

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

If you haven't already heard, Air Canada Flight 624 made a "hard" landing (understatement) in Halifax this morning. Luckily, no one was seriously injured. ***Click here to read about it online.***

We've made a lot of progress in the last week after issuing our first NetLetter (#1316) under the new format.

As promised, this is a resend of NetLetter #1315 from February which was missing a great deal of its content. We again apologize for the confusion in the numbering and the delay in the processing of the NetLetters. We are making progress though. As you can see, there is a lot of content here and it takes a while to set this all up and test/proof it.

The new website is coming along quite well. Although it's not even nearly complete, you can preview it at www.thenetletter.net Our old website is still online as well at www.thenetletter.org and we are in the process of moving all the past NetLetters over to the new site and cataloging them.

We are presently preparing NetLetter #1317 for publishing and the target date is April 12, 2015



WOMEN IN AVIATION



This area was created to highlight **Women in Aviation** and the various participation and contributions women have made to aviation history worldwide.

Although women have flown since 1908, nearly all of them were restricted to general aviation, i.e. private planes, or support jobs, (prior to the 1970s). However, times have changed and women have now gained full access to military and commercial cockpits, as well as the Space Shuttle and other aerospace technology.

Jack Stephens has sent us this information -

Inspired by a love of travel, **Linda Meckling** became a flight attendant with Air Canada in 1966. After four weeks of training in Montreal, she was flying coast to coast and, later, overseas. Linda embraced the glamorous lifestyle of a 1960s globetrotter in the era of company-mandated beauty products and girdles. Linda saw many changes in air travel through her 37-year career. She shared her impressions of a flight attendant's life with the **Royal Western Canada Aviation Museum** in March 2014. Since her retirement, Linda Meckling has returned to live in her home town, Winnipeg.

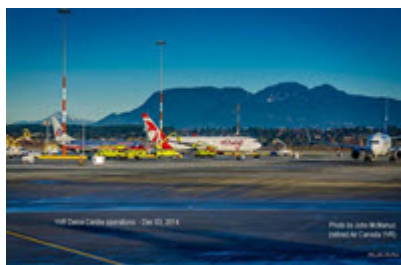


This museum is the home of CF-THS, and its hangar was the heart of the maintenance and overhaul of Air Canada's fleet of Viscounts. See: www.wcam.mb.ca/5097/linda-meckling-in-flight-service-in-1966 for the complete article.



READER SUBMITTED PHOTOS

Tony Walsh has sent us this string of recent great photos by his good friend **John McManus** (retired Air Canada YVR).



Tony also sends this information and url -

*“NetLetter readers may be interested in this video taken December 6th, 2014 at Dorval YUL’s de-ice centre from the de-icer boom cab, by de-ice centre employee **Patrick Jette** and forwarded by friend and past Air Canada Dorval workmate, **Claude De la Sablonnière**. There is ice on the aircraft. You’ll note the pause and switch-over to long hold-over type-2 fluid that is coloured greenish-yellow to ensure all the type-1 is covered. It is rare to see a de-icing operation from the boom cab operator’s perspective.”*



AIR CANADA NEWS

- AIR CANADA**  • Inaugural non stop flight to Rio de Janeiro departed Toronto December 11th., 2014, operated with Boeing 767-300ER equipment.
- Started December 15th 2014 AC Boeing 787-8 Dreamliner now operating Vancouver - Tokyo (Narita) route. Customers boarding Air Canada flight AC003 that day were presented with the customary 787 Dreamliner memento prior to walking down a red carpet to the aircraft.
- Air Canada was the first Canadian airline to offer customers Wi-Fi connectivity on board across North America.
- October 27th., 2014 saw the Boeing 787-8 Dreamliner operate into London Heathrow (LHR) from Toronto.
- BEDEK AVIATION GROUP (IAI) was selected by Air Canada to provide 787 line maintenance at Ben Gurion Intl. Airport in Tel-Aviv.



 **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.



Richard Dunn has sent us information regarding his recent book titled "**A Journal of Journeys**". Richard Dunn, otherwise known as Dick Dunn, was born in Vancouver, Canada. After serving with the Royal Canadian Air Force as a fighter pilot in Germany and France at the height of the Cold War, he instructed on the T-33 jet trainer. He joined Air Canada in 1965, retiring in December 2000 as a B747-400 Captain. Since then he has travelled the globe, reporting on his journeys. Here is a selection of his reports.

- 1979 - July - Order for 12 B767-200 aircraft placed with Boeing.
 - The first female passenger agent to receive a ten year service pin was Grace Humphreys of Winnipeg in 1951.
-

Extracted from the "Horizons" magazine - issue July 1979



For the 1979 Paris International Air Show at Le Bourget, near Paris, the company representatives were wearing uniforms designed especially for the show. Here we have the company hostesses.

From the left: **Anna Leroux** and **Tami Trites**, Dorval; **Monique Paradis** and **Doreen Riley**, Montreal; **Adele Gosbee**, Ottawa; **Suzanne Guerard-Langlois**, **Mona Agia** and **Marliyn Huot**, Montreal. The technical representatives behind the hostesses are from the left; **Tom Martin**; Purchasing & Facilities, **George Plourde**; Flight Operations, **Ed O'Keeffe**; Maintenance Contracts, and **Del Bourgeois**, Maintenance Marketing. Missing from the photo are **Barry Baker**, **Jack Maloney** and **Rick St. Maurice** of Computer & Systems Services. (Note that there are nine ladies pictured but only 8 names - eds)

Extracted from the "Between Ourselves" magazine - Issue dated August 1951

- Jan 1st - Toronto - London UK Dayliner/Starliner discontinued

Gleaned from the "Info Canadi>n" magazine Issue dated July 1990



Working combis

Flight attendant **Wendy Mayers Peters**, left and customer service director **Yvette Downing**, both of Halifax, enjoy the unique opportunity of working B737 "combi" flight, which carry passengers in the back of the plane and several cargo pallets in front. The dual service role of the aircraft

plays an important role in Atlantic Canada.



Canadian Airlines was a major sponsor and official carrier of the 11th annual Montreal Jazz Festival June 29 to July 8th, 1990.

Estimates have 900,000 jazz fans attending. An employee night was hosted on July 8th for the many employees attending the festival. A

hospitality suite was in operation, and here is a photo of those who were involved from the Canadian Airline hospitality suite.

From left; **Jean Pierre Germain**, **Jean Allard**, **Diane Gauvin** and **Janie Hubert**; Montreal flight attendants, **Paul Pelletier**; Vice President Quebec and Atlantic Canada; **Colette Charles**, Executive Secretary; and **Johanne Cauthier** and **Johanne Denylo**, also Montreal flight attendants.

Gleaned from the "Info Canadi>n" magazine Issue dated November 1990

Canadian helped deliver three containers of some thirst-quenching Canada Dry to the Canadian armed force's base in Dubai Qatar.



Loading the DC-10 in Toronto were, top left: **Brian Norris**; lead station attendant, and **Paul Gorr**; senior lead station attendant. Standing left, **George Kuhn**; president of Danzas Canada, and **Bob Gilbert**; Cargo Sales.

Canadian, in co-operation with Canada Dry and Danzas Canada, transported the special cargo along with patio umbrellas and cookers as far as London, England, to provide a taste of home for the Canadian troops, who have dubbed their desert home "Canada Dry", (the nickname also has something to do with the local laws and customs concerning alcohol). The night

before, Maintenance carried out work on the aircraft including changing the auxiliary power unit, washing the aircraft and having it serviceable ahead of schedule.

This was the first DC-10 maintenance to be done at the Convair Drive facility.



ALAN'S SPACE

(Submitted by Gretchen Dawson)

So you're running late for your flight, you rush up to the counter and then...



(Click on image for video)



READERS FEEDBACK

Doug Seagrim refers to the Christmas edition of the NetLetter to make this comment -

Enjoyed the clip on Malton Airport, 1939. One minor correction... Captain Bob Smith in the flight deck of a Connie; his son's name was Rod, not Rob. He died in an unfortunate incident while on layover in London. Forget the exact year but some time in the 1990's.

Don Edwards has sent in these comments after viewing NetLetter nr 1313 -

Thank you so much for including the video of **Pat Sowsun** at the celebration of his long association with TCA/AC. Pat was working in the WPG drafting office when I started there in October 1956 and the video brought to life many fantastic memories of that period of my own time in the drafting office. Never a dull moment when Pat was around.

As we all went into retirement, contact was lost so I was delighted to see him still active at 91 years and much of the same Pat still there. I assume he is living somewhere in the Burloak area, but, wherever you are Pat, it was great to see you in the video and my best wishes for good health go out to you Again, thanks to our netletter friends for the opportunity to see the video.

Kind regards,
Don Edwards

Marlie Kelsey refers to NetLetter nr 1314 and the article about the book by **Danielle Metcalfe-Chenail** with many interesting stories of the north called "**Polar Winds- A Century of Flying the North**". One of the fun parts of it is that she included a picture and some stories about my dad, **Duncan McLaren** and she also included a photo of me in Whitehorse working on the ramp and a write-up about my time in YXY. There are lots of interesting stories.

"Bernie" referring to the article in NetLetter nr 1313 would like to set the record straight -

I would like to bet that Air Canada's (TCA) first flight to Barbados in 1949 did not land at an airport called **Grantley Adams**. The romantic names of most of those Caribbean Airports are unfortunately long gone. I would like to be reminded of some of those names and I believe that the name in Barbados at that time was Seawell.

Bernie

(Upon checking the "Between Ourselves" issue dated Dec 1949, the inaugural flight landed at the Seawell airport - eds)

Heather Johannson also wishes to set record straight regarding the make up of "CAIRE" as indicated in the article in NetLetter nr 1313 -

In case you haven't noticed there isn't any "P" in CAIRE that is because it stands for "Canadian Airlines International Retired Employees." I don't know if the error was wishful thinking on Vern's part or a typo on yours.

(yours? Surely you don't mean the NetLetter gang.)

You might actually mention if there is anyone in the Okanagan Valley who is interested in joining us for lunch, to contact **Abby Sones** at aban@shaw.ca

Heather Johannson

Denise Pemberton has sent us this -

I live in Phoenix, Arizona and retired from Air Canada 14 years ago. I volunteer at a local Thrift Shop and came across a donation for us to sort and sell. In it is an old TCA tie. There was a name in the items, it looks to have belonged to a **Mr. George Kilpatrick** and he

may have lived in Nova Scotia and been a golfer too. I joined in 1967 when we were already Air Canada.

Best wishes,
Denise

(If George would like to contact the NetLetter, we will try to reunite him with his tie - eds)

Ken Pickford sends this comment to correct the information in NetLetter nr 1312

Re the photo of the CP proving flight in 1949 using a North Star borrowed from the RCAF. The text on the photo says it's flight 301 on July 13, 1949 to the South Pacific.



I'm quite certain that photo is of the North Pacific proving flight in April 1949 to Tokyo, Hong Kong etc. described in the paragraph to the right of the photo. I've seen that photo a few times before, referring to that proving flight to Asia. The flight number 301 reference is also incorrect. That was the CP flight number to the South Pacific used for many years, from 1949 until at least the 1970s (southbound 301, northbound 302).

The last paragraph of that item referring to the aircraft used by CP on that North Pacific proving flight also makes it sound like it was with TCA when it was written off in the UK in 1954. It was actually being operated by the RCAF then (no fatalities in that landing accident by the way). It was one of several North Stars (6 if memory correct) intended for the RCAF which were operated initially by TCA while waiting for their own pressurized North Stars. The RCAF aircraft were unpressurized and had quite a few other differences from the airline version. They were returned to the RCAF when deliveries of TCA's own North Stars began a year or two later.

Regards, Ken

(The information appeared in the "Info Canadian" magazine not the "CPAir News" we have corrected the photo- eds)

Jack Stephens had another sad visit with dear old 'Tiggy' at the **Pima Air And Space Museum**, Tucson, Arizona. U.S.A

Hello everyone,



On Thursday, November 13th, 2014, I was in no hurry to find my way through the outside display aircraft, to visit, once again "...the first Viscount to be delivered to North America for Trans-Canada Air Lines". Even though I thought I was prepared to see again what I saw in 2008 and 2010, somehow

the deterioration appeared to have accelerated. I could be wrong,

but she has been baking in the southern Arizona sun for over 30 years, and I suspect closer to 40 years since any quality hangar time. The R.R. Dart tucked under her right wing, has some protection, but to no avail. Not sure why I looked around to see if anyone was looking to find the TCA serial numbers on the Prop Control Unit, the Fuel Pump, Flow Control Unit, and the Oil Cooler. Sentimental I suppose, but then it has been 60 years, since I first saw her, and worked on her engine units. I was a brash 17 year old, and "tiggy" was a youngster. I think we both have weathered a bit and earned the right, to just sit and let things be.



Cheers! Jack Stephens

(Jack is referring to Vickers Viscount CF-TGI c/n 40 fin #601 - eds)

Betty Draper found these items in the "Leader-Post" newspaper.

BEGINS IN	U. S. Air Route	Foreign Route	Day Class
REGINA	REGINA	REGINA	REGINA
WINDSOR	WINDSOR	WINDSOR	WINDSOR
WINDSOR	WINDSOR	WINDSOR	WINDSOR
WINDSOR	WINDSOR	WINDSOR	WINDSOR
WINDSOR	WINDSOR	WINDSOR	WINDSOR
WINDSOR	WINDSOR	WINDSOR	WINDSOR
WINDSOR	WINDSOR	WINDSOR	WINDSOR
WINDSOR	WINDSOR	WINDSOR	WINDSOR
WINDSOR	WINDSOR	WINDSOR	WINDSOR
WINDSOR	WINDSOR	WINDSOR	WINDSOR

Dated September 22nd 1950, an offer of an air cruise on Sunday the 24th for the grand sum of ca\$3.00 a 75 mile flight over Regina and the surrounding countryside. (tca-air-cruise.jpg) and in the September 28th edition this poster for Air fares of the Prairie Service. (tca-fare-poster.jpg)

ODDS AND ENDS

Jim Griffith sent this along -

Robert Milton invests in AirAsia X

Mr Milton is currently the Chairman and CEO of ACE Aviation holdings and was previously the Chairman and CEO of Air Canada. ACE is an air transportation investment company that holds a 75% stake in Air Canada, as well as a minority interest in Aeroplan, a loyalty program company, and Jazz Air LP, a regional airline with 135 aircraft.

Mr Milton is one of the world's most experienced aviation executives, best known for his successful restructuring of Air Canada, which he chronicled in his book, "Straight From The Top". He is a past Chair of the International Air Transport Association's Board of Governors. Mr. Milton was a 1998 recipient of the prestigious "Top 40 under 40" award recognizing 40 Canadians who have achieved significant levels of success in leadership and innovation before age 40. He graduated in 1983 from Georgia Institute of Technology with a Bachelor of Science Degree in Industrial Management and spent part of his childhood in South East Asia.

"My involvement with AirAsia X has provided me with the exciting opportunity to participate in the newest and most promising airline business model today," said Mr. Milton. "I believe AirAsia X has great potential as the first truly low-cost long haul carrier in a region which will see significant future traffic growth - an area of the world to which I also happen to have strong personal ties" he added. (source www.asiatraveltips.com)

Early days of Malton airport aka Toronto Pearson International airport.



Malton's first official landing was on August 29, 1938, with an American Airlines DC-3 arriving from Chicago, via Detroit and Buffalo. **A Trans-Canada Air Lines (TCA) Lockheed 14 Super Electra** landed two days

later, on August 31, 1938.



L/H Photo - The original terminal was an old farm house, which was soon replaced with Malton Airport's first purpose-built terminal. (Source airwaysnews) Here is the control tower in 1943.

R/H Photo - This is the brick farmhouse that saw its acres striped with concrete, and its scare-crows helpless before

the new mechanical birds, it became, in the beginning, the airport's administrative headquarters. Today (in 1943) it stands a long stone's throw from its modern successor, semi-deserted, but with plans afoot to turn it into a centre for the preparation of meals for T.C.A.



This is a photo from the 1950s – Four TCA Vickers Viscounts and a TCA Lockheed Super Constellation – with spectators on the terminal roof. Photo: Air Canada

A cold winter day, before

Jetways. That's a Vickers Viscount in the background.



The Aeroquay with TCA Vickers Vikings & Viscounts, and a BOAC 707. Photo: GTAA.



An



undated photo of Air Canada tails.



Modern day aerial view of YYZ.



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.

Thousands living near Heathrow Airport (LHR) eligible for compensation.

Around 3,750 people whose homes will not be subject to compulsory purchase orders will be offered 25 per cent more than the market value of their properties if a third runway is built.

(source getwestlondon.co.uk)

Baggage policy - Air Canada

Oversize carry-on bags are not permitted on our aircraft and may cause flight delays for all passengers. Please ensure your carry-on bags are within the maximum allowed size. They are required to fit in the double-size verification device at check-in and boarding gates.



AVIATION HUMOUR

A stormy flight aboard a Boeing aircraft; an off-duty airline stewardess is sitting next to a man in the grip of serious white-knuckle fever as he watches, through his porthole, the aircraft's wing bending and bouncing in the tempest. The stewardess tries to reassure him; she works in the industry and flies all the time, she

tells him. There is nothing to worry about; the pilots have everything under control.

“Madam,” he replies, “I am a Boeing engineer and we did not design this aircraft to do what it is doing.”

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