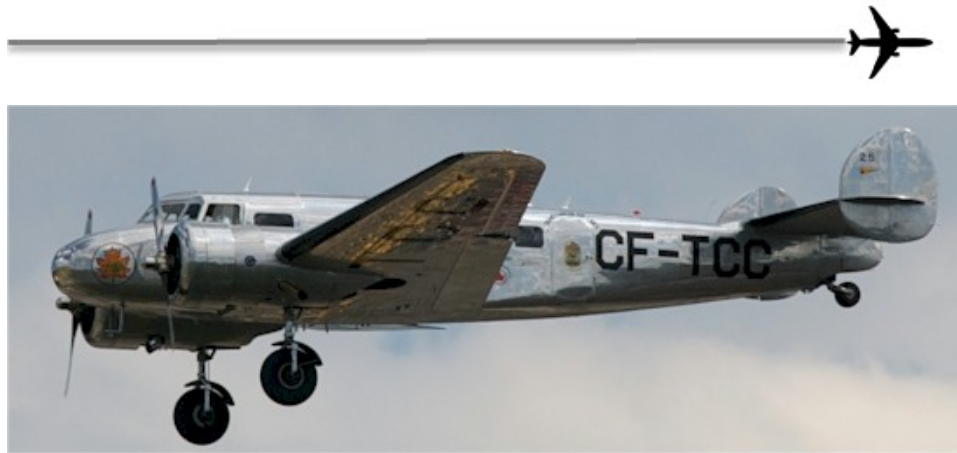




## Aviation Memorabilia Newsletter

Since 1995



**CF-TCC**

Dear Reader,

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 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](http://www.thenetletter.net) Please click the links below to visit our NetLetter Archives and for more info about the NetLetter.

 NETLETTERS

 ABOUT US!



## Coming Events

**World Airline Road Race 2018** is in Victoria, British Columbia



A reminder for your 2018 vacation bidding that Air Canada and Jazz are co-hosting the World Airline Road Race in Victoria next year

from September 26 to 29, 2018. Participants and volunteers are needed!

[Click Here](#) for preliminary information. For more information, please contact Teri Seaboyer at [teri.seaboyer@aircanada.ca](mailto:teri.seaboyer@aircanada.ca)



## Women in Aviation

**The International Civil Aviation Organization (ICAO)**, in partnership with International Aviation Women's Association (IAWA), launched a photo contest in 2016 seeking to promote 'Gender Equality' and the 'Empowerment of Women in Aviation'.

The contest provided the participants with an opportunity to showcase their creativity and to share ideas on gender equality or to highlight women in aviation, role models and mentors, who have motivated others. It was particularly inspired by the UN Sustainable Development Goal 5: Achieve gender equality and empower all women and girls.

The main objective of the photo contest was to increase the visibility of women in aviation and aerospace, and to collectively promote efforts towards enhancing gender equality and the empowerment of women in the air transport sector.

### Award Winner

The award was presented to **Ms. Marian Poon** from Singapore at the first IAWA/ICAO Forum on Gender Equality in Aviation held at ICAO Headquarters, Montreal on 19 Oct 2016 in conjunction with the 28th IAWA Annual Conference.

Ms. Marian Poon's photo contribution was based on the theme "Bridging the Gender Equality Gap" and chosen from



91 submissions from all around the world.

[Click Here](#) for to view the submissions with descriptions from other participants.

(We did not find any submission from Canada - eds)



## Air Canada News

**Sky Regional** extended its capacity purchase agreement (CPA) with Air Canada for 10 years; it currently operates 25 E175's.

(Source: [Airsoc.com](http://Airsoc.com))

Air Canada plans to upgrade its Toronto-Austin, Texas to the higher capacity E190 on May 1, 2018.

[Click Here](#) for the press release from the City of Austin.

(Source: SpeedNews November 10, 2017)



## Star Alliance News

**Lufthansa** has signed a €210 million (\$249 million) deal to take over a large part of bankrupt airberlin's assets, including NIKI and regional carrier LGW, in a move that will give its low-cost Eurowings affiliate a boost.

(Source: [ATW daily news](http://ATW_daily_news) October 12, 2017)



## Reader Submitted Photos

**Shirlee Schacter** sends us some photos from **The Friends of Front Street** (FoFS) who held their 17th Annual Reunion

at Hooter's on Carlingview Drive, Etobicoke, Ontario on October 28th, 2017.



The **whole gang** were assembled for this shot.



**Redd Reid** sporting a true memento of the old RES III days!!



**Bob Newson, Shirlee Schacter** and **Jeanne Wall** get together.



**John Seddon, Ted Zubek, Rick Morris** and **Bruce Castator** enjoy themselves



**Mac Shaw** chats with **Bob Haywood**.



**Frank Marando, Jeanne Wall, Leslie Kulokas** and **Charlie Lennox** reminiscing old times.



Here we have **Jeannie Lindo** and **Linda Haywood**.



Finally, **Russ Martin, Gary Johnson** and **Jaleel Kalamadeen** talking over old times.



## TCA/AC People Gallery



 **airOntario**

 **airNova**

 **NWT air**



**1982 –**

**April 24** - Scheduled service between Canada and Havana was suspended.

**June 2** - Non-stop service between Toronto and Victoria commenced with Boeing 727 equipment.



From the "**Horizons**" magazine issue dated **March 1982**.

**February 1, 1951** - Service to Fredericton commenced with DC-3 equipment.

Fredericton was a station stop on Maritime routes to Montreal. Eventually DC-3's gave way to the Vickers Viscount until April 27, 1974 when service was upgraded to DC-9 equipment.

Hosted by Montreal ACRA, 20 presidents met with the Personnel branch to review the operation of the Air Canada Recreation Association's and exchange ideas on the selection

and administration of employee sporting, cultural and social activities.



In our group photo, from the left are: **Gisela Hoppert**, Frankfurt, standing in for Klaus Berg; **Keith Merry**, London, England; **Bob Brown**, St. John's; **Frank**

**Jones**, Sydney; **Brian Murray**, Halifax; **Rachelle Gallant**, Moncton; **Joe Holmes**, Saint John; **Andre Claveau**, Quebec City; **Diane Drury**, Montreal; **Bernie Miller**, V.P. Personnel; **Norm Card**, Ottawa; **Al Davidson**, Toronto; **John O'Hare**, London, Ontario; **Gary Hughes**, Thunder Bay; **Margaret Livingstone**, Winnipeg; **Rob Love**, Regina; **Bob Bateman**, Saskatoon; **Karen Sargeant**, Edmonton, for Jenny George; **Debbie Johnston**, Calgary; **Cory Smith**, Los Angeles and **George Agnew**, Vancouver

In the fall of 1981, British Airways announced the withdrawal of passenger service from **Prestwick**. Local Air Canada employees saw the announcement as an opportunity on the Toronto-Prestwick route with DC-8 service scheduled for mid-January 1982.

After the inaugural flight, the product launch was rolled out with the assistance of Calgary husband and wife duo, **Brock and Mary Jo**, and their act with an hour long show.



In this photo, from the left are: **Tom Mills**, Route Operations Manager; **Johnny Johnson**, Manager, Scotland, N. England & N. Ireland; **John Crombie**; **Christine Lynn**, Purser; **Brian Flanagan**, Reservations & Sales

Office Supervisor, Glasgow; **Brock**; **Sheila Conner**, **Merry Jo**; **Allan Todd**, Passenger Sales and Service Manager, Glasgow; **Dorothy Blane**; **Roy Keane**, Sales Rep., Glasgow; and **Barry Kirkness**, Purser.

### DFW's Longhorn Express takes off.



The Dallas/Fort Worth airport staff started the new Longhorn Express service earlier in 1982 with Stetsons and yellow roses. The service featured business class on two flights daily.

In our photo from the left: **Linda Price**, **Judy Blair**, **Frank Pesce** and **Lynita Rogers**.

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## Engines across the Atlantic in style.



The company made history when it became the first airline to transport an RB211 Rolls Royce engine in the upper deck of a B747 Combi.

On February 6, 1982 Purchasing and Supply was advised that Air Lanka was removing an engine from a L-1011 in Frankfurt and needed a replacement spare. The removed engine had to be returned to Montreal for repairs. The serviceable engine was trucked from Dorval to Toronto for loading onto Fin #306 being used for AC870 to Paris departing Monday the 4th and Crewed by Captain Tom Reid, First Officer Dave Lamb.

AC870 landed in Paris on February 5, 1982. After the engine was unloaded it was trucked to Frankfurt and the unserviceable engine brought to Paris for shipment by AC871 on February 11th. Upon arrival at Toronto, the engine was trucked to Dorval.

In our photo we have, from the left: Project coordinator **Fred Stanbra** and Station Attendants **J. Gold, R. Capogna** and **R. Murphy** with Lead Station Attendant **Don Moody**.

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From the "**New Horizons**" magazine issue dated **December 2004**. (With permission)

**December 4** - New e-travel platform, operated by Amadeus, was installed on the aircanada.com web site.

**December 17** - Service Calgary - Phoenix commenced.

**December 18** - Service Toronto - St. Maarten/St. Martin started.

B767 fin 611 was parked in the Mojave Desert in Southern California since August 2002, and fin 621 was parked there in June of 2003. Due to growing international service, fin 611 was returned to service December 2004, and fin 621 in January 2005.

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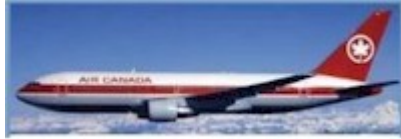
Issue dated **February 2009** (with permission)



Last four engine flight; flight 865 from London (LHR) to Montreal (YUL) on November 20th, 2008 marked Air Canada's last "four engine" commercial flight

operated with A340 aircraft. Air Canada took delivery of the first A340 fin #981 CF-TNQ on June 5th, 1995 and amassed a total of 12 aircraft in this fleet. Two versions were used, the A340-343 and A340-500.

## Goodbye B767-200.



Air Canada says goodbye to the B767-200 on November 2, 2008 with flight 156, the red-eye from YVR to YYZ, the last commercial flight operated with this aircraft

type. Air Canada took delivery of fin #601, the first B767-200, on October 30, 1982 and had a total of 23 aircraft in its fleet.

*As of January 1, 2009*

AIR CANADA	On order	Operating
Boeing 777-300	2	10
Boeing 777-200		6
Boeing 787	37	0
Boeing 767-300		30
Airbus A330-300		8
Airbus A321		10
Airbus A320		41
Airbus A319		35
Embraer 190		45
Embraer 175		15
<b>Total</b>	<b>39</b>	<b>200</b>

AIR CANADA JAZZ	
CRJ-705	16
CRJ-100/200	57
De Havilland Dash 8-300	26
De Havilland Dash 8-100	34
<b>Total</b>	<b>133</b>

In January 2009, this was the list of the fleet for Air Canada.

Brian Dunn maintains a current & historical fleet details [Here](#).

Issue dated **March 2009**. (with permission)



Left to right: Lyella McLeish, Manager Strategic Purchasing – Corporate, Airports and IT, Jean-Pierre Hall, Printing and Publishing Services Manager – Corporate and Global, Geoffrey Ancelet, Director, Strategic Purchasing, Reed Priddy, from RR Donnelley, Manager, Corporate Services, Melissa Chawtha, Buyer Analyst, and Mikaela Desjardins, from RR Donnelley.

Air Canada recently extended its successful partnership with **RR Donnelley** for five more years. Chicago-based RR Donnelley (RRD), one of the world's largest commercial print solutions companies, supplies Air Canada

with a wide range of print products and related services, notably all of our ACF numbered documents, and even more notably at least 50 items without which an aircraft would remain grounded. Airplane on ground (AOG) items include boarding passes, tickets, baggage tags and maintenance log.

In this photo from the left are: **Lydia St-Louis**, Manager



Strategic Purchasing - Corporate, Airports and IT; **Jean-Pierre Hall**, Printing and Publishing Services Manager - Corporate Real Estate; **Geoffrey Arscott**, Director, Strategic Purchasing; **Remi Poulin** from RRD; **Dan Stewart**, Manager, Corporate Services; **Helene Clouette**, Buyer Analyst; and **Melanie Desjardins**, from RRD.



## Alan's Space



Alan Rust

Alan and his wife, Mary Lou, are celebrating the holidays in Australia and New Zealand.

## CP Air, Canadi>n People Gallery



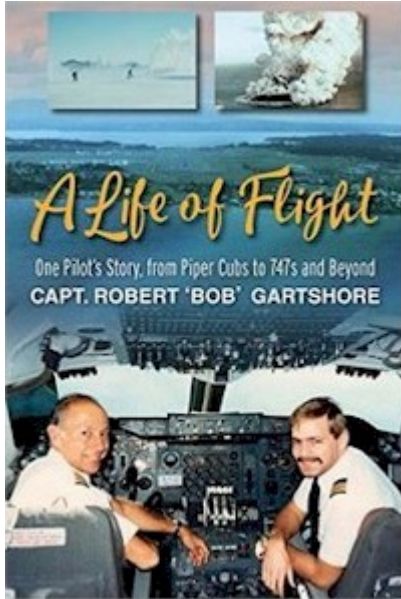
Extracted from the "**Contact**" M & E magazine.

- March 24, 1987, the naming of Canadian Airlines.
- March 31, DC-10 fin #912 became the first in the fleet to begin flying in the new livery.
- May 7, 1991, first A320 revenue flight Toronto-Edmonton.
- May 21, 1991, the world's first ever record setting non-stop revenue flight by a 2-engined aircraft across the North Pacific. It took 13 hours 21 minutes to cover the 6,592 statute miles Vancouver-Hong Kong. The chartered Canadian Airlines B-767 return was non-stop Tokyo-Ottawa covering the 6,674 miles in 12 hours 10 minutes.
- November 6, 1968, the first B-737 revenue flight by a Canadian airline Vancouver-San Francisco by CP Air.

- December 20, 1990, first Canadian Airlines B-747-400 revenue flight to Honolulu from Vancouver.

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## "A Life of Flight: One pilot's Story from Piper Cubs to 747's and Beyond."



By **Captain Robert "Bob" Gartshore.**

Pilot Bob Gartshore's 42-year flying career spanned a period of rapid aviation development from fabric-covered Piper Cubs with a little 65-hp engine to Boeing 747s with four engines developing some 240,000 pounds of thrust.

He logged over 21,000 hours in the cockpit, flying to six continents - freight, charter and scheduled runs - for the RCAF, Canadian Pacific Airlines, Wardair, and Canadian Airlines. Bob was also an instructor, simulator specialist and glider pilot.

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From "via Larry Milberry/CANAV Books". (with permission)  
[www.canavbooks.wordpress.com](http://www.canavbooks.wordpress.com)



Wardair had Canada's first 727 – the world-famous CF-FUN. "FUN" was the first of many 727s to be flown by such other Canadian operators as Air Canada, CP Air, Air Transat, Cargojet, FirstAir, Kelowna Flightcraft, PWA, Quebecair and Royalair. Cargojet

of Hamilton still operates a fleet of 12 of these gorgeous, reliable, profit-making "Three Holers".

"FUN" was delivered to Edmonton on March 25, 1966. Although Wardair eventually faded from the airline scene, one often hears laments for this great company.

No one who ever flew on Wardair ever forgets the company's impeccably turned-out airplanes and the world-class cabin service – chinaware and silverware included. "FUN" served Wardair faithfully until sold in Brazil in 1973.

For more on "CF-FUN", see Wayne's Wings articles from [NL 1336](#) & [NL 1370](#).

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Unfortunately, we are short of magazines or information for this section. We would appreciate any information from our readers to share.



## Wayne's Wings



**Wayne  
Albertson**

### **CF-THS - The Restoration**

Shortly after sending out the last issue of the NetLetter, Terry contacted me with more information on Vickers Viscount CF-THS.

**Robert W. Arnold**, Canadian Research Historian with the [Vickers Viscount Network](#) is a NetLetter subscriber and has kindly contributed a more detailed history

and images of the restoration of CF-THS.

The text of Mr. Arnold's message follows below:

I had a chance to read the article about CF-THS in Wayne's Wings (NetLetter 1379), however I would like to make a few corrections. I guess the best way to do this would be to send you the aircraft's documented history since its retirement. I gathered information found in the aircraft's maintenance records, which are now part of my TCA Viscount collection, along with information found in the aircraft's Journey Log entries which I located in the museum's archives.

### **Air Canada Viscount C/N 279, Fleet 637, CF-THS:**

CF-THS operated its final service from Dorval to Winnipeg via Sault St. Marie on April 28, 1974. The pilots on board for this flight were **Captain J.N. Beauchamp** and **First Officer G. Cockburn**. After the aircraft arrived in Winnipeg, it was placed in storage where it stayed until September 30, 1976, when it was ferried back to Dorval for further storage. Sometime during the first week of November 1978, a sale to Zaire Aero Service was reported but for unknown reasons, the sale fell through and the aircraft was then flown to Cartierville for further storage.

On September 1, 1982, the aircraft was documented as sold to the Western Canada Aviation Museum, later to be known as The Royal Aviation Museum of Western Canada in 2014.

On September 22, 1982, a short term ferry permit was issued and on September 30, 1982, CF-THS began its ferry flight from Dorval to Winnipeg via Thunder Bay. The pilots on board for this particular flight were **Captain Yves Favreau** and **First Officer Desjardins**.

The next day on October 1, 1982, CF-THS was ferried from Winnipeg to Gimli where it was placed in long term storage.

On September 17, 1983, after a new ferry permit was issued, the aircraft was in the air once again, this time on its final flight as it made its way back to Winnipeg where it would be placed on permanent display in her new home at the Western Canada Aviation Museum, later to be renamed in 2014 as the Royal Aviation Museum of Western Canada. The crew on board for the short twenty-minute flight to Winnipeg included **Captain Jim E. Griffith** along with **First Officer Gerry D. Norberg** and **Bob Palmer** from the museum as Flight Engineer. During the second week of March 1984, CF-THS was towed over to Air Canada where it was fully repainted in Air Canada livery. The process took about two weeks. The aircraft was later returned to the museum sometime during the first week of April 1984.

In early January 2017, plans were made to refurbish the now aging and tattered cabin area of CF-THS with the help from Air Canada and AirBase Canada. The project took several months to complete, and on September 30, 2017, the interior had been officially completed and refurbished to its original colours and patterns used when the aircraft was retired in 1974. A job very well done and managed by all involved.

As a side note, this is the only remaining former Air Canada Viscount that still proudly wears the red and white Air Canada titles and this aircraft, to this day, is on proud display at the Royal Aviation Museum of Western Canada. Scheduled tours are taken daily through Viscount's interior.

Well Terry, before I go on forever, I will put a pin in it here. Hope you can use the provided material. I included 6 photos showing the finished product. Two show the forward bulkheads, two show the rear bulkheads and two show the seats. Feel free to use.

Anyway, cheers for now my friend.

Robert.



Thanks to Mr. Arnold, Captain Griffith and Terry for their assistance - Wayne





## Reader's Feedback

### **Bernie McCormack sends his DC8/Viscount memory -**

After flying with TCA for 6 years as a First Officer on DC-3 and Viscount I requested and became a Second Officer on the DC-8. I had vowed, over a couple of years, not to give up my job as a hands on pilot but the arrival of the Viscount aircraft which was initially greeted with enthusiasm by the coast run pilots became a nightmare. The flight time was shortened Vancouver to Victoria to Seattle and back and so we spent more time on the ground between flight departures and required an extra couple of days on duty each month in order to put in our 85 hours for flight pay. There were no duty rigs that catered to that problem and it was not negotiated until years later. During some of the winter months, I remember driving to the airport in the morning darkness and then back home in the dark the same night, sometimes 5 days a week. (I hardly had time to feed my Chinchillas).

A couple of months after my DC-8 check out in the summer of '62 I operated a flight planned from Vancouver to Toronto, stop over for about 3 hours and then back again to Calgary and Vancouver. After landing in Calgary, a hydraulic leak was discovered in the port aileron area and the flight was delayed. Maintenance determined that the parts required to repair the leak were in Vancouver and that the last flight out of YVR had departed. There was an overnight Viscount parked on the ramp in YYC that could be flown to YVR so crew sched scurried about calling the reserve (standby) pilots. They were able to locate a Captain (**George Stewart**) but no First Officer. After the last flight of the day had arrived and departed a base it was chancy but not unusual for a reserve pilot to leave home to attend to some other personal chore. I was in the radio/flight planning office and became aware of the problem that was evolving and although it was flight operation's policy to disallow dual competency (two aircraft types at one time) it occurred to me that I was still technically and legally competent on the Viscount so I volunteered to fly it with George. We flight planned, checked the weather, boarded the aircraft and then completed our cockpit checks. At that point I had been on duty for almost 12 hours. The en-route time to Vancouver would be about 1:50 so the plan was to have another pilot take my place for the return flight to Calgary with the parts.

When we arrived in YVR the crew scheduler on duty advised me that just as in Calgary, the reserve pilots were not available. At that hour all of the scheduled flights had long

gone, and so I guess was the reserve F/O. Soooo, I volunteered to take the aircraft back to YYC. The plus was that George allowed me to fly it back and he did the log and radio work That was a pleasure now that I had been a Second Officer (non flying) for a few weeks.

After deplaning in Calgary, I walked up to the crew lounge where Captain Stu Foley and most of his crew were asleep in an assortment of chairs and couches. I finally found a spot and curled up for an hour or two of sleep. We were awakened with the news that the aircraft had been repaired, the passengers were on their way back to the airport from their stopover hotel, the sun was rising and we should flight plan and prepare our DC-8 for departure. When we finally arrived back home in Vancouver I had been on duty for almost 24 hours and it felt good to be home. I'm not sure that flight operations management were even aware that I had operated the Viscount flight because I received no follow up from them and should probably send them a pay claim when I get time!

Captain Bernie McCormack

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**David Edward** has sent this information he received from **Paul Sanchez** after the CF-TCC article appeared in [NetLetter nr 1378](#).

"Dave, that certainly brings back some wonderful memories for me and I am quite impressed with the story of your family history. You are probably familiar with the CF-TCC, the Lockheed 10-A that Air Canada purchased in 1984.



The attached pic is of me in 1977 stripping all of the paint off of 'er! Of course, that was 40 years ago and I had a little more hair. What a way to start off in aviation!

I was 17 and you can see the brown spot underneath the wing which was Turco paint stripper. I stripped the paint off most of the airplane myself and that was not much fun for a 17 year old, but it paid off when we later found, etched into the aluminum skin, the letters: CF-TCC.

Bud Clark, who was a former childhood friend of my father's, purchased the airplane from a church that was using it to do mission work in the Caribbean Islands. Bud had been involved in purchasing classic aircraft and I spent my early years working on several of them like a FG-1D Corsair, WACO UPF-7, a Stinson SM-8a and of course N3749 which originally was and is again CF-TCC. We flew the Lockheed to Harlingen, TX in 1977 to the CAF air show and had a fellow

come up & tell us that he was an employee at Air Canada and that N3749 was once operated by Trans Canada.

Long story short, in 1984 Bud sold the plane to Air Canada as they were preparing for their 50th anniversary. I corresponded with the pilots that were flying it, but foolishly I never made it to Winnipeg to see 'er and now I see she's flying again to commemorate the 80th anniversary! I really would like to go up to Canada to see 'er if you have any information about how I can do that, please feel free to contact me. My contact info is in the directory."

Thanks for sharing your story. Paul.

The pilots who flew TCC to YWG were **Bud Clark**...the owner and **Captain Ray Lank**, a DC-9 pilot based in Montreal.

Ray did the initial cross Canada tour with **Captain John (Jean) Gilbert**....both long retired...Ray now in rehab due to a stroke in August. This year's tour was over by the time we had this exchange, but Paul is invited here the next time TCC goes on show.

Cheers...Dave

[Click Here](#) for a Vimeo video history of TCA/Air Canada as posted by Greg Edward.



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## Odds and Ends

**Zoom Airlines Inc.** was a Canadian low-fare scheduled transatlantic airline with its headquarters in the Place Bell Canada building in Ottawa, Ontario. Zoom operated year-round scheduled services to Europe, and charter services to South America, Caribbean, and Southern United States destinations with Canadian tour operators.



Zoom Airlines Boeing 767-328ER at Glasgow International Airport

Zoom ceased all operations and filed for bankruptcy protection on August 28, 2008 because of its deteriorating financial position. Zoom Airlines was organized as two units - Zoom Airlines Ltd., administered by PKF and Zoom Airlines Inc. with Doyle Salewski Inc. as Trustees.

On January 14, 2009, Globe Span Capital announced the acquisition of Zoom Airlines Inc.



A plan was in place to get the new Zoom off the ground in early 2009. The Kingston, Ontario, based financial services company planned to relocate Zoom Airlines finance, human resources and call-centre divisions to Kingston. The operation centre of the airline was to remain in Toronto. On March 25, 2009, a web site was launched for the new airline, XPO Airlines.

The executives at Globe Span had planned to use the Zoom Airlines brand name, but chose to change to a new name. (Source: [wikipedia.org](http://wikipedia.org)).

(Note: The post on this web site indicates [XPO Airlines](#) never did get off the ground., eds).



**Undated (c. 1986)**

(From the collection of Arthur Na)

**Air Bras d'Or**.....remember them?

Here is their timetable from the collection of **Arthur Na**.

A small airline, flying DHC-6 Twin Otters that had the Maritimes pretty well covered in the mid '80s. Believe they only lasted about a year.



Here's C-GDMP at YPS (Port Hawkesbury) in December 1986.

(Source: [Canadian Public Transit Discussion Board](#))

Note: There appears to be no other information on this small

airline - eds)



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## Terry's Trivia and 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.

"When once you have tasted flight, you will forever walk the earth with your eyes turned skyward, for there you have been, and there you will always long to return."

### Leonardo da Vinci

A good website to use when you are planning a trip is [www.Rome2rio.com](http://www.Rome2rio.com).

This website is full of great information on how to get anywhere using any mode of travel. It is useful for discovering what airlines travel to destinations that AC does not and when you need to use ZED fares.

(Source: Vancouver Island Pionairs Winter 2017 Newsletter)

Here are some more web sites to help you on your way!

[www.webflyer.com](http://www.webflyer.com) - Mileage calculator for determining zones for ZED travel.

[www.amadeus.net](http://www.amadeus.net) - Flights, hotels and load information guide.

[www.skyscanner.ca](http://www.skyscanner.ca) - Routing information guide.

[www.PassRider.com](http://www.PassRider.com) - Online non-revving community.

[www.flyzed.info](http://www.flyzed.info) - Airline specific ZED travel tips.

[www.theairDB.com](http://www.theairDB.com) - Routing information

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Teenager **Robert Shun Wong** built a full scale, single seat Pietenpol air plane in the family apartment in Vancouver China Town.



He assembled the aircraft with his brother, at the Boeing plant on West Georgia Street, when an officer was so impressed he gave the registration of CF-BAA. By August of 1936, CF-BAA

registered to R. S. Wong of Vancouver took off into a clear

blue sky. Robert was 17 and solo in his own single-seat, single-wing aircraft.

After WWII, they bought a used aircraft and formed Central Airways a flying school on Toronto Island where some of the TCA pilots were former students. We have this photo of Tommy Wong and his aircraft.

(Source: Vancouver Sun archives).

[Click Here](#) for more information.

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We will run some articles on the flying clubs in Canada in existence in 1931.



### **Aero Club of B.C.**

Started in 1915, operates at Pitt Meadows, British Columbia. CYPK. (from article in Vancouver

Sun July 18, 1981).

"MacLaren and the Aero Club of BC spearheaded the psychological assault on city council." to get an airport for Vancouver. Finally the city council decided to spend \$300,000 to construct an airport at Sea Island.

This was in 1929; MacLaren and club members got farmers to agree to sell their land for \$150 per acre and conducted such an excellent publicity campaign that the airport bylaw passed with a large majority.

"If you build a mile of road you have a mile of road; if you build a mile of runway you have a gateway to the world."

(Source: [aeroclubofbc.ca](http://aeroclubofbc.ca))



## **Smileys**



During the recent signing of an order for Boeing 787 aircraft in Seattle by Singapore Airlines, there was mention that the deal will create 70k jobs. President Trump asked "The jobs would be in this country, right?"

"Seventy thousand. This country." replied the man from Seattle.

It is not known if the tactful McAllister informed the America-first president that Singapore's 787 engines will be built in Derby, UK, the wings in Japan and substantial chunks in Italy and other places around the world.

(Source: Flight International Nov 3/17)



Terry Baker | Alan Rust | Wayne Albertson  
Ken Pickford (missing from photo)  
NetLetter Staff for 2017