



For Air Canada Retirees

Since 1995



Pacific Western B737 Fin#745 (see story below)

Welcome to the NetLetter, an Aviation based newsletter for Air Canada, TCA, CP Air, 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 newsletter.



Women in Aviation

Tracey Curtis-Taylor took off from Farnborough in the



U.K. on October 1st 2015 in her open-cockpit 1942 Boeing Stearman biplane on route to Sydney, Australia.

Curtis-Taylor says her 12 - 14 week trip has been inspired by **Amy Johnson's** 1930 solo flight from Britain to Australia and her route will follow Johnson's as closely as possible. You can follow her

travels on www.birdinabiplane.com as well as at @biplanebird on Twitter and on Facebook.

(source Flight International issue Oct 19/15)

Premier Traveler announced their celebration of inspiring women by naming the "**Most Compelling Women in the Travel Industry**" for 2015. **Captain Judy Cameron** who just retired, was honoured for her trail blazing career from her start in aviation to her final position as an Air Canada Boeing 777 Captain!

(source: The Daily - Nov 12, 2015)



AIR CANADA

Air Canada News



- **Air Canada** leased an **ex-Air France** A321-200 (1299) with CFM56s from **Aircastle**.
- **AAR** completed maintenance work on the 200th **Air Canada** aircraft at its 188,000 sq ft facility in Duluth, MN. Maintenance includes installing additional premium economy seats, enlarging economy class, integrating new AVOD system, and performing maintenance checks. (source SpeedNews)
- **Air Canada flight attendants**, represented by the **Canadian Union of Public Employees (CUPE)**, have ratified a 10-year collective agreement. CUPE represents 6,500 flight attendants at Air Canada and 700 at Air Canada rouge

These new routes will be operated by **Air Canada mainline, Air Canada Rouge** and **Air Canada Express**

aircraft.

New routes include:

- Daily Salt Lake City-Toronto service from May 28, 2016;
- Daily Portland, Oregon-Toronto service from May 27, 2016;
- 2X-daily Washington Dulles-Toronto Air Canada Express service from May 2, 2016;
- 2X-weekly Jacksonville, Florida-Toronto Air Canada Express service from May 21, 2016;
- Daily Denver-Montreal service from June 4, 2016;
- Daily Houston-Montreal Air Canada Express service from June 6, 2016;
- 2X-daily Philadelphia-Montreal Air Canada Express service from May 24, 2016;
- 3X-weekly Phoenix-Calgary Air Canada rouge service, continued from winter schedule;
- Daily San Francisco-Calgary Air Canada Express service from June 18, 2016;
- Daily Chicago-Vancouver service from June 4, 2016;
- Daily San Diego-Vancouver Air Canada rouge service from June 2, 2016;
- 2X-daily San Jose-Vancouver Air Canada Express service from May 9, 2016.
- 2015 - Nov 3 - Non-stop Toronto-New Delhi inaugurated with B-787-9 service.



Reader Photos

Submitted



Robert Arnold has sent in this photo -



We have two TCA staff members.

From left to right: Tom Moore, TCA's District Traffic and Sales Manager and **Rene Gigueure**, one of TCA's first pilots, now Captain.

Photo taken in Winnipeg, circa 1958. (source TCA5947)



TCA/AC People Gallery



 **airOntario**

 **airNova**

 **NWT air**



Betty Driver dug this article up for us -

(Winnipeg Free Press issue September 4th., 1939)

TCA Plane Damaged When Tire Bursts On Muddy Field.

Swerving about 200 yards across a corner of the landing field at Stevenson airport when one of its tire blew out, a westbound Trans-Canada Air Lines plane carrying 10 passengers and a crew of three dug into the mud off the airports north-south runway. No one was injured.

The crew comprised of Captain **H.Seagrim**, First Officer **E.Allen** and Miss **G. Leslie**, stewardess. According to officials at the airport the right wing, three propeller blades and right hand gear were damaged but not serious and could be repaired at the TCA shop in Winnipeg.

Located in the "Horizons" magazine

Issue dated December 2008/January 2009 -



The **Quality Assurance** team audits all airport processes including arrivals, departures, baggage, customer waits, gate holds and aircraft appearance.

Here is the team:

Row one (bottom): **Line Robinson, Donna Volk, Robert Gonsolves, Joseph Biondic.**

Row two: **Alberto Rodriguez, Julie-anne Cadieux, Robyn Sirussi, Grace Mancz, Jenny Tsandilas, Youssef Salid.**

Row three: **Jack Geerts, Michael McArthur, Brigit Steiner, Sam Massara.** Absent was **Joey Sardar.**

Air Canada Cargo (ACC) officially opened its newest terminal at YUL on November 29th., 2008. In this photo we have these people:



L-R. **Talia Rochman, Barb Johnston, Ezra Colymore, Stephanie Kirkham, Trevor Howard, Vinod Shettigar, Will Tyler, John Hodder, Tracey Lum Sang, Gary**

Randle, Sandra Boyle.

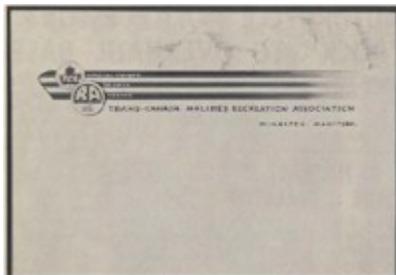
Missing from photo: **Betty Kipling, Antonio Sammartino, Carole Gobeille, Steven Warr, Tarek Daouk.**

Air Canada's "coolest" employee!



Andy Farnham, Danny Mayes and **Sean Nameth** had a little fun with the first bit of snow **Regina** received during November, and made this snowman between flights at their gates.

Found in the "Between Ourselves" magazine Issue dated June 1960.



The winning entry in a contest to choose a new letterhead for the **TCARA Winnipeg Recreation Association** is pictured here. **Roy Soarinen** of the Aircraft Inspection Department submitted the

winning entry and was awarded a \$75.00 gift certificate.

**More gleanings from the "FYI ..." magazine -
A newsletter by and for US Air Canada people dated
December 1971**



Minneapolis - The new **Radisson South Hotel** recently dedicated their futuristic roof-top Lounge, Mr.C's, to the airline industry and Air Canada presented **Bill Brose**, the Hotel Manager, with a plaque in commemoration of the

occasion.

Shown is **Lorne Timbers**, Air Canada Sales Manager and his assistant, **Pat Garvey** making the presentation.



Alan's Space



Alan Rust

Delivery of Air Canada 787- 9 on July 31, 2015 in YYZ

(Submitted by: **Brian Dunn**)

The slide show below contains photos taken of the initial delivery arrival of FIN 831 on July 31st, 2015 in YYZ, Air Canada's first B787-9. The departure of flight **AC424** was taken on Aug 1st by **Tom Podolec**, some interior shots were taken at YUL by **Eric Fortin** and then both arrival and departure shots at YUL by **Patrick Cardinal**. My thanks to all for their contributions.

See full story below under **Reader's Feedback**. Click on image for slideshow.





CPAir, Canadi>n People Gallery



Gleaned from the "Contact" magazine issue 1990-1991 annual report edition.

Last of the predecessors.



conversion to "Canadi>n".

Aircraft 723 arrives in Vancouver July 15, 1990 on its last day of service in CP Air colours, and entered the hangar the next day for its full



The old era ended in February 1991 when the last 737 in PWA colours, Aircraft 783, was stripped in the Calgary hangar and repainted during its 8C Check.

Issue 1991-1992 annual report edition



A representative group of **M&E employees reaching the 25-year mark** with the airline in 1992, honoured at a dinner in April, standing, from left, **Eric Falkenberg**, shop technician, Power Plant Overhaul; **Keith**

Zinger, lead stockkeeper; **Gordon Bell**, lead stockkeeper; **Ivan Slatten**, station attendant, Cargo; **Gary Simpson**, supervisor, Quality Assurance; **Bob Zeiler**, shop technician, aircraft maintenance; **Rex Nightingale**, lead stockkeeper; **Ron Hutchison**, lead avionics technician; **Tony Dunn**, foreman, Structures Shop, all of Vancouver; and **Sidney Gough**, supervisor, Quality Assurance, Calgary.

*Seated, from left, **Bill Hadfield**, supervisor, Line Maintenance, Toronto; and **Al Bostjancic**, foreman, Structures Stop; **Pete Evans**, crew chief, Line Maintenance, both from Vancouver.*

From the Leader-Post September 2nd 1943 sent in by Betty Draper -

When **Capt. P.D.Iverson** taxied the southbound **Barkley Grow Airlines** to a stop at the Regina ramp and switched off the engines shortly before 8:10 on Tuesday his actions signaled the completion of a record by the Saskatchewan division of **Canadian Pacific Airlines**.

With this trip the pilots and planes of the prairie airline had accomplished 100 percent operating efficiency for the month of August. They had flown 31,636 miles or, roughly, the equivalent of one and a quarter times around the world at the equator. Not one scheduled mile had been lost. Six hundred and ninety-one passengers had been carried; 5,629 pounds of mail delivered. This latter, in airline parlance, amounted to 961,142 pound miles of mail.

During its five years of history the airline has operated with a very high percentage of efficiency, but August was the first 100 percent month. No flights were cancelled because of weather, despite the fact that August brought a large number of thunderstorms along the route between Regina and North Battleford. Since the formation of the airline five years ago, personnel has grown from 23 to 39. This includes three Captains and three First Officers.



Wayne's Wings



**Wayne
Albertson**

PWA Fin 745 (AC545) - Registration C-GIPW

I am just beginning my research into the history of the **Boeing 737 fleet** among the several airlines that are now a part of Air Canada. Clearly this could take a while and provide material across several upcoming NetLetter issues.

One particular aircraft certainly deserves to be featured. I first learned of this aircraft's history through my colleague in YVR Stores, **Michael Feldmann**. Like Fin 745 "Mikey" began his career with **Pacific Western Airlines** and is a native of Edmonton (go Oilers). He made a trip to Edmonton specifically to visit this old friend and take a few pictures when he heard that its fate was undetermined during the summer of 2013.

Boeing Line #556 was originally delivered to PWA on February 28, 1979 and given Fin #745. It was transferred to **Canadian Airlines International** in April 1987 and remained in service until the merger with Air Canada in 2001 when it was renumbered Fin #545 to avoid duplication with AC's DC-9 fleet.

As Fin #545 it then served in the **AC Tango** fleet until retired in April 2003 and stored at YEG. Air Canada donated the aircraft to the **Alberta Aviation Museum** at YXD and restored it to the original PWA livery and Fin #745. Its preservation was threatened with the closure of the **Edmonton Municipal Airport** (YXD) in 2013 when a group of volunteers from **Canadian North Airlines & PWA** alumni worked around the clock to make the aircraft airworthy for one more flight to **Villeneuve Airport** in Sturgeon County, Alberta.

Their efforts were successful and the thirteen minute flight took place on November 29, 2013 with only volunteer pilots **Mike Wilson** and **Tim Seehagel** on board. Sadly, I discovered during my research that the aircraft was vandalized in August 2014, shame on those who would disturb such a wonderful piece of Canadian aviation history.



Please click the following links for more detailed information:

[PWA Employee Alumni Web Site](#)
[Global News video of full flight](#)



Dorothy Stauffer points out this error in NetLetter nr 1331 -

Just wanted to let you know of either an error or typo in one of the articles. Referring to the "Horizons article from December 1995" under the SFO to YVR start up flight, you mentioned the crew. The crew members are Jon Amoore (I/C), not Moore, and Peter McKenna-Small (F/A) not Snall. Maybe it was auto correct? lol. I am an I/C in YVR, know both of them and just wanted to make sure that their names were correct. Keep up the great work,

Thank you, Dorothy Stauffer

(Jon's name was misspelt in the article, should be **Jon Amoore**, and, our error, Peter's surname is **McKenna-Small** - our apologies - eds)

In response to the article and readers feedback in **NetLetter nr 1325** regarding the DC-8 article in "Wayne's Wings", we came across this article in the "**Horizons**" magazine issue **July 1979**.

It's just like the old blues singer belted out: "Nobody Ioves you when you're old and grey". Delivered 22nd March 1961 and, after 18 years of flying across the Atlantic, into the Caribbean, across the country and deep into the United

States, aircraft DC-8 fin #810, CF-TJJ c/n 45612 is on the block.

Rumour has it that she's off to Africa or Asia this time, probably flying the faithful to the Hadj, the annual pilgrimage to Mecca. The customer is an airline leasing company in Miami. Canadians should shed a few sentimental tears for the Conway DC-8 as it wings its way out of Dorval for the last time.

Canada did not have jet service until fin 810 and her sister ships, all DC-8 series 43, came along. Connies, Viscounts, Brits. Vanguards and DC-6s all chewed their way through the air with propellers. And until the Rolls Royce version of the DC-8 were licensed all DC-8s were limited to continental flying.

The Conways were the first DC-8s over the North Atlantic. This particular ship had several paint jobs to her name. The first, in March of 1961, was the old TCA livery. When the Company changed its name to Air Canada in January of 1965, the red tail with the white maple leaf took over. In all the aircraft flew 44,896 hours and 28 minutes in Company service. Averaging that out to 450 mph, it has flown 20 million miles or 811 times around the world. It was new when we got it, with just seven hours and 28 minutes on the airframe.

(Continued in NetLetter nr 1333 - eds)

In NetLetter nr 1328, Wayne Albertson introduced the subject of the Boeing B-767 under his corner "Wayne's Wings".

From the "**Horizons**" magazine issued **July 1979** we have extracted this information -

The purchase of 12 wide-body Boeing B-767-200 aircraft approved at the July meeting of the Board of Directors, will bring the Company's commitment to approximately 3.5 billion dollars in aircraft purchases over the next 10 years.

The decision to buy the B-767 with options for 18 additional aircraft, was made after an exhaustive eight month study of the various aircraft types available. The aircraft was designed specifically for North American routes and conditions.

From the "Horizons" November 1982 issue

Fin 601 C-GAUB c/n 22517 arrived on Oct 30th, 1982 and started its revenue career on the Rapidair service in



November, and then trans-continental January 1983.

The cabin crew members who worked the delivery flight of the B-767, posed with President **Claude**

Taylor. From the left, back row: Flight Attendants **Jurgen**

Odefey and **Marlene Godber**, **Claude Taylor**, and Flight Attendant **Cory McAdam**. In the foreground are **Leonard Lafleur**, In-Charge Flight Attendant and Flight Attendant **Helen Reagh**.



A number of employees representing a cross section of occupations were invited to participate on the delivery flight. Shown with **President**

Claude Taylor are, from the

left: **Shirley Campbell**, YHZ; **Larry Murch**, YYZ; **Claude Taylor**; **Pierrette Venturini**, YUL; **Marc Lefebvre**, YUL; **Marlene Godber**, YYC.

In NetLetter nr 1328 under "Wayne's Wings" was an article about the B-767.

Wayne invited comments and/or personal insights.

Norman Hogwood in New Zealand took him up on that and here are his memories -

My first flight in a B767 was on AC from LAX to YYZ in 1985 and my first impression was rather spoiled by the cabin crew. This was just about the time when safety briefings began to be conducted by videos and, to my horror, the flight attendants left the video to do the briefing while they roamed about the cabin taking meal requirements from the passengers as well as carrying out other tasks. As a safety man I was not impressed. Thankfully, that practise was quickly sorted out on all airlines.

Later that same year Air NZ received its first B767 and I became the first ticketed passenger to fly on it. Soon after the aircraft arrived it carried out a few crew "fam" flights during which they did some low fly-pasts over a number of cities and towns in the North Island. It so happened that at the weekend the Auckland Rugby team were playing a very important game against Canterbury at Christchurch and the Auckland club had chartered an

aircraft to go to Christchurch to uplift the team, their fans and, hopefully, the trophy for which the game was being played.

Air NZ decided to use the B767 for the charter and it was to position to Christchurch on the Sunday. Having to attend a meeting in Christchurch on the Monday I thought it would be good to request if I could travel on the positioning flight and received the OK. So the first time ever, I boarded a flight at the wide-body hangar and off we went.

There were several Air NZ pilots on board, including the operating crew, plus a couple of pilots from Boeing. One of the passenger pilots gave us the safety briefing! We did four low-level (1500ft) flypasts on the way south over New Plymouth, Blenheim, Nelson, and Hokitika on the South Island west coast before climbing over the Southern Alps and down into Christchurch. The whole flight took 2 hours against the standard 1hr 15mins. At times the flight deck got a bit crowded but I got some time there.

The NetLetter item mentions concerns about operating the B767 over the Atlantic. In 1991 I was made aware of my wife having those same concerns. We had been in Europe and were making our way to Charlotte NC to meet up with friends with whom we would be travelling to New Orleans. To get to Charlotte we had been given passes on US Airways who operated a Gatwick – Charlotte service. Our transit through Gatwick from Holland was very rushed due to a bomb scare at Gatwick so it was just a case of getting boarding passes and running to the US aircraft which had already boarded. Fortunately we had been upgraded but as we took our seats my wife looked around and asked what type of aircraft we were on.

When I said it was a B767, she exclaimed, "What! Two engines over the Atlantic?". I think the first glass of bubbles soothed her a little!

Cheers. Norm

Stuart Hyde sends this comment referring to "Terry's Trivia" in NetLetter nr 1329

Hello Netletter Editorial team,

Please advise **West Jet** that the national flag of the UK known as **The Union Jack** colours have not changed in any way. Whilst the Gatwick link is understandable, HM

The Queen would be very upset to discover that West Jet has copied it incorrectly. The correct colours could be found in Google. Suggest the UK Ambassador in Ottawa be asked what is allowed.

Regards, Stuart Hyde
ex AC London Heathrow

We received this story from **Brian Dunn** way back on August 30th and now pass it to our readers after reading "**Wayne's Wings**" segment in **NetLetter nr 1331** -

After taking pictures on July 31st of the arrival of Air Canada's first 787-9 I was preparing to ride the first revenue flight planned for August 4th out to YVR and back. However, as I was driving home Saturday afternoon I got a phone call from a former colleague I used to work with to tell me that AC were using the new airplane to fly to YUL as flight AC424 and back as AC429.

I was about 10mins from home, rushed in to change, and my wife dropped me at T1 about 1815hrs. I boarded the flight at 1830hrs only to be told by the Captain at 1900hrs we would have to wait for 30mins due to a ground stop in place at YUL for thunder storms.

We finally pushed back at 1933hrs and were airborne from RW24R at 1951hrs. We touched down at YUL at 2045 on their RW24R and then waited for about 25mins to be parked at a gate. This was due to ramp crews being called off for a recent lightning alert and playing catch up with other flights that had to be dealt with. Finally on the gate at 2112hrs. Our return flight was airborne off RW24L at 2241hrs and we landed back in YYZ on RW24R at 2332hrs.

See "Alan's Space" (above) for a Slide Show containing photos taken of the initial delivery arrival on July 31st, 2015 in YYZ, the departure of flight AC424 on Aug 1st by **Tom Podolec**, some interior shots taken at YUL by **Eric Fortin** and then both arrival and departure shots at YUL by **Patrick Cardinal**. My thanks to all for their contributions.

Some personal observations of the 787-9 -

- Sat in economy on the way to YUL (flight was 98% full) - seat was comfortable and the seat back entertainment system is far superior to that on the rest of the AC fleet. The map display especially is

greatly improved and you have the ability to change it from metric to imperial measurements if you wish. It pages through several views but the one that caught my eye in particular was a "heads up" display showing compass heading, altitude, and speed in knots...when climbing or descending it also shows rate of descent.

- For return flight was seated in 14K - last row of the "Premium Economy" seating area. More recline, a little wider seat and very comfortable.

Overall, quite impressed with the aircraft and really enjoyed the seat back entertainment. I must also mention too that there is a greater selection of movies and TV shows to choose from.

Brian Dunn - Editor [CanadianAviationNews](#)



Odds and Ends



No fewer than 17 Spitfires in the air together - at **Duxford's Battle of Britain** anniversary show in the U.K. held in September 2015. This sight is unlikely ever to be repeated, and there's not a single **Battle of Britain Memorial Flight**

Spitfire among them. Its four examples were displayed separately.

[Click on image for video](#)

(source Flight International October 12/15)

Larry Milberry, publisher, invites you to visit CANAV's blog with all the info about our new blockbuster "**Aviation in Canada: The CAE Story**", CANAV's premier title since 1981.

Visit www.canavbooks.wordpress.com for the initial CAE Story book reviews, many informative history items, etc.

Ted Beaudoin has sent us an update regarding the **Royal Air Force Ferry Command / Transport Command operation of World War II.**



Welcome to our website, www.RAFFerryCommand.com a new way to easily and readily access vast amounts of information of almost anything to do with the **Royal Air Force Ferry Command / Transport Command** operation of World War II.

It is dedicated to every man and woman from any allied nation who served this unit in any capacity, either as a recruit, a volunteer, or as one seconded to the RAF FC/TC from an allied military air force, or as one attached from an allied commercial airline operation. It is also dedicated to the men and women of the **Air Transport Auxiliary squadrons** set up in allied nations to ferry aircraft in their respective countries and forward to theatres of war when and where they were needed.





Terry's Trivia and Travel Tips



**Terry
Baker**

A very few of the vacation trips offered by Dargal for Interliners.

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Cape Town; Cruising The Cape Of Good Hope; Port Elizabeth; East London; Durban; Richards Bay; Maputo; Cruising the Mozambique Channel; Nosy Be; Cruising the Indian Ocean; Dar Es Salaam; Zanzibar; Mombasa; Cruising the Indian Ocean; Mahe; Cruising the Indian Ocean; Male; Cruising the Indian Ocean; Mangalore; Cochin (Kochi); Cruising the Laccadive Sea; Cruising the Bay of Bengal; Rangoon; Cruising the Andaman Sea; Penang; Port Klang; Singapore;

From: Inside: \$4375 Oceanview: \$5250 Balcony: \$15199
Suite: \$18599

10 Night Alaska ~ Oceania Cruises ~ Regatta May 10/2016 | More Dates available

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From: Inside: \$1250 Oceanview: \$1500 Balcony: \$1750
Suite: \$5599

10 Night Alaska ~ Oceania Cruises ~ Regatta May 20 /2016 More Dates are available.

Vancouver; Cruising the Inside Passage; Ketchikan; Juneau; Haines; Cruising Hubbard Glacier; Hoonah; Sitka; Cruising The Outside Passage; Victoria; Seattle

From: Inside: \$1250 Oceanview: \$1500 Balcony: \$1750
Suite: \$5449

12 Night Bermuda ~ Oceania Cruises ~ Regatta Apr 12/2016 | More Dates available.

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From: Inside: \$1500 Oceanview: \$1800 Balcony: \$2100
Suite: \$5899

Rates are quoted in U.S. dollars per person (based on double occupancy). PORT CHARGES ARE INCLUDED.

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Smileys



From the **"Info Cargo Canadi>n"** magazine issue
Mar/Apr/May 1989

The Canadi>n Airlines Flying Car Award.



An award should be given, to
anyone near or far,
Who has mastered the art of
flying, the art of flying a car.

Cars are usually driven, flying
belongs to planes,
So with this new procedure,
soon we'll be flying trains.

Each one's a little different, to be in flight, landed or flown,
But soon we'll be able to solo, and fly them on our own.

Our thanks must go the field support, so much flying have
they done,
and for their help in the future, a help surpassed by none.

Regards,

Marilyn Saurine,
Sydney,
Flyer of Cars (well almost)



The NetLetter Team (2015)
Terry Baker, Alan Rust and Wayne Albertson