



Aviation Memorabilia Newsletter

Since 1995



McDonnell Douglas DC-10 - 30 Fin # 911 C-FCRE

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 published on the **second and fourth weekend** of each month. If you are interested in Canadian Aviation History, and vintage aviation photos, especially as it relates to Trans-Canada Air Lines, Air Canada, Canadian Airlines International and their constituent airlines, then we're sure you'll enjoy this newsletter. Our website is located at www.thenetletter.net



Coming Events



YVR chapter of ACRA plan their "Picnic in the Park 2016" on July 2nd 2016 at 18:00 hours at the Scotiabank Field in Nat Bailey Stadium.

[Click here](#) for full details.

LHR chapter of ACRA in combination with Pionairs hold a B-B-Q on July 30th 2016 from 14:00 to 18:00 at the Wraysbury Village Hall.

[Click here](#) for full details.



This year the System Badminton Tournament is being held in Berlin at the TCW Sports Hall from October 13th through 15th 2016.



Women in Aviation



Betty Draper has sent us this url about the oldest working flight attendant.

Betty Nash is now 80 years young and has been flying for 59 years. She is presently with

American Airlines.

Additional info and videos at:

BoardingArea.com (from 2014), CNN.com & Huffingtonpost.com

Note: Additional information provided by Ken Pickford

"Bird's Eye View" is a historical novel, the unforgettable story of an idealistic young Canadian woman who joins



the air force in the Second World War and becomes an aerial photographic interpreter.

[Click here](#) for author Elinor Florence's web site



Air Canada News



Air Canada rouge has commenced seasonal service on the following routes:

- Toronto-Venice on May 12th 2016
- Montreal-Barcelona on May 13th 2016
- Montreal-Venice on May 14th 2016.
- Vancouver-Osaka on May 14th 2016
- Toronto-London (Gatwick) on May 19th 2016.

Air Canada mainline seasonal service on Vancouver-Anchorage commenced May 14th., 2016

Beginning this summer, Air Canada will also launch new international services between Toronto-Prague, Toronto-Budapest, Toronto-Warsaw, Toronto-Glasgow, Toronto-Seoul, Montreal-Casablanca, Montreal-Lyon, Vancouver-Brisbane and Vancouver-Dublin..

(source Air Canada Daily)



Star Alliance News



CSeries makes first passenger flight from Dublin to Zurich June 3rd.

Bombardier completed a CSeries aircraft demonstration flight carrying senior executives from about 20 Star Alliance member airlines and media representatives.



Reader Photos



Submitted

Geoff Hayes sent us this message -



I came across this TCA/AC Timetable dated Feb 1963.

It had a lot of interesting information in it such as "Code Sharing" with BOAC, Route Map and Fares etc. For your consideration should you think

it may be of interest to the Pionairs.

Cheers, **Geoff.**

Norman Hogwood and Janet Walsh were copied on the original e-mail and Norman shares this memory -

The mention of code sharing has resonated with me and I'm now wondering if it is as modern as we think. When I was staying with Janet and Tony Walsh in 2011, I had an interesting "scrap" with Janet over bus services in Kent. Janet worked in Tenterden for the Maidstone & District Bus Services Ltd based in Maidstone, while I was a very keen fan of the smaller East Kent Bus Services based in my home town of Ashford. It was daggers drawn between the two companies except on the hourly run between Maidstone-Ashford-Folkestone and return.

The service number was 10 on both companies which did the run every alternate hour on the hour. One could use

one's return ticket on either carrier so therefore the route was operated on a real code share basis. I wonder if any other bus or rail companies had those arrangements all those years ago?

Cheers. **Norm**

And this from **Janet** -

Norm, I remember our "Scrap". being a Tenterden Girl rather than from Ashford, over Maidstone & District (Green and Gold colours) and East Kent Bus Services (but was it really called that???? Red and cream????), my memory is a little dim at this point.

However I do also remember very favorably the TCA Timetable shown - I was actually working directly for the Advertising Boss when we changed from TCA to Air Canada so I have very strong fond memories of the Logos etc. Later in my career, before children I spent three years working in the Timetable Production Department with a fellow named Derek Barnett - British and what a character - Tony and I were only speaking of him the other night.

Thanks for the memory... **Janet**



TCA/AC People Gallery



 **airOntario**

 **airNova**

 **NWT air**



1967 – September 1st - DC-9 service introduced to Regina and Saskatoon.

2004 - April 6th - Air Canada moved its domestic and international operations to new Terminal 1 in Toronto.

COMMUNICAIR, is (was) a newsletter to inform and entertain the members of the In Flight Service Base at Montreal, which arrived on the scene in August 1979.

YVR ACRA Executive Committee at Nat Bailey Stadium on July 26th., 2014.



From the left: **Luke Tuttle, Betty Shewchuk, Tiffany Smitz, Susan Lee** and **Wayne Albertson**.

Found in "**Between Ourselves**" issue dated March 1953.

TCARA Winnipeg's newsletter "**News Gram**" was first issued April 1952.



In our photo we have editor **Ed Winnik**, standing, with **Carol Malec, Bill Fisher** and **Cliff Dick**. TCARA Vancouver's newsletter "**Caravan**" was first issued October 1952 by editor Henry Brown.

From the **Mid-Summer 1966** edition of the "**Between Ourselves**" magazine.

Inaugural DC-9 service to Miami August 1st 1966.



A brass band, majorettes, gorgeous beauty queens, civic and Company dignitaries greeted Air Canada's inaugural DC-9 flight on its arrival at Miami.

In our photo we have, front row from the left: **Dan de Guerre**, Area Manager, Public Relations, New York; Miss Miami; Miss Shower of Stars and **Gordon Wilson**, Regional Sales Manager, United States.

In descending order on the stairs we have: **First Officer Mark Sanfacon, Captain P. C. Gale** both of Montreal; Stewardess **Lesley Davis**, Toronto; **Captain Ralph Leek**, Montreal; Stewardesses **Jo-Anne Ridler, Lynda Osborne** and **Pat Robinson** of Toronto.

Issued dated **April 1967**

First "Long-Body" DC-9 delivered.



The first extended DC-9 twin jet was delivered to the company March 7th 1967 and is shown in the photo at gate 1 at Montreal International Airport (YUL) following its flight from California.

Aircraft fin #707 CF-TLH is the first of 12 extended DC-9s on order for delivery during 1967 with a further 17 delivered during 1968.

From the "**Horizons**" magazine issue dated **April 1980**

On Saturday, April 2nd 1960 at 10:45, a Trans-Canada Air Lines Super Constellation, carrying the premiers of Canada's four Atlantic provinces and other dignitaries, took off from Shearwater Naval Air Base bound for Glasgow and London, England.

On that day, **Captain Ralph Leek** and **First Officer K. Lyons** guided TCA's flight across the Atlantic to create the first scheduled air service between the Atlantic Provinces and the United Kingdom, ably assisted by **M.A.Loiaconi**, engineer and **Frank Coughlin**, Navigator

From the "**new Horizons**" magazine (with permission) issued **March 2004**.



Since Air Canada filed for court protection under CCAA since April 2003, the Strategic Purchasing team has worked hard to renegotiate contracts and cut Air Canada's costs. Members of the team also spent countless hours in

the Vendor Communication room to ensure the ongoing supply of goods and services that has enabled Air Canada to continue to operate smoothly.





Alan is visiting with family in Hamilton, Ontario

Alan Rust



CPAir, Canadi>n People Gallery



Found in the "Canadi>n Contact" magazine issued **August 1989**

The **Accessories Shop Task Force**,



From left: **Earl Cleven**, sub-foreman (group leader), **Trond Aareskjold**, mechanic (hydraulics); **Al Barton**, mechanic (electrical); **Laurie Taylor**, shop technician; **Ron**

Douglas, mechanic (pneumatics); **Oddie Halseth**, (Stores); **Andy Burns**, Engineering; **Wendy Moon**, Purchasing.

Unavailable for photo: **Mike Graves**, Production Planning; Alex Robinson, mechanic (C.S.D.'s) and **Phil Doyle**, supervisor, Accessory Shop

The **Brake Shop Task Force**



Back from left, **Terry Mackay**, consultant; **Pasquale Borsa**, Maintenance Administration; **Al Watson**, Wheel & Brake Shop; **Dan Hink**, Engineering (group leader); and **John**

Seckel, Ground Support Engineering.

Front, **Jim Ternan**, Component Cleaning, **Len Ammerlaan**, Production Planning; **Wendy Moon**, Purchasing, and Reg Hogg, Wheel & Brake Shop.

Unavailable, **Gules Lakatos**, NDT; **Mickey McGuire** and **Brian Olson**, Wheel & Brake Shop

Issue dated **October 1989**

Aircraft **Fin #909** which suffered an electrical fire whilst at Amsterdam and, after repair, was re-introduced to the line in July, was sold to Polaris Aircraft Leasing Corp of San Francisco on September 30th. The DC-10 will be going to Aeromexico.

On November 30th, two aircraft, **Fin #701 and #702**, which were acquired new by Nordair in 1968/9, were also sold to Polaris. They were going to French airlines TAT and Air Inter.

Issue dated **May 1990**

Something different! An engine change in Prince Rupert.



On April 3rd, aircraft **Fin# 746** required the no. 2 engine to be replaced as it had stalled out during a power check. The flight was under the command of **Captain Ralph Howey** with First Officer **Dave Boyd**. Here we have this photo of the crew

involved with the change -

From left: **Ernie Roger**, avionics technician; **Dave Russell**, Aircraft mechanic; **Kirk Barnes**, aircraft mechanic (on the engine); **Terry Holmes**, aircraft mechanic; **Ken Atkins**, air engineer; **Dennis Andrews**, aircraft mechanic (back); **Vince Fukuyama**, maintenance specialist; **Herb Pond**, airport services manager, Prince Rupert; **Dave Boyd**, First officer; and **Ralph Howey**, Captain.





**Wayne
Albertson**

McDonnell Douglas DC 10 Fleet

The McDonnell Douglas DC 10 entered service with CP Air in 1979 to fill the need for medium to long range aircraft. I should mention that I have never had the opportunity to fly on a DC 10.

My research shows that the first two, Fins 901 (pictured) and 902, were briefly leased to Varig airlines shortly after being delivered and then returned to CP Air in 1980. Fins 903 to 907 were delivered directly to CP while 908 was originally delivered to Singapore Airlines in 1979 and then acquired by CP in March 1982.

Three unique aircraft were Fins 334, 336 and 337 as they were leased from United Airlines from 1983 to 1987 and flew in CP livery under U.S. registration. **Ken Pickford** explains the reason for this in the '**Reader Feedback**' section below.

Fin 911 (pictured in header) was originally delivered to Alitalia in 1975 and then sold to Pakistan International Airlines in 1983. It was acquired by CP in 1986 as part of an exchange with PIA in which CP also acquired Fins 909, 910 and 912 with four B747-200's going to PIA. After the transfer to C.A.I.L. Fin 911 was painted in the new livery with signatures on the fuselage and used extensively in the new airline's advertising campaigns.



All 15 of the aircraft were later transferred to C.A.I.L. in 1987 and remained in service, however, none were transferred to Air Canada. [Click here](#) for my list of each aircraft's fate after leaving Canada.

Sources: Planespotters.net & CP Air Blogspot
With thanks to Ken



Reader's Feedback



Ken Pickford explains the reason CP operated 3 DC-10-10's aircraft with American registrations-

I can add further details re Wayne's reference to the 3 United Airlines DC-10s operated by CP from 1983 to 1987 (Fins 334/336/337).

United had just been awarded nonstop traffic rights between Seattle and Hong Kong but had no aircraft in their huge fleet then with enough range to operate the route. So they made a deal with CP Air to lease 3 of CP's long-range DC-10-30s temporarily and replace them with 3 of United's shorter-range domestic model DC-10-10s. The 3 UA DC-10s were mainly used on CP transcon domestic routes as well as some shorter transatlantic routes such as Toronto-Amsterdam. If memory correct they were also used on Toronto-Lima, Peru. Longer international routes required the range of the DC-10-30.

The 3 CP DC-10-30s that went to UA during those 3 or 4 years were C-GCPF/G/H They operated with Canadian registration while with UA and the UA DC-10-10s kept their US registrations while with CP. By 1987 United had acquired some long range 747-200s and the DC-10-30s were returned to CP and the UA DC-10-10s being operated by CP went back to UA.

Interestingly, that Seattle-Hong Kong route (later dropped) was only United's second longhaul international route after Seattle-Tokyo which had started a year or so earlier. Their early-model 747-100s were adequate for that route but lacked the range for SEA-HKG. Until those two routes started, United's only other international routes had been Seattle-Vancouver (their first international route in 1934) and Chicago-Toronto which started around 1967. UA added many more international routes in 1986 when they acquired Pan Am's entire transpacific route network when Pan Am was in desperate financial shape and was selling off their most valuable assets..

I recall hearing that many CP flight attendants didn't like working on those 3 UA DC-10-10s as, like most other early domestic model DC-10s, they had the galley on the lower deck (using what would normally be part of the cargo/baggage compartment). One or two flight attendants had to work down there and everything had to be sent up to the passenger deck on elevators, so the meal service procedures on those aircraft were quite

different than on CP's own DC-10-30s which had the galleys on the main deck.

Ken also sent us these comments referring to **NetLetter nr 1342** –

1. The last name of the CP sales manager for Scandinavia mentioned in the caption of the travel trade show photo should read "Timmermann" (not "Tianmermann").



2. Re the story of the parked Viscount struck by the Super Constellation at New York in 1958, it was the two flight attendants who were aboard the aircraft, not the pilots. At least one of the flight attendants had minor injuries incurred while escaping the aircraft. There's a photo somewhere, probably in an old Netletter, from the TCA newsletter, showing one or

possibly both of the flight attendants appearing at a media event shortly after the incident, with a bandage or two on one of the flight attendants.

Female curiosity paid off for stewardesses Jeanine Bedard, left, and Karin Foch when then Viscount they were preparing for passengers was rammed on the tarmac at Idlewild Airport, New York, by another aircraft, out of control. The girls, who escaped without injury, received 15 letters of congratulations from 10th grade students of a French school in Montreal. The letters were written as a homework assignment in English.

[Click here](#) for the official accident report.

Related excerpts: The second one includes the names of the two "stewardesses" as they were of course known at the time.

One member of the five-man Constellation crew received minor injuries and a Trans-Canada stewardess fell and was injured slightly while running from the aircraft.

After leaving the runway the aircraft crossed a taxi-way and two perimeter strips, and entered a position on the terminal parking area where it collided with a Trans-Canada Air Lines Viscount, CF-TGL. The Viscount was standing at Gate 5 and was to have boarded its

passengers for a scheduled departure within a few minutes of the accident.

Stewardesses J. Bedard and K. Foch on board the Viscount, alerted by the cries of persons on the ramp and the noise of the approaching Constellation, departed their aircraft as rapidly as possible. The Constellation crew left their aircraft by jumping from the main cabin door which was approximately four feet above ground level. Fire-fighting personnel had already arrived at the scene and were directing a coverage of foam toward this exit at the time. Both aircraft were virtually destroyed by fire.

Regards, Ken



Brian Burrage co-founder, historian and photo archivist at www.vickersviscount.net has sent us this photo of the aftermath of the incident at JFK. What is interesting is that the rear of the Viscount cabin has been hacked into, presumably by the fire service guys. I assume they were not

sure if anyone else was still on board.

Norman Hogwood, after reading the story of the Lancaster recovery in "Alan's Space" [NetLetter nr 1342](#), sent us this story -

That was an astonishing feat. I can imagine they had some very anxious moments during the tow, especially as they towed using the main gears with, presumably, no braking assistance from the cockpit and even if there was some sort of help from that quarter, the tow would have very "interesting".

It immediately reminded me of an incident I investigated involving the towing of a Bristol Freighter (B170) at one of our regional airports. The B170 had diverted to this airport because its home base was weathered in. It parked on the domestic ramp awaiting a clearance which proved to be a long time coming and when it did, the crew decided they needed a fuel uplift as the home base still needed an alternate.

The uplift created a problem. The only fuel available at the ramp was AVTUR and the B170 used AVGAS. The only AVGAS pump on the airport was at the aero club but this led to another problem. The pump was almost up against the club hangar and the only way to get the B170 near enough to it was to drag it backwards. The crew discussed this with our staff and between them tied a very thick rope around the tail wheel and attached the other end round the tractor tow hitch.

The second officer would position himself standing with his head out of the B170 emergency hatch in the roof and give instructions to the captain about braking. Of course, this required some very precise braking coordination by the crew and our man on the tractor.

Unfortunately, they failed miserably! The tractor stopped but the communication time lag between three participants saw the B170 roll back into the tractor seriously damaging one of the horizontal stabilisers as it destroyed the tractors steering wheel a second or so after our man jumped for his life!

A very costly incident that could have been avoided if someone had just called the local fuel depot and requested the uplift delivery from a tanker.

Cheers. Norm

"dblaflyer" refers to [NetLetter nr 1343](#) and the uniforms in "Reader submitted photos", these are the comments -



Thanks for the Netletter always read it with interest. I, however, would like to bring to your attention a small mistake about the date of introduction of our mini dress .The one shown is the turquoise one it came in 3 colours white with either turquoise, or red trim.

the other one was red with white trim and graduating class of 16 may 1969 which I was part of were the first to wear it, we didn't even have name tags they where not ready yet when we came out of training to join the line!

It took about 2 years before we got pants and a sash to wear with the dress. In order to hide our panties when WE stretched our arms up to reach the overhead rack. In 1969 we still helped our customers put their coats away

In the overhead racks which were open not compartments like today. Male Pax preferred the view inside the cabin at the time and aisle seats were more popular than window seats.!

(Here we have this photo from "Between Ourselves" issue May 1969. Displaying the various outfits which made up the new Stewardess wardrobe are, from the left: **Britta Noack, Eleanor Domville, Lis Mollevang, Gail Wallace** and **Carla Denike**. They were shown posing on the carousel at Winnipeg International Airport - eds)





Odds and Ends

Found in the "**Contact**" magazine issue dated **January 2000**.

The black box be placed in the "out box".

Flight data recorders might may be replaced by live links between aircraft and ground stations, reported by the Times of London. The U.S. National Transportation Safety Board (NTSB) and Federal Aviation Administration (FAA) set up a Future Flight Data Committee to consider ways of collecting data in flight, including cockpit video and satellite transmission telemetry. The live link system could eventually give controllers the power to take over distressed aircraft and bring them in via remote control.

(Not sure controllers would be qualified pilots – eds)

It would also mean an end to risky and extensive searches for black boxes following crashes. Experts say it's the biggest breakthrough in aircraft safety since two British aircraft engineers created the data recorder in 1959. Today's black boxes record up to 300 parameters and can withstand an impact of up to 3,400 times the force of gravity.

(We assume this has not happened as we do read reports of many hours spent searching for the black boxes at crash sites – eds)



Terry's Trivia and Travel Tips



**Terry
Baker**

Departing or visiting the city of Toronto?

UP Express departs from both Union Station and Toronto Pearson International Airport every 15 minutes. Your journey takes just 25 minutes and you can enjoy WiFi with comfortable seating, power outlets, luggage racks and flight information displays. In February 23rd 2016 the cost was reduced from \$27.50

CDN to \$12.00 CDN One Way.

The new NOK80 (\$9.60) tax is paid by all passengers departing from Norwegian airports.

Here is an affordable trip to take your fancy as a retiree -

Etihad Airways "The Residence" comes with a living room, bedroom and private en-suite shower, 32 inch flat screen TV , a Savoy trained butler and meals from a dedicated chef on board with 120 possible combinations of meals to choose from and served on bone china together with Bollinger and other high end drinks in crystal glasses.

Including New York-Dubai-New York all for a measly US\$75,000 pp.

(We, at the NetLetter, could not find any interline rate! - eds)



Smileys



This cartoon from "**Between Ourselves**" issued **October 1944** by **Dave Mathias**..



Terry Baker | Alan Rust | Wayne Albertson
NetLetter Staff for 2016
(you can read our bios at www.thenetletter.net/history)