

NetLetter #1336 | February 13, 2016



Aviation Memorabilia Newsletter

Since 1995



Wardair B727 CF-FUN "Cy Becker"

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



March 12 - 13, 2016

Pilot's passion is to see women take to the skies.

Langley, British Columbia resident **Kirsten Brazier's** goal for the New Year is a lofty one, she aims to make sure 2,500 females fly for the first time.

In 2015, 1,700 females took their first flights at the annual **"The Sky's No Limit - Girl's Fly Too"** event.

Each year this event is held at the **Abbotsford International Airport** and this year 15,000 people are expected to descend at the airport on **March 12th and 13th, 2016** for the world's largest aviation outreach show

of its kind. There are 1,300 female professional pilots in Canada, as compared to 23,000 male pilots. Kirsten is hoping to change that ratio.

Visit www.girlsfly2.ca for more information.



April 30, and May 1-2, 2016

AIR CANADA 
39TH APC/AGM Pionairs
Since / Depuis 1977

39TH ANNUAL PIONAIRS APC/AGM – WINNIPEG



**April 30, May 1 and May 2
DELTA WINNIPEG HOTEL**

Click on the image above for complete information
regarding the Air Canada Pionairs

**Annual Pionairs Conference and Annual General
Meeting**





Women in Aviation

Two new books on Canadian women in aviation from author **Elizabeth Muir**.

"Canadian Women in the Sky" and "Air-Crazy"



When airplanes were first invented, women were not supposed to fly, even as passengers. It was a man's world; but many women

desperately wanted to join them in the sky; they were called **air-crazy.**" A few women did manage to share a flight as a passenger, **but it was not until 1928** that the first Canadian woman received her pilot's licence.

Read the stories of how women in Canada, from the Atlantic provinces to British Columbia, broke through the sky blue ceiling, first as passengers in planes, then as pilots, stewardesses and finally as astronauts, from author Elizabeth Muir.

(source Canadian Aviation Historical Society, January 2016)



Air Canada News

Air Canada workers, represented by the International Association of Machinists and Aerospace Workers (IAMAW), ratified a new 10-year collective agreement. The IAMAW represents **7,500 Air Canada employees** who work as technical, maintenance and operational support employees in the airline's airport, maintenance and Air Canada Cargo operations. The agreement has been approved by the Air Canada board of directors.

Air Canada has created a scholarship honouring former Chairman, President and CEO **Claude Taylor** on **January 11th, 2016**. The University of New Brunswick issued a press release announcing that Air Canada is investing \$100,000 at the **University of New Brunswick** over the

next 5 years to create a scholarship in honour of its former Chairman, President and CEO Claude Taylor (DCL '80)



Call for Memorabilia



Be a part of the new Air Canada Museum!

Air Canada is creating its own Air Canada museum inside Montreal Headquarters. Scheduled to open early this year, the museum will include artifacts, documents and photos that represent the company's 79-year history. Air Canada is looking for any memorabilia from any of the airlines that now make up Air Canada. These could include items such as tote bags, airline tickets, bag tags, brochures, promotional items, work tools, employee communications documents, advertisements, aircraft models, route maps, cards, timetables and the list goes on. They are also looking for any of the following aircraft models:

Air Canada/TCA

- Lockheed L10A
- DC-3 TCA
- Canadair North Star DC-4 M1 Silver Livery
- Canadair North Star DC-4 M2 White Top Livery
- Vickers's Vanguard White Top Livery
- DC-9-32 Black Nose Livery
- DC-8-63 Red Strip Black Nose Livery
- B727-233A
- B767-200 Red Livery
- B747-133 Black Nose Livery
- A320-200 red with burgundy stripe livery.
- B747-400 Red with burgundy stripe livery

- A319 with white livery

Wardair Canada

B747-1D1

Canadian

- DC-8-43 White Red Strip Livery
- DC-8-63 Orange Livery
- B737-217 Orange Livery
- B747-217B Orange Livery
- B767-300 blue with goose livery
- B767-300 blue livery
- B747-400 Blue with goose livery

If you have any items you would like to loan or donate to the **Air Canada Museum**, please contact horizons@aircanada.ca with a description and photos if possible. Air Canada will be pleased to credit anyone who loans or donates an item which is used for display.





Reader Submitted Photos

Following the photo of **CF-TCC** in **NetLetter nr 1333**, **Jim Bruce** has sent us more photos of CF-TCC at Air Canada, Maintenance & Overhaul Base, Dorval 1962.

They're all from the M&O Base at Dorval (inside and outside the huge hangar) and tie in with **Alan Hunt** being in charge of the restoration of the Lockheed 10A CF-TCC. Interesting to note that the rudder pedals shown in the instrument panel photo are labeled Cessna!

The ship looks so small in this vast hangar used to housing DC-8s, Super Connies, and Vanguards. In the view from behind TCC looking towards the open door, you can see a Vanguard tail in the background.



In the exterior shot of TCC, the a/c in the background is of course a DC-8 both in front of the hangar.



CF-TCC at Air Canada, Maintenance & Overhaul Base, Dorval, 1962

photo by Jim Bruce



Instrument panel of CF-TCC 1962

photo by Jim Bruce



CF-TCC at Air Canada, Maintenance & Overhaul Base, Dorval, 1962

photo by Jim Bruce



CF-TCC at Air Canada, Maintenance & Overhaul Base, Dorval, 1962

photo by Jim Bruce



An early TCA stewardess uniform

Brian Losito has sent us some photos from the TCA/Air Canada archives. Here is a photo of the early TCA stewardess uniform.

Ken Starnes sent us a copy of the booklet **Air Canada Maintenance Base at Dorval**, and here we have a photo from it.



To ensure maintenance of the highest possible standards, technical personnel employed in the hangars and various shops are given extensive and continuing classroom and on-the-job training. From the Air Canada Maintenance Base booklet undated.

Caption was "To ensure maintenance of the highest possible standards, technical personnel employed in the hangars and various shops are given extensive and continuing classroom and on-the-job training."

Starting from the left: **Del Bougeois**, Instructor; with **Bob Cofell**, **Bud Sansom**, **Bud**

Clinch JR, and **Urbino Francisco**. I believe they were all junior CAT 1 Mechanics at the time, I knew all these people.

Ken Starnes



TCA/AC People Gallery



 **airOntario**

 **airNova**

 **NWT air**



1970 - April - Service began to Prague.

1971 - April - B-747 introduced non-stop YYZ-YVR. Summer - service between YYZ-LHR and YYZ-YUL-Paris.

1972 - April 30th - Rapidair commuter service between YYZ and YUL.

1974 - June - Service inaugurated to Munich.

1978 - October - Timetable Great Lakes Airlines renamed Air Ontario from the private collection of David Zekria. **(Pictured)**



Found in the "**1946 Annual Report**"

- July 1st, 1946 service between Toronto and Chicago commenced
- August 1st service between Toronto and Cleveland commenced.
- Stops made at London on the Chicago and Cleveland routes.

- September 16th service between Canadian Lakehead and Duluth commenced.
- November 1st service between Victoria and Seattle commenced.
- On September 15th the CGTAS Trans-Atlantic service was extended to London.

Aircraft equipment consisted of 27 Douglas DC-3's, 14 Lockheed Lodestar's and 9 Lockheed 14-08's./p>

Found in the "**Communic Air**" magazine issue undated.



Rudy Roth got a great birthday present prior to flight CDG - YMX on April 24th, 1980. **Mr. Jean-Pierre Juppe**, airport manager (to Mr. Roth's right) showed up with a beautiful cake. Crew and friends gathered in cabin L for

a short and pleasant break.

(Unfortunately, there are no other identifications - anybody? eds)

From the "**Between Ourselves**" magazine issued **January 1962**.



The last of the company's **North Star fleet** is shown being readied for delivery to **World-Wide Airways Inc.**, Montreal. All 21 North Stars have now been sold and delivered.

Four went to World-Wide, 11 to Alfred John Gaul, London, England, 5 to Lineas Aereas S.A. (Lousa), Mexico City, including Fin 207 CF-TFG which, at one time, operated as the "Wings" cafe in Mexico city, and one to International Air Freighters Ltd of Edmonton. The first Canadian-built pressurized North Star was delivered to TCA October 1st, 1947 and the last was

retired from service as an air freighter on June 30th, 1961.

Shown in the photo are some of the Maintenance and Overhaul employees at Dorval who readied the last aircraft for delivery, many of which worked on the first North Star when delivered in 1947.

From the "**Horizons**" magazine issue **January 1980**



During December 1979, 88 staff members in **Sydney, Nova Scotia** gathered at a reception and dinner to honor 20 employees who achieved 25 or more years of service.

In our photo are the honoured guests seated from the left are: **Rita Carmichael** and **Virginia Dowling**; second row: **Neil MacMullin, Cy Wagner, Frank Miller, Ken Gordon, Don MacAdam, Hugh McMullin** and **Cliff Lowrey**.

Back row, from the left are: **Doug Ivey, Roy Moffatt, Buff Doyle, Naish Batten, Gerry MacKeigan, Hubert MacKeigan, Len Morrison** and **Russ Steeves**.

Missing from the photo are: **Harper MacNeill, Reg MacDonald** and **Pat Holloran**.

Issue dated **September 30, 1974** saw the arrival of the Air Canada's first 727 in Montreal following a fast delivery flight from Seattle.



Shown in the photo were from the left: **Captain Murray Wallace**, S/O Supervisor **Peter Carver**. S/O **Peter Wallace** (son of Murray Wallace), Captain **Norman Beauchamp**: F/A **Renata**

Schmidt, President **Ralph Vaughan**, Boeing President **Malcolm Stamper**, F/A **Gloria Boucher**, Chairman **Yves Pratte**, F/A **Claire Gosselin** and Purser **Bernard Claudel**.

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



Rapidair crew from the left: **Don Milbury, Joe I Tony Bhagaloo** and **Brian Simpson** have a break on the choc-a-block Rapidair turns.



Alan's Space



Alan Rust

This is what it was like to fly in the 1940s (we did the 1930's last issue)

(Submitted by: David Bellamy)

If the 1930s built the bones of the industry, the 1940s were when aviation truly began to flex its muscles, soaring higher, farther and faster than ever before. **Here is what it was like to fly in the 1940s.**

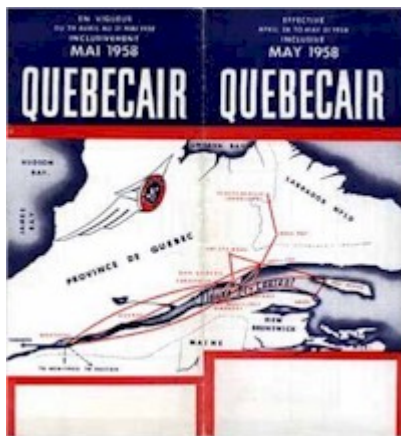
Pressure! Pushing down on me, pushing down on you. After a decade of air sickness bowls and oxygen tanks on hand for the inevitable altitude sickness that came with flying, Boeing introduced the Stratoliner, the world's first commercial airplane with a pressurized cabin. Finally, pilots could take their craft up to 20,000 feet, an altitude that the industry marketed as "above the weather." And while that catchy slang wasn't entirely true, a smoother flight, and constant, breathable air were made possible at these new heights thanks to pressurization.

[Read More](#)





CPAir, Canadian People Gallery



1964 - June - A fourth Convair (CF-CUY) sold to TOA Airways LTD, Tokyo, Japan following the 3rd Convair sold to TOA.

1958 - April - Timetable Quebecair from the private collection of David Zekria.

(Pictured)

1983 - CPAir acquired the hotel operation of Canadian Pacific Enterprises Limited of Calgary.

Extracted from the "**Canadian Pacific Airlines**" newsletter issue dated **January 1964**.

In one of the largest group movements ever, 165 Canadian Pacific Pioneers (retired employees) flew from Vancouver to Honolulu January 21 and 22. It was organized by 82-year-old retired railwayman **Archie Sturrock** who has taken 25 groups of Pioneers on trips since he retired 17 years ago.

TWO NEW YEAR'S EVES brought double kisses for DC-8

Captain **Cec McNeal** from stewardesses Ina Laesecke, left, and **Kumi Miyama**, as **Althea Young**, left, and **Eileen Suen** kibitz behind. Situation resulted from crew crossing Date Line on Dec. 31 Hong Kong - Vancouver flight. Photo was used to publicize Orient route, received wide coverage across Canada and overseas.



Issue dated **March 1964**



Legwork of stewardess **Diane Lewis** was measured by pedometer hanging at her waist during Vancouver - Amsterdam flight on March 13th. Measurement was made as part of a polar route promotion in Vancouver where Woodward's store's customers guessed how far a stewardess would walk on a polar flight. Winning answer: eight miles and 1,320 feet.

Issue dated **May 1964.**



Crutches, cameras and some of the approximately 100 items left on CPA aircraft by passengers each month are displayed by Montreal stewardess **Lise Bujold**. Articles, ranging from guitars to baby bottles, are auctioned off each year in public auction houses in Vancouver.

A **Long Drive** was involved in getting air starting unit or DC-8's from Montreal to Windsor when jet service started



there recently.
Air engineer, **Ed McNany**, leaving Dorval airport on 600 mile trip was given a send-off by, from left: **Marc Bilodeau, John Kelly, Paul Gladysz, Andy Popiel and Gyula Lakatos**

Issue dated **June 1964**



Service pins were presented by **Jack McBride**, left, Manager, CPA de Mexico, to Mexico City assistant traffic supervisor **Julio Henriquez Ripoll**, second from right, (5 years) and **Alfonso Bravo Lopez** (10 years). Looking on at right was **Oscar Rodriquez**,

recently appointed as sales administrator.

Found in the "**Rampage**" magazine issue dated **February 1989**.



Sam Massara, Malcolm Brown, Dino Vessio and Steve Gonschlick dream of Dino's fresh pasta and enjoy them in mid-January weather.



Wayne's Wings



Wayne Albertson

Wardair Boeing 727 - CF-FUN - "Cy Becker"

This month's TCA/AC People Galley features a photo of the **first Boeing 727** which was delivered to **Air Canada on September 25, 1974**. I thought that this would be an appropriate time to do

some research on this fleet's place in Canadian Aviation History. I happened across a particular aircraft that has had a long and colourful career.

The first B-727 to enter service in Canada was registration **CF-FUN** delivered to **Wardair in April 1966**. Named for WW1 veteran and bush pilot "**Cy Becker**", it was the **first jet operated by Wardair** and was deployed on Trans Atlantic charter service with refueling stopovers required at Gander, Newfoundland. The airline later acquired B707's with the capacity to offer non stop service to Europe and CF-FUN was moved to a Sun Destination service to California and Mexico.

The aircraft remained in the Wardair fleet, with two short term leases to **National Airlines** (as N4509 in 1966) and Braniff (as N302BN in 1969), until 1973 when it was acquired by **Cruzeiro do Sul of**



Brazil and registered as PP-CJI where it continued in passenger service for another twenty years.

In 1993 it was acquired by **Avesca** (later Aerocar) of Columbia and re-registered **HK3770** and converted to cargo configuration. Here is where some intrigue begins. It seems that it may have been used for some illegal activities and was seized by the Columbian government and deployed in the **Satena** (owned by Columbian Air Force) fleet in 1995.

It was withdrawn from service at **Bogata in 1997** where it was painted in **Aviation de Ejercito** livery and **converted to a restaurant** at the **Columbian Army Base**. I cannot confirm that the aircraft is still being utilized as a restaurant today. Does anyone have any further information?

Photograph taken at London – Gatwick June 21, 1970 and used by permission of **Mr. R.A. Scholefield** from his collection at Airliners.net. It is also featured in this issues NetLetter banner.

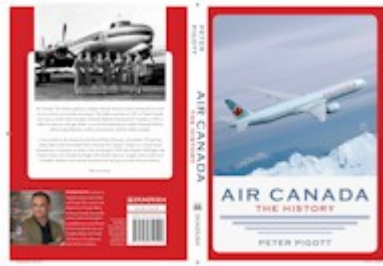


Reader's Feedback



Prompted by the article in **NetLetter nr 1334, Peter**

Pigott sends this message -



As an aviation author, I have been an avid reader of NetLetter since its inception. Having written the histories of Canadian Airlines and Air Canada etc, it is wonderful to read of memories of former employees of both airlines. I

read with interest the article on the DC-8 crash at YYZ regarding the spoilers - it comes into my latest book "**Air Canada the History**" which will be out in the Spring. Keep up the great work.

Peter Pigott

Dawn Thomson recently came across **NetLetter nr 1122** which was issued May 20th, 2010 and referred to an article regarding the belly landing of **Viscount fin 273 CF-THM** at Dorval in 1961. It was sent in by Jack Stephens who had received it from Ed Jones.

The NetLetter # 1122 can be [viewed here](#)-

Dawn writes -

I came across your publication with reference to a wheels up landing at Dorval airport in 1961. My dad was the Captain of that aircraft and was upgrading other Captains during that training flight. A three engine approach turned into a one engine go around when it became apparent the gear was not down. The inboard propellers nicked the runway surface and were shut down during the go around, the outboard engine that was already feathered could not be restarted. Dad was now flying from the right seat and was unable to gain more than a few hundred feet in altitude and very near stall speed. He elected to turn the aircraft with rudder only, positioning aircraft to land with gear doors selected down. The pictures posted by **Jack Stephens** via **Ed Jones** was the end result.

My dad's name is **James H. Thomson** retired 1976. I fly for Jazz air.

Dawn Thomson.

Kelly Smith, after reading **NetLetter nr 1333**, sent us this information -

I read with interest about the **1960 DC-8 Trans-Atlantic speed record** set by **C.M. Smith** and **George Lothian** so I thought I would send along another DC-8 speed record set by another "Smith" (I don't know the year).

Thanks, Kelly M. Smith
(son of Captain Roger L. Smith, AC 1939-1971) (Kelly attached scanned copies of media reports about the event. We, at the NetLetter, found the original report in the "Between Ourselves" magazine issued January 1962.)

DC-8 sets record in Atlantic hop. A world speed record was established **November 17th 1961** when a Company DC-8 Jet flew from Prestwick, Scotland to Winnipeg in six hours and 54 minutes. The aircraft was piloted by **Capt. Roger Smith** of Montreal when almost an hour was shaved of the regular flight time of seven hours and 50 minutes. Capt. Smith flying at an altitude of 36,000 feet, took advantage of a lack of normal westerly winds to average 530 miles per hour during the 3,650 mile flight.

During October 1961 a DC-8 jet broke the speed record in the opposite direction when it flew from Winnipeg to London, England in a non-stop flight.



Odds and Ends

Norman Hogwood is seeking information -

I wonder now if anyone of your friends or readers know of the current whereabouts of an AC Captain **Peter Blake**.

In 2000 I was the Air NZ rep on a Star Alliance safety audit of United Airlines. We had a fine bunch of guys from ANA, Austrian Airlines, VASP (Brazil – now defunct), Lufthansa and AC (Peter and a mechanic). Peter was our audit team leader. The group was split into three with one covering flight ops in Denver, another engineering in SFO while Peter and a few others including me, went to Chicago for the week. At that time, Peter was a CRJ skipper so he has probably risen through the ranks to B777/787 by now. We had a great time together and it would be nice to know how he's doing.

Thanks in advance.

Email: norman.hogwood.agss@xtra.co.nz



Those of you who have an affection for the **Vickers Viscount** aircraft should visit www.vickersviscount.net.

Norman Hogwood, after reading in the media about the recent flights involved with severe turbulence sends this -

Hi Folks. I was reading about an incident involving severe turbulence this morning and someone had asked what happens in the cockpit at such times. Another person suggested he Google "BCal flight over the Andes" which is a report written by the Captain of a VC10 British Caledonian flight about a trip in 1971.

Well worth a read, especially just before taking that holiday trip. www.british-caledonian.com

Cheers. Norm

Jim Griffith send this request -

Would anybody have a copy of the Air Canada North American schedule for **January and February of 1967?** and if so is there a contact I could use?

Jim Griffith

Email: jg3372@telus.net

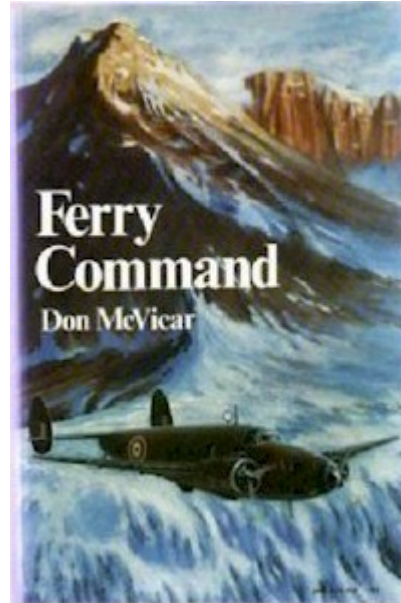


Whenever we launch a new route at YVR we try our best to pull out all the stops with a jaw-dropping cake at the gate event and our Air Canada rouge inaugural to Osaka was no different. This incredible cake was so beautiful passengers

were afraid to eat it. An amazing piece of edible art that

helped celebrate an awesome new service out of YVR.
(source YVR Newsletter)

Two books you may be interested in reading "**North Atlantic Cat**" (\$17.00) and "**Ferry Command**" both by **Don McVicar** (\$14.98) available at Amazon.





Terry's Trivia and Travel Tips



Terry
Baker

Recent seat sale on Air Canada –

- Vancouver to Terrace one way ca\$125.00 for a 105 minute trip.
 - Vancouver to Nanaimo one way ca\$143.00 for a 25 minute trip
-

High in the sky.

Etihad, the United Arab Emirates can provide travelers to London, England, with luxurious surroundings. Some of its planes offer a three room suite that costs us\$21,000 - and that's one way.

Travelling soon?
Here are some **city passes**

available for savings on
sightseeing –



A380 Operators (December 31st, 2015)

- Emirates 72
- Singapore Airlines 19
- Lufthansa 14
- Qantas 12
- Air France 10
- British Airways 10
- Korean Air 10
- Malaysia Airlines 6
- Qatar Airways 6
- Thai Airways 6
- China Southern 5
- Etihad Airways 5
- Asiana 4



TOTAL 179



Smileys



Heard on the air waves.

Frankfurt Control: 'AF1733, You are on an eight mile final for 27R. You have a UH-1 three miles ahead of you on final; reduce speed to 130 knots.'

Pilot: 'Roger, Frankfurt. We're bringing this big bird back to 130 fer ya.'

Control: (a few moments later): 'AF33, helicopter traffic at 90 knots now 11/2 miles ahead of you; reduce speed further to 110 knots.'

Pilot: 'AF 33 reining this here bird back further to 110 knots.'

Control: 'AF33, you are three miles to touchdown, helicopter traffic now one mile ahead of you; reduce speed

to 90 knots'

Pilot (miffed): 'Sir, do you know what the stall speed of this here C-130 is?'

Control: 'No, but if you ask your co-pilot, he can probably tell you.'



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.