsletter for Air Canada, TCA, CPAir, Canadian Airlines and all other Canadian based airlines that once graced the Canadian skies.

The NetLetter was created in 1995 by **Vesta Stevenson** (RIP) and **Terry Baker** and is normally published every two weeks (we're late sometimes). If you are interested in **Canadian Aviation History**, and vintage aviation photos, especially as it relates to Trans-Canada Air Lines and Air Canada then we're sure you'll enjoy this free newsletter.

We've just upgraded to a new mailing system and website so many new features will soon be added.



ACFN/NETLETTER NEWS



Alan Rust

ACFN/NetLetter News

Hey, we're nearly back on schedule! We were targeting April 12th for this Newsletter and are only a few days late. We appreciate the feedback we have received from those that commented on the new formatting and from those with suggestions on how to make it even better. Our ETA for our next Netletter (#1318) is for April 25, 2015. For those who have made recent contributions, we haven't forgotten about you and will be posting your names (if you wish) in a special section of the NetLetter and also on our website.

Thanks for subscribing to the NetLetter.



READER SUBMITTED PHOTOS

Robert Arnold shares this information -

I thought I would respond to the brief article in Netletter 1310 about the ground equipment with a few photos.

Here is a piece of equipment that sat around the Winnipeg airport unused for many years. I took the photo in April 1988 and it has long since disappeared from the airport property. The equipment does appear to have bits missing but basically it was complete. I would imagine it was used as a mobile unit since TCA had a proper engine test-cell facility for the North Star's Merlin engines. I also included a photo of a more modern unit that is used by Perimeter Airlines for their Metroliner engines which I took quite recently.

Another photo is of a portable baggage conveyor that I believe was used by TCA here in Winnipeg on the North Stars and then later the Viscounts. As you can see it now has former TransAir titles. I would imagine it was probably used on their one and only Viscount, **CF-TGI** along with the **DC-4's** they had in service at the time. If anyone knows for sure please let me know through the NetLetter.

Well that's about it for now.

Cheers,
Robert

(Can anyone add to this information - eds)



 **airOntario**

 **airNova**

 **NWT air**



TCA/AC PEOPLE GALLERY

Below we have musings from the "Between Ourselves" and "Horizons" magazine, Trans-Canada Air Lines and Air Canada publications from years gone by, as well from as from other various in-house publications.



The NetLetter has been fortunate enough to have some of our readers donate vintage Trans-Canada Air Lines and Air Canada publications (from as far back as 1941) to share with you. These have been scanned and are being prepared for presenting in a special area of the ACFamily Network for archival and genealogy research.

Extracted from "Between Ourselves" magazine - Issued September, 1951



Moncton TCA'ers pictured here represent 75 years of service.

Left to right: **Al Lewis**, Traffic; **C.H.Gibson**, Asst. Supervisor Passenger and Station Services; **R.Sellors**, District Traffic and Sales Manager; **Howie Calborne**, Flight Dispatcher; **Rene Therrien**, Radio Operator.

Back row: **J.G.Maxwell**, Regional Traffic Manager; **Dan Steves**, Ramp Agent; **Jim Dunsire**, Radio Operator; **Sam Grassman**, Flight Dispatcher; **John Stewart**, Flight Dispatch Asst; **J.C.Finley**, District Traffic and Sales Manager, Sydney; **W.F.English**, V.P. Operations; **W.H.Seagrim**, General Manager, Operations



In London, U.K., the Operations and Traffic officers met for a two day conference to discuss problems in the U.K. At the end of the conference, Regional Operations Manager, North Atlantic **F.M.McGregor** presented a 10 year service pin to **Dave Mathias**, Station Manager, Prestwick.

In the photo sitting from the left: **R.L.Smith**, **Jack A. Ross**, Station Manager, London Airport; **W.Davies** (Mather & Crowther); **F.M.McHGregor**, **J.D.Roberts**, **G.H.Lesage**, Manager, Paris.

Standing from the left: **T.Carr Hodgson**, Storekeeper Purchasing Agent U.K.; **A.P.Stewart**, **G.L.Barber**, **W.A.Reid**, **A.J.Wotton**, **R.Weller**, **Rod Grant**, **J.Boudouin**, **Dave Mathais**.



Pennfield staff, together with visitors from headquarters gather for this group photograph.

From the left, back row: **Hugh McElligatt**, **Charly Hodgson**, **Ed Gott**, **Dot Gott**, **Paul Mitchell**, **Walt Fowler**, **Kay Bolduc**, **Hugh Balduc**, **Eldon Richardson**,

Mr English, **Mr. Edmison**, **Norm McKinley**.

Second row: **Mary McElligott**, **Margaret Hodgson**, **Ruth Jones**, **Chris Walker**, **Beverly Davidson**, **Bernadine MacLean**, **Mrs. Dolan**, **Margaret Scott**, **Mr. Seagrim**, **Dot Hegan**.

Front row: **Art Jones**, **Myron Zegarchuk**, **Reg Walker**, **Jack MacLean**, **Thomas B. Lively**, **Wendell Cook**, **Bill Hegan**, **Edgar Wade**, **Bill Scott**.

Extracted from "Horizons" magazine - Issued September, 1979

New ACRA formed in Sydney



Sydney, Nova Scotia. became the 18th station to form an Air Canada Recreation Association (ACRA) in 1979. Some 49 members signed up for an annual fee of \$12.00.

The organization's first event was a picnic enjoyed by those of all ages. Upcoming get-togethers included a softball tournament and barbecue followed by an Oktoberfest, a children's Christmas party and a Christmas banquet and dance.

The board of directors of the newly formed ACRA is shown, seated from the left: **Fred Boudreau**, Vice-President; **Cy Wagner**, President and **Steve MacGillivray**, First Vice-President.

Standing from the left, are: **Winston MacDonald**, Secretary; **Rich Rizok**, Program Director; **Frank Jones**, Treasurer and **Naish Batten**, Membership Director. Missing from the photo is Membership Director **Neil MacMullin**.



A total of 127 employees were happier for having entered the Cargo Branch's contest promoting the company's small package services.

Claude Dufour, Cargo Agent in Quebec City was the prize winner of the "We Need You" employee contest. "The response was excellent," said **Dave Roy**, Manager, Cargo Advertising and Promotion. "We received about

4,500 entries."

Montreal winners are pictured here from the left: **Herb Gulfoyle**, performing presentation honours; **J.E.Tetreault**, **H. McDevitt**, **P. Langlois**, **E. Brasseur**, **G. Pharand** and **Butch Bouchard** who helped with the presentation.



We are number one.

That was the message system cargo sales and service managers carried to a meeting in New York in 1979 where they discussed areas of mutual concern with emphasis on inter-regional cooperation.

In this photo, shown from the left are: **Ken Shaw**, New York; **Doug Russell**, Vancouver; **Paul Machina**, Halifax; **Bob Newsum**, London, England; **Butch Bouchard**, Montreal; **Garv Vogan**, Toronto and **Jack Smith**, New York who hosted the meeting.

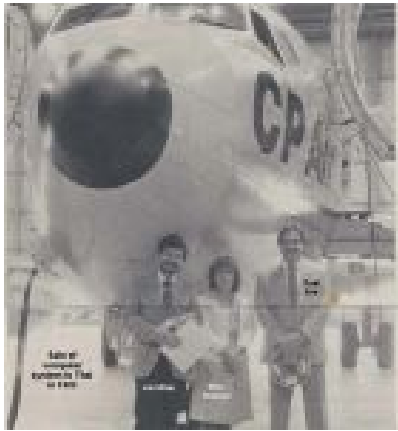


CPAIR, CANADI>N PEOPLE GALLERY

1997

- March 3rd - New service between Calgary - Los Angeles commenced.
- April 9th
 - Started new service between Vancouver - Dallas/Ft. Worth.
 - Toronto - Dallas/Ft. Worth service inaugurated.
- May 5th
 - Started service between Calgary - Chicago.
 - Service between Vancouver and Washington cancelled.
 - Vancouver - Boston new service started.

Found in the "CPAir News" magazine issued October 1983.



A Computer Services team which developed some new software for Pegasus has sold the program to Thai Airways.

The software allows up to 10 classes of service for any given flight to be shown in a computerized reservations system.

Involved in building the program and making the sale, (in the photo) are **Mary Simpson**, computer project manager; **Jim Miller** and **Rudi Epp**, computer programmers. Also involved were **Steve Cheng**, manager operations CP Air Holidays West, **Marje Thorpe**, schedule change manager

and **Gail Hayman**, computer project leader.



AT YOUR SERVICE in Korea are **K. J. Hong**, left, CTO supervisor; and **K. T. Suh**, sales rep for Korea, who both work out of the capital of Seoul. CP Air has had its own staffers in Korea for the past 20 years, working from the offices of a general sales agent contracted by the airline.

Traffic from Seoul joined CP Air flights in Tokyo and consists principally of business travelers, migrants and ship's crews. Mrs. Hong celebrated her 15th anniversary in 1983 as a CP Air employee. The alter in the background was built in 1898 by **King Gojong**, 26th king of the Yi dynasty. The **Chosun Hotel** is to the right.

Selected from "Info Canadian" magazine issued August 1991



The Florida airshow

A group of St. Petersburg and Tampa employees recently participated in a Canadian Airlines B767 display and Canadian Holidays booth at an air show in St. Petersburg, which was a major year round charter destination.

The group included, from top, **Harold Hergot**, Captain B767; **Bill Saunders**, station manager, Tampa and St. Petersburg; **Shohre Utterback**, Airports supervisor; **Marlene Flament**, customer service agent; **Hong Nguyen**, customer service agent; **Antoan Van Eyck**,

customer service agent; **Carol Lopez**, Canadian Holidays destination rep; **Gladys Ramirez**, customer service agent; **Bruce Anderson**, Airports supervisor; and **Jack Raimann**, customer service agent.

Betty Draper sent us this article dated **January 6th, 1936 - To get blind flying.**

Edmonton, Jan 6, All **Canadian Airways Limited** pilots in the western section will receive instruction in blind flying to enable them to qualify for the new commercial transport license of the federal government, highest ratings for aviation in Canada. **C.H."Punch" Dickins**, superintendent of northern aviation for the company, announced Saturday.



ALAN'S SPACE

KLM presents with pride the first short animation movie for children about Bluey, the fun KLM mascotte. Watch and experience the adventures of Bluey.

In this first episode, Bluey has an adventure in the Netherlands, involving a Dutch flower parade.



(Click on image for video)



READERS FEEDBACK



The conclusion of the Lancaster story from NetLetter nr 1316 -

The association has refinished a number of aircraft, in most cases those representing planes flown by Canadian recipients of a VC or DFC. While the Lanc being refinished was never on a bombing operation, it will be repainted in the markings of the aircraft in which **Andrew Mynarski** of Winnipeg won the **Victoria Cross** while serving in **419 squadron in 1944**. Once restored, the aircraft will become a flying memorial to Canada's aerial efforts in the Second World War.

Two employees have a particular interest in seeing the Lancaster restored and painted to represent the aircraft in which **Andrew Mynarski** won his posthumous Victoria Cross. They are **Jack Friday**, a Passenger Agent in Thunder Bay, and **Jim Kelly**, Manager,

Industry Systems Development, Montreal. Both were in the same crew as Mynarski and were on the same operation when they were shot down. They were to bomb enemy supply lines behind the Normandy beachhead, but before reaching the target, they were attacked by an enemy night fighter. With the port wing and rear fuselage ablaze, the pilot ordered his crew to bail out. While most of the crew escaped through the front escape hatch. Mynarski made his way to the door at the rear. He was about to jump when he saw his best friend **Pat Brophy** was trapped in the rear turret. Ignoring his own safety, he fought his way through the flames toward Brophy and began tearing at the turret doors which had jammed. After many vain attempts and with his clothing on fire, he finally had to give up and with a last anguished look at his trapped buddy, bailed out. He was found by French farmers but died of his burns. Ironically Brophy had a miraculous escape when the bomber crashed, and lived to tell a tale which won Mynarski the V.C.

Jack Friday was the Bomb Aimer and **Jim Kelly** the Wireless Operator on that fateful flight. Friday and the Flight Engineer were both taken prisoner and spent 11 months in various POW camps. They became well acquainted with the German highway system having taken part in forced marches between prison camps, part of the way barefoot.

Shortly after **Jim Kelly** landed, he managed to team up with **Bob Bodie**, the Navigator, and with the help of the French underground they managed to evade capture for three months, until the village where they were hiding was liberated by the British. "It was a pretty grim three months" said Kelly. "When the British arrived riding on top of their flower-bedecked tanks, wine and champagne that had been hidden away for years suddenly began to flow and the gay abandon of the celebration as that village was freed was something I'll never forget."

Crew members of the ill-fated Lancaster bomber are shown, from the left: **Pat Brophy**, rear gunner; **Jim Kelly**, wireless operator; **Roy Vigars**, front gunner; **Art deBreyne**, pilot; **Andy Mynarski**, mid-upper gunner; **Jack Friday**, bomb aimer; and **Bob Bodie**, navigator.



Bill Evans referred to the photo in the IMAW Maintenance Shop Committee in NetLetter nr 1314. The person at the front right includes **Ken Deshauer**, at one time Shop Committee member and member of the Negotiating Committee.

Regards, Bill Evans

Jim Douglas also gave us this identification.

After reading about the **Pat Sowsun** family in NetLetter nr 1313, **Karin Fulcher** sent us this -

Our family has continued the aviation tradition too - my father in law **Victor Fulcher** was one of the early station managers and then HR (I think) folks at TCA in the late 1930's and 40's.

My late husband **Bob Fulcher** joined Canadian Pacific Airlines in 1962 and flew for 34 years until he was forced into early retirement because of medical issues.

In 1993 on his 14th birthday our son **William Fulcher** soloed an ultra light and for a brief time became the youngest pilot in Canada!! He is now also part of the Air Canada family flying the Embraer 175 as a Captain for **Sky Regional**. He has two sons - who knows - perhaps the tradition will continue!!

Betty Draper turned up an article from the **Winnipeg Free Press Manitoba**, issue 1941-02-06 regarding the crash of **CF-TCP** fin #38 at Armstrong on February 6th 1941.



The crew on the aircraft were **Captain W. E. Twiss**, Winnipeg, formerly of Vancouver; First Officer **C. E. Lloyd**, Winnipeg, formerly of Ottawa, and Miss **M. G. Mayne**, stewardess, Winnipeg. Sadly all on board perished. The

plane had apparently overshot its mark and landed one mile south of the north-south runway of the field. While the wild terrain of northern and northwestern Ontario is better suited for ski and float equipped planes, T.C.A. has minimized this hazard by establishing a string of emergency bases. Eastward from Winnipeg, these landing fields are located at **Vivian** and **Whitemouth** in Manitoba, and at **Kenora**, **Vermillion**, **Sunstrum**, **Sioux Lookout**, **Allenwater**, **Armstrong**, **Nakina**, **Grant**, **Ogahalla**, **Pagwa**, **Nagogami** and **Kapusking** in Ontario. The bases are just a few of a series strung along T.C.A.'s trans-continental route.

In November, 1938, when the company was making test flights preparatory to opening up a regular service schedule for passengers and mail, **Captain David Imrie** and **Pilot Officer Jack Herald** were killed when a T.C.A. plane CF-TCL fin #36 crashed just outside of Regina.

Bill Cameron writes -

One of my hobbies to record the past story of Canadian Aviation has involved putting together examples of **DC-3** and **C-46** aircraft – **CPAL** and other carriers.

These are a few that are now in the **Canadian Aviation Hall of Fame** in **Wetaskiwin, AB**. The 1/72nd scale models have a wing-span of about 13 inches.

Cheers, Bill C.



Bill Cameron has also sent us the history of his airline career and a history of CPAL as well -

I had the good fortune to have worked as an Agent, Radio Operator, Flight Dispatcher, Station Manager (Rome & Montreal), Regional Flight Operations Mgr (Tokyo), General

Manager, Spain, General Manager, Mexico, and General Manager, North American airports - so had a finger in a lot of the airlines activities..!!

I retired from CPAL in May of 1986 – almost a year before PWA bought CPAL, and created 'Canadia>n' Airlines International.

In my early years with the Airline – as a Radio Operator/Agent from 1948, and as a Flight Dispatcher from 1955 to 1966 – the Union representing the Airport and Reservations Agent (and Flight Dispatchers) was called: the "Order of Railway Telegraphers" or O.R.T. That all came about because Canadian Pacific Airlines was created in 1942, when the Canadian Pacific Railway bought ten small regional airlines to form the new Airline.

Most of the airports were manned by one employee only in the early years (they were nearly all remote places like; Pickle Lake, ON; Dawson Creek, AB; Prince Albert, SK; etc), and in most cases required radio-telegraphic skills – as all internal operations, traffic, and administrative communications was by means of Radio Telegraphy.

There were only a few airports that had more than the one Agent on staff, e.g. Vancouver, Edmonton, Whitehorse, Yellowknife, Winnipeg, Montreal. In fact, when I was hired in 1948 as a Relief Radio Operator-Agent for the Manitoba, Northern Ontario, Saskatchewan District - the Company required agents have a Second Class Commercial Radio Operators Licence, as issued by the Canadian Department of Transport. The Company required operators that could send and receive Morse Code at the speed of at least 25 words per minute. And in the early 1940's, the Railway Telegraphers Union was perhaps the logical organization to represent that group of employees.

Of course, not all airport staff or reservations employees were radio operators – but those who were not (titled as 'Traffic Clerks') were included in the O.R.T. for convenience. By the 1970's all the Airport Passenger Service Agents – and the Reservations Agents of CPAL, were represented by a Union called:

"Brotherhood of Railway and Airline Clerks" or BRAC.. Obviously there was still the Railway association involved, but the Union had re-invented itself to recognize the growing number of Airline employees, and so the name change – and the change of affiliation. For six years prior to my retirement I had the position of General Manager, North American Airports – with responsibilities for Airport Agents of BRAC.

On at least one occasion during my tenure there were contract negotiations with the representatives of the BRAC Union. That event was during the difficult last five years of CPAL, and the de-regulation of the airline industry in Canada. The result was a relatively tranquil negotiation with minor adjustments to the existing contract. During the forty-five year existence of Canadian Pacific Airlines – 1942-1987, there was never any work stoppage or disruption to the operation of the airline because of disagreement between the Union and the Company.

In December of 1966 I was appointed as Station Manager, Fiumicino Airport, Rome, Italy – and ceased to have ORT Union Membership. All vacant positions at Company locations were advertised within the Union, and awarded to the Senior Bidder. Transfer of personal effects expenses were the responsibility of the successful bidder –unless the move was at the request of the Company. Rail transportation of the employee and family was provided on CPRail. Attached is my winning bid on the position of Flight Dispatcher at Montreal, QC in 1957 (from the position of 'Operator-Dispatcher' at Winnipeg, MB)

The c.c. names on that document are Company Management, Union Representatives, and unsuccessful bidders on the position.

Unfortunately, I can provide no information about the BRAC Union after May, 1986 – and as it existed in the created Airline of 'Canadi>n Airlines International from January 1987.

No.	Name	Date	Time
1	McIntyre, J. B.	July 26, 1959	July 1, 1960
2	McIntyre, J. B.	July 26, 1959	July 1, 1960
3	McIntyre, J. B.	July 26, 1959	July 1, 1960
4	McIntyre, J. B.	July 26, 1959	July 1, 1960
5	McIntyre, J. B.	July 26, 1959	July 1, 1960
6	McIntyre, J. B.	July 26, 1959	July 1, 1960
7	McIntyre, J. B.	July 26, 1959	July 1, 1960
8	McIntyre, J. B.	July 26, 1959	July 1, 1960
9	McIntyre, J. B.	July 26, 1959	July 1, 1960
10	McIntyre, J. B.	July 26, 1959	July 1, 1960
11	McIntyre, J. B.	July 26, 1959	July 1, 1960
12	McIntyre, J. B.	July 26, 1959	July 1, 1960
13	McIntyre, J. B.	July 26, 1959	July 1, 1960
14	McIntyre, J. B.	July 26, 1959	July 1, 1960
15	McIntyre, J. B.	July 26, 1959	July 1, 1960
16	McIntyre, J. B.	July 26, 1959	July 1, 1960
17	McIntyre, J. B.	July 26, 1959	July 1, 1960
18	McIntyre, J. B.	July 26, 1959	July 1, 1960
19	McIntyre, J. B.	July 26, 1959	July 1, 1960
20	McIntyre, J. B.	July 26, 1959	July 1, 1960

Here is a copy of the ORT Dispatch Seniority List – ca. 1966. My name is at No. 19. (regrettably, only three of those named are still alive)



and a copy of the acceptance of my bid as a dispatcher.

ODDS AND ENDS



People Finder

From: **Marsha Terry**

Subject: Friend looking for long lost Air Canada cousin

Hi - hope you find a place for this note in the upcoming Newsletter. I was asked by my friend to see if I could assist in finding his cousin who he lost track of 40 years ago. She worked in the office of Air Canada in Toronto. Her name is **Adele (Smith) Russel**. Her cousin **Paul Pearson** can be reached at paulandernapearson@gmail.com. Many thanks and if she connects with him I will be taken out for an 'appreciation dinner'!!

Marsha Terry,
Retiree Air Canada YYZ

From: **Colin Parks**

Subject: Jon Pastuzynski

Dear Sirs,

I was trying to contact Jon Pastuzynski whom I met back in the late 80's in Vancouver and in the UK. Lost touch and would be nice to catch up.

Kind Regards,
Colin Parks

Info Request

From: Harvey Jones

Subject: PBY HANGER VANCOUVER

Can you confirm that Canadian Pacific Airlines was located in the old PBY hangar in Vancouver?

Thanks,
Harvey Jones
(Former Manager Insp Dept CPA Vancouver)



TERRY'S TRIVIA & 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.

For a recent trip to Honolulu from Vancouver, here are the types of airport taxes, fees and surcharges which were charged in Canadian dollars.

- US Passenger safety fee.
- Canada Domestic/International Air Travel security fee,
- Canada Domestic/International Airport improvement fee,
- US International Transportation tax,
- US Agriculture fee,
- US Passenger Facility charge,
- G.S.T.
- USA Immigration user fee
- US Customs user fee

Total charge was ca\$106.91

Norman Hogwood sent us this information –

Recently, a New Zealand media reporter took a trip on Air Canada and listed these "extras"

- \$25 per checked bag
- \$7 if you want a blanket or pillow
- \$3 for a kids colouring book
- \$3.25 for a headset
- \$3 or \$4 for snacks
- \$13.50 for lunch
- \$7 for beer or wine

So make sure you have some money in your bank account.
Have a good trip!



AVIATION HUMOUR

Our cartoon is from "Between Ourselves" issued May 1956 and submitted by F.G.Freeland

