



Aviation Memorabilia Newsletter

Since 1995



Air Canada B727-200

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

Sugaring Off Time



Quebec Pionairs are having their Sugaring off time on Thursday, April 7th, 2016.

Why not join this Pionairs Group's Spring Event at the

Sugar Shack Luncheon.

Set your GPS to: Cabane à sucre Lalande 862, Montée Laurin,
Saint-Eustache (Québec), J7R 4K3.

Full details from Pionairs.ca [Click Here](#)
(source Quebec district newsletter #92)



Women in Aviation



This year's Red Bull Air Race series, slated to begin in March, will have a female competitor for the first time.

Mélanie Astles, a five-time French aerobatic champion, is among the three new

contenders in the eight-pilot field who will vie for the championship when the race launches in at its traditional starting point in Abu Dhabi.



Star Alliance News

Zed fares on Star Alliance Members – myIDTravel

You must be signed into the Air Canada Travel site to issue these tickets.

You no longer have to use the "**https or the www**" to access the site. Simply type acaeronet.aircanada.ca and then follow the instructions.

The use of an iPad, tablet or iPhone will not work; this also includes the sites that you can find in any search engine such as Google when you type myIDTravel, you must use a regular computer or laptop. The OAL (Other Airline) will take the necessary information from your Air Canada profile on the AC site only.

(source Quebec district newsletter #92)



Reader Photos

Submitted



Brian Losito has sent us some photos from the TCA/Air Canada archives.

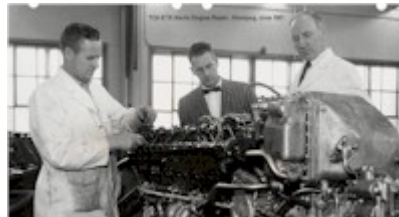
Here is the original photo of six stewardesses on the North Star tail **CF-TFE** fin #205 first appeared in "**Between Ourselves**" issued **October 1949** and in **NetLetter nr 1288** issue January 2014.

The names are from the left: **Jean Thompson, Olga Zawaski, Vickie Stewart, Thelma Moore, Mona Gaugh** and **Margarite Renaud**.

Robert Arnold has sent two more photos showing a **Merlin engine overhaul** at Winnipeg, circa 1957.

Any help from your readers with staff identification would be greatly appreciated. I feel the second photo might have been staged for some reason.

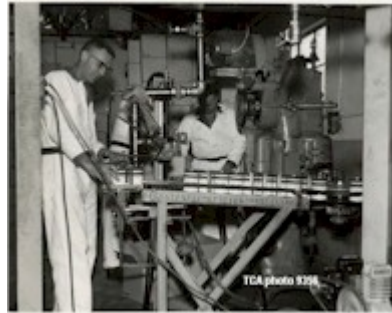
Robert Arnold



Robert Arnold has sent us three more photos from his collection -

I included three photos which I came across in the collection that could use some identifying. To me it appears the chaps are working in the fuel management and testing department.

Who are these young fellows and what are they actually doing. My guess is fuel sampling. Of course, any help from you fine readers is always gratefully appreciated.



TCA/AC People Gallery



 *airOntario*

 *airNova*

 *NWT air*



1979 April -

First Air timetable from Doug Ewen Jr. collection.

Found in the "**Horizons**" magazine issue **January 1980**



The heading was "*London lads find pilgrim airlift a hot operation*". The scene was unusual. The ice blue tail of a Nordair DC-8 stood out against a desert background. The ramp crew was wearing Air Canada coveralls. The accents were decidedly British. The passengers were dressed in

white and each carried a kettle of water. These odd elements were cemented together by a contract signed in Montreal with **Libyan Arab Airlines**. All Muslims are expected to make a pilgrimage to the holy city of Mecca once in a lifetime.

London based employees **Roy Novell**; Certificated Aircraft Technician and **Reg Cosier**; Mechanic; recalled working the **Saudi Arabian** end of the operation while **Keith Merry**; Certificated Aircraft Technician, and Mechanics **Bill Cameron**, and **Steve Girling** recollected their three-week stint in **Tripoli**. They were part of the company crew that kept two **Nordair DC-8's** flying around the clock to give 15,000 pilgrims a round-trip to **Mecca**.

Air Canada had two roles to play in the annual pilgrimage. Even as the London workforce was deployed to Africa as a support team, the Maintenance base at Dorval was hard at work. The two DC-8's used on the service had to be in the best condition possible for the round-the-clock ten-hour round trips. And, of course, there had to be some identification on the airplane. The paint job was done in Montreal.

The Arabic script looked exotic and intriguing. "What does it say," Reg asked when he first arrived. "God is great?" "No," he was told, it was "**Libyan Arab Airlines**".

In this photo the London UK employees **Roy Novell, Reg Cosier, Keith Merry, Bill Cameron** and **Steve Girling** show off their Nordair T-shirts.

When **Robbie Robinson**, took early retirement he came across this little bit of nostalgia which he wanted to pass along.



Pictured are participants of the **Management Development Course** held at the **Laurentine Inn** at Ste. Agathe Des Monts, Quebec in 1954.

Back row, from the left: **Robbie Roblnson. AI Fowlie. Andy Lirette, Jock White, Ed Moore, Oscar Cormier** and **Harry Simper**.

Front row, from the left: **Dick Green, Ed Allerdice, Bob Robbins, Jack Mason, Tom Miller Art Russell, Jim Hearn** and **Bob Cowan** (course leader).

Found in the "**Between Ourselves**" magazine issued **January 1964**



A number of Winnipeg employees attended a session to say farewell to **Norm Donnelly**, former Western Region Operations Manager, and "Hello" to his successor,

Kelly Edmison.

The group included, from the left: **Ken Affleck**, Manager, Pension & Welfare Plans; **Norm Donnelly**; **Len Sampson**, District Sales Manager; **Dick Williams**, Flight Dispatch Manager; **Lorne Kyle**, CNR and Air Canada Claims Agent; **Al Imrie**, Simulated Flight Training Supervisor and **Kelly Edmison**, Western Regional Operations Manager.



The **Calgary Millwright** shop had a new building in 1964, here are a group of the employees.

From the "**Rampage**" magazine issue dated **May 1989**.

Modelling the latest in haute couture ramp fashions are: **Jan (the kid) Duncan, Cheryl Chung, Dave Spalding** and **Craig Adams**.



Alan's Space



Alan Rust

This is what it was like to fly in the 1950s (we covered the 1930's and 1940's in previous issues)

(Originally submitted by: David Bellamy)

We've traveled backwards against the tailwinds of time in recent weeks, revisiting what it was like to fly in the birth of the commercial airline industry in the 1930s and then looking back on how innovation and industry really began to pump the gas in the 1940s. Now we get along to the real meat and potatoes (carved by hand and served on fine china in first class, naturally). Welcome to the golden age of commercial aviation! This is what it was like to fly in the 1950s:

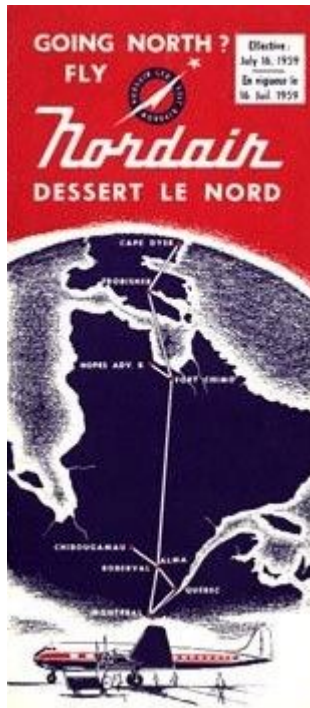
Welcome to The Jet Age. The Boeing 707 made its first flight on December 20, 1957, and was put into commercial service the following October by Pan Am. Boeing had dedicated \$16 million in the 50s to develop a commercial jet of its own following the tragic British de Havilland Comet midair explosions. At \$142,807,547.16 with today's inflation, Boeing president William Allen is said to have bet the company on the jet's success, putting up nearly the entire profit that Boeing had earned since the end of WWII. And you know what? It worked. Boeing may have made the 707, but the 707 also made Boeing, and continued to be sold until 1994.

[Read More](#)





CPAir, Canadi>n People Gallery



July 1959

Nordair Timetable from the private collection of **Bjorn Larsson**.

CPA's DC-8 fin 602 (Empress of Montreal) established a new non-stop record from Montreal to Rome on July 29th 1964 making the 4,107 mile flight in six hours 35 minutes. This eclipsed the record set in September 1962 by 13 minutes.

The crew consisted of Captain **Ted Allan**, First Officer **G.M.Richardson**, Second Officer **Jim McInnis**, Navigator **Stan Raczlowski**, Purser J.M Ory, Steward **Leo Cahenzli** and stewardesses **K.D.Marti**, **M.Lefebvre** and **Angela Herandez**.



Receiving 10-year service pins were **H.Yoshida**, chief accountant Tokyo, and **Miss June Soto**, passenger agent, Tokyo.

Making the presentations were Japan Sales Manager **Bob Connor**, left and Far East regional manager, **Ed Ogden**, right.

Found in the "**CPA Newsletter**" magazine Issue dated **June 1964**



Busy Lines were the focus for these training telephones at the Vancouver training department when this Orient and Latin group spent a week on their customer service course. This was second of three groups who received training.

Front from left: **Becha Jiminez**, Lima CTO; **Monica Sievers**, Santiago CTO and **Mrs. Winnie Yue**, Hong Kong CTO.

Rear: **Yoichiro Kuhara**, Tokyo CTO; **Francisco Vargas**, Mexico Sales Representative; **Alfredo Vega**, Mexico Sales Representative; **Salvador Ramos**, Mexico CTO-Traffic and **Melquiades Velasco**.

Service Pins were presented in 1964 in Mexico by **Jack McBride** (left), Manager CPA de Mexico, to Mexico City Assistant Traffic Supervisor **Julio Henriquez Ripoll**, second from right, (5 years) and **Ifonso Bravo Lopez** (10 years). Looking on at right was **Oscar Rodriguez**, who had recently been appointed as Sales Administrator.



Wayne's Wings



**Wayne
Albertson**

CPAir Boeing 727 Fleet

Although the Boeing 727 has been very successful, its service as a passenger aircraft has been relatively short lived. As a medium range aircraft it may have been too large for domestic routes and too small for international routes. However, they have a long history of service as cargo aircraft that continues

today.

CP Air operated four B727-100's from 1970 to 1977 and two -200's from 1975 to 1984. We suggest that you visit an excellent site administered by former CP Air employees, cpair.blogspot.ca, for a more detailed history.

Following is my research on the fate of the six aircraft that flew in CP Air livery with the original delivery dates and last known registration.



- CF-CPN (pictured) – March 11, 1970 – VP-BPZ. Private jet of Peter Nygård, a Finnish-Canadian business man. View at Planespotters.net
- CF-CPK – April 20, 1970 – HC-BLV for TAME Linea Aerea del Ecuador and stored at Latacunga in 2004.
- CF-CUR – March 3, 1971 – N311AG. Registered to Gordon Getty of the Getty family since December 17, 2001. Also was a part of the Executive Air Fleet of Revlon as N767RV from 1978 to 1986. View at

Planespotters.net

- CF-CUS – April 26, 1971 – N327JL for Command Credit Corporation of Miami. Broken up in July 1998
- C-GCPA – April 1, 1975 – 5NRKY. Operated by Allied Air of Nigeria, currently withdrawn from use.
- C-CGPB – April 8, 1975 – 5N-JNR - Operated by Allied Air of Nigeria, currently withdrawn from use.

(Source: RZJets.net)

Special thanks to Gary Vincent for allowing us to use his image of **CF-CPN**. View more of his collection at Airliners.net



Norman Hogwood, from New Zealand, sent us this information.

I'm reading a book called "**One Summer – America 1927**" by **Bill Bryson**.

In it, **Lindbergh** has flown to Paris, **Byrd** has crash-landed on the beach in Normandy so the papers are full of aviation stories.

He says they're silent on the 12th of July, 1927 except for one small item **about an event in Canada** the day before when a survey plane took off from an airfield near Lake Manitoba. It carried a pilot, a photographer, and a surveyor. The weather was fine. Witnesses reckoned it climbed to about 2000 ft in a normal manner but when it emerged from a cloud bank they saw the occupants fall out, one at a time, and plunge to their deaths. According to Bryson the events surrounding that incident are largely unknown. A very strange happening and I wonder if you or any of your friends have the answer to the riddle.

We, at the NetLetter, contacted, **Betty Draper**, one of our readers, who sent us this information -

I found this for you I think it is the one you are looking for. I didn't find it in the Winnipeg paper, that's odd as it happened in Manitoba, they always have the news from the 1800s. I found it in the New York Times, and this was the information-

Three Fall Out of Plane 1,000 Feet in Air; Canadian surveyors Die in Strange Accident.

Winnipeg, Canada, July 11, 1927 (AP) -

Three members of a Manitoba aerial photographic survey party were killed near Fairford, Manitoba, this afternoon when in some unexplained manner they fell from their machine a distance of about 1,000 feet. The dead were Flight Officer **W.C.Weaver** of Melfort, Saskatchewan, pilot in charge; **A.T.Hardley**, photographic mechanic, of Loche, Manitoba; **F.H. Wrong**, Surveyor of Topographical Survey Branch, Ottawa.

Eyewitnesses say the plane entered a cloudbank. Lost to view for several minutes, it later was observed following an erratic course through the clouds. The watchers were suddenly startled to see three men come hurtling through the air and the machine follow in a shallow nose dive to earth.

The body of Flight Officer Weaver was recovered near the shore of Lake Manitoba, at Hilbere. The bodies of the others were also recovered.

Norman had also copied his request to **Geoff Hayes**, and this was his reply -

My good friend Andy Triolaire, (ex Director of Safety, Canadian Airlines) has attached a (possible) report of this mysterious event.



Canadian Vickers Viking Mk. IV (Canadian Forces photo)

This was the pertinent paragraph -

Two of the eight Vickers Viking Mk. IV's were the only aircraft made at Vickers in Britain rather than the Canadian Vickers company. G-CYET, pictured, suffered a Category A

accident on 11 July 1927. The accident involved the failure of the hull in the air and a structural test on G-CYEU at Winnipeg practically duplicated this failure leading to a local modification on the remainder of the fleet to strengthen the hull.

Following up on the article by **Jean-Rene Cadorel** regarding **Captain Gordon Jones** in **NetLetter nr 1335**, Pete Wakefield sends this comment -

Wow, the remarkable story of **Captain Gordon Jones**. I've been with AC over 30yrs and was not aware of his heroics in this incident. I did some brief research and learned there were actually 29 people aboard the DC-8 that night. No doubt 28 of them eternally grateful to this man and his remarkable piloting skills. His obit is a testament to his life. Seems our hero was a modest man, and humble in nature.

A great legacy ... remarkable indeed.

Pete Wakefield



Odd and Ends



Photo taken as part of a surveying flight to examine construction on Taxiway Delta, at YVR. This tilt-shift aerial makes that big-beautiful bird look like a little toy from way up there. Taxiway repairs were completed and we are thankful for all the hard work by so many people to make it happen!

(source YVR newsletter)

John Shea found this url which you may enjoy visiting:
www.planestories.iata.org



Terry's Trivia and Travel Tips

Good omens?

In a week when Britain's' top flying superstitions were revealed - the our most popular being touching the aircraft before take-off, taking a good luck charm on board, refusing to sit in certain seat numbers and saying



**Terry
Baker**

prayers or carrying a religious charm, according to www.sunshine.co.uk - we recon these aircraft registrations, snapped at the Bahrain air show, would be sure to instill white-knuckle travelers with plenty of confidence or concern, respectively.

For some reason D-OWN, D-OOM and D-EATH didn't prove too popular. (source Flight magazine Feb 2/16)



Diane and David Bellemy sent us this url to www.RoadWarriorVoices.com



This is what it was like to fly in the 1940s from which we extracted the following - A good night's sleep. Every single seat — I repeat — every single seat aboard Boeing's 1940s stalwart Stratocruiser could fully recline and form a

sleeping berth. Fully horizontal sleeping wasn't just an ultra-luxury ticket amenity in the 1940s. It was standard. Cabins, from the rear of the plane all the way up to the first class seats up front, were constructed to allow passengers the utmost comfort. Airlines also began providing their own pillows and blankets to passengers, along with chewing gum, toothbrushes, razors and sewing kits.

Didn't we almost have it all?



Smileys



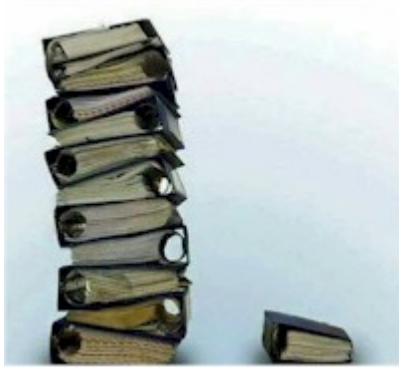
Heard on the air waves.

ATC: Cessna 123, what are your intentions?

Cessna: To get my Commercial Pilot's License and

Instrument Rating.

ATC: I meant in the next five minutes, not years.



Our cartoon was sent in by **Frank Pedder**.

The caption *"This is the reason it takes more training to become an aircraft mechanic than a pilot"*.



Terry Baker | Alan Rust | Wayne Albertson
NetLetter Staff for 2016

(you can read our bios at www.thenetletter.net/history)

E&OE - (errors and omissions excepted) - The historical information as well as any other information provided in the "NetLetter" is subject to correction and may have changed over time. We do publish corrections (and correct the original article) when this is brought to our attention.