

NetLetter #1360 | February 13, 2017



Aviation Memorabilia Newsletter

Since 1995



New Air Canada livery - February 2017

Dear Reader,

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

ACRA Badminton Tournament 2017 being held September 28th - 30th, 2017 at **Liverpool, England.**



[Click Here](#) for further details.



Here is a photo of the gang at the 2016 event in **Berlin** – come and renew friendships at Liverpool.



Women in Aviation

Youngest old hand in the business.



At only 26, five years after joining **EasyJet**, **Kate McWilliams** passed her command exam and now flies Airbus A320's from the left seat. She is also keen to spread the word about the career she loves. (source Flight International magazine Jan 2017)





the SKY'S NO LIMIT
Girls fly too



US Navy underwater ship-fixer turned NASA Astronaut **Heide Stefanyshyn-Piper** is about to inspire thousands of participants of all ages on **March 11-12, 2017** 9:00 am - 5:30 pm at Abbotsford International Airport, B.C. at the **Girls Fly too** yearly event.



Air Canada News

New "Livery" for Air Canada's Fleet

On Thursday, February 9, 2017 Air Canada unveiled for its customers and employees, a bold new livery inspired by Canada for its entire fleet, elegant new uniforms for its employees, and a taste of some of the new onboard menu offerings that its customers can look forward to. A descriptive guide with illustrations is [available here](#).

Air Canada's fleet of 300 mainline and regional aircraft are being repainted in a bold black and white design that highlights its iconic red maple leaf encircled ensign, or

"rondelle," that returns to the tail of the flag carrier's fleet after an absence of 24 years.

Reflecting Canada's vastness and contrasting seasons, with references to its wildlife and First Nations heritage, the new fleet livery was designed by international design firm Winkreative, headed by Canadian entrepreneur Tyler Brûlé.



Various Tail logos from 1937 to 2017



Rouge aircraft at Gatwick, UK on May 19th, 2016.



See how Air Canada's **Hospital Transportation Program** provides financial peace of mind for parents of children requiring medical care.

The **Air Canada Foundation Hospital Transportation Program** connects sick children to the medical care they need through 15 pediatric hospitals across Canada, providing financial peace of mind to families.

[Click Here](#) for more information.



Reader Submitted Photos

Lee-Anna Sigmund has sent some photos from **Donald T. Renshaw Sr.**



In 1938, **George Lothian** (left) and **Gordon Haslett**, first and second pilot on the TCA service between Vancouver and Seattle, were the first of TCA's pilots to wear the new uniform.



Photo of **Captain Art Rankin** and **First Officer Jack Bradley** at an unknown location or date - (eds)



Copy of the Captain's Bulletin issued by **Captain J. F. Bradley** and stewardess **P. Eatherton** (?) during a flight October 3rd, 1941 while enroute to Lethbridge.

Commemorative plate issued for the company's 50th anniversary.



Mairi Maxwell (retired CPAir employee 1972-1990) sent us the photo below left. The little girl at the end of the line boarding this Air Canada flight at PIK in 1967 is YVR employee **Fiona Walker** who grew up to join CPAir in 1980.

Fiona is today (pictured below right) a Technical Data Controller with Air Canada Logistics and Supply at the YVR Operations Centre.

The family is celebrating 50 years in Canada (and 45 years in the aviation industry).



TCA/AC People Gallery



-  **airOntario**
-  **airNova**
-  **NWT air**



1955-November - Inauguration of service between Montreal and Quebec.

1944 March 1st - a new record trans-Atlantic non-stop flight from **Britain to Montreal** was made by a TCA aircraft in **13 hours 18 minutes** under the

command of **Captain A. Rankin**, navigator was **John Gilmore**. The aircraft carried 7 passengers and 3,291 pounds of mail and 400 pounds of aircraft parts.

(source "The Maple Leaf" March 1st, 1944)

From the "**Between Ourselves**" magazine issue dated **midsummer 1944**.

Vancouver formed their **T.C.A.R.A.** (*Trans-Canada Air Lines Recreation Association*) organization on June 12th, 1944.

Found in the "**Horizons**" magazine issue dated **June 1988**.

October 31st, 1988 inaugural service between **Canada and the Iberian Peninsula**. The flights with B-767 equipment will operate between Toronto-Mirabel-Lisbon-Madrid.

The Toronto-based **Computer Systems and Services** group will be moved to the computer facilities at Dorval by April 1989.

Issue dated **January 1981**.



Service to **Val d'Or** was inaugurated in 1956, and in 1981, 25 years of service was celebrated. The company took the occasion to honour the local municipal authorities for their cooperation since 1956, with a commemorative plaque to be displayed in the city hall. Our photo shows the presentation of the plaque.

From the left: Station Agents **Stewart Nye** and **Guy Quesnel**; **Andre Cedillot**, Regional Manager, outgoing Mayor **Ronald Tetrault** and **Georges Theriault**, District Manager, Quebec.

Pilgrim charters provide experience of a lifetime.

In 1980, the company was subcontracted by **Royal Air Maroc** to supply two DC-8's and accompanying crews for carrying the faithful followers of Islam on their holy pilgrimage to Mecca, the land of Mohammed - HADJ 1980.

Some of the employees involved were **Lorraine Nantel, Danielle Wood, Monique Pellet, Jim Crook, George Spence, Dave Piper, Clive Hawkins, Eugene Battersby, Joe Forte, Pierre Belleau. First Officer Lindsey MacPherson** and **Anne McLaughlin**.

During phase 1, **Len Kay, Keith Merry, Drew Taylor and Bill Cameron** looked after maintenance in Casablanca, while **Chris Clegg** and **Bob Williamson** held the fort in Jeddah. **Klaus Berg** was the Station Manager in Casablanca and Captain **Jack Pentice** coordinated the flight crews. **Norm Federicci** coordinated the flight attendants.

During phase 1, Klaus was assisted by **Peter Reimann, Herbert Lange** and **Herb Metzler** while **Horst Fleischmann, Hans Schueto** and **Ralf Bottcher** were on hand for phase II.

Jim Rowe was Station Manager in Jeddah assisted by **Derek Webb** and **Bill Anderson** during phase I and **Tony Smith** during phase II.



Captain Tom Patton had the honour of piloting the last DC-8 back to Montreal from Casablanca as it was his last flight before his retirement, winding up a 35 year career.



Our photo is of **George Spence**, atop the ladder, and **Jim Crook** carrying out their routine maintenance checks at Casablanca in preparation for the DC-8's return to Jeddah.



Flight Attendant **Pierre Belleau** give a Hadji a hand with her baggage.

Brian Dunn sent us this information regarding an event by **Ron Macdonald** whose career began as a first officer on DC-3s with **Trans-Canada Air Lines** (now Air Canada).

He was promoted to DC-3 Captain after five years, then went on to fly the Viscount, the DC-9, the DC-8 and retired off the L-1011. As well as being a line pilot, he was an aircraft accident investigator for the **Canadian Air Line Pilots Association** (CALPA) and the **International Federation of Air Line Pilots' Associations** (IFALPA). He served on ICAO Annex 14 and ICAO Annex 18 on behalf of IFALPA, and worked very closely with US ALPA on some accidents.

[Click Here](#) to read about an event which Ron has documented on the [Airfacts journal web site](#).



Alan's Space



Alan Rust

Airbus' Futuristic Jet Concept Comes With Flying Spas and Bars

(Article from www.wired.com)

THE GOOD PEOPLE of A3, the California-flavored startup-within-a-multinational-corporation at Airbus, calls it a "low fidelity aircraft," but I'll level with you: Its latest experiment went down in a tent in an airplane hangar.

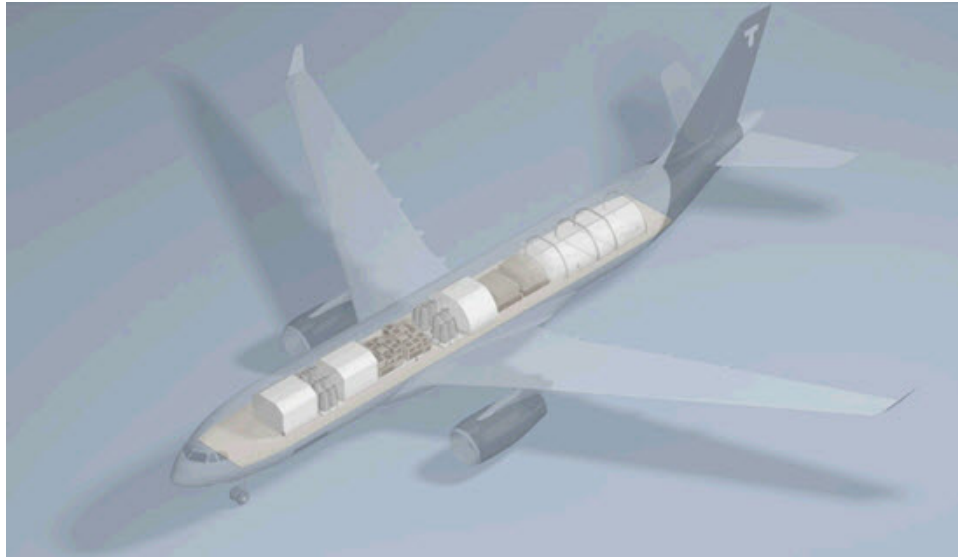
Still, Airbus had loftier goals than the locale might suggest. Researchers armed with Ikea furniture, board games, and plastic-wrapped meals, wanted to know how people would handle themselves if airlines swapped those cramped rows of miserable seats for something more imaginative. They tested something A3 calls "Transpose"—a conceptual modular cabin that offers a bevy of in-flight activities: a facial over here, a latte over there, a spin class up front.

Think that's weird? Well, once the plane lands, a crew can pop out one interior and toss in a new one, moving things about to create the next flight's passenger experience.

If this concept, which Airbus did in December, seems too good to be true, that's because it likely is (more on that in a bit). But unlike many aircraft designs that evoke either hope or horror, Airbus hasn't tossed this idea into the lavatory trash can just yet. It has six people on the concept full-time, and they're getting help from 100 engineers and product designers.

See full article at: www.wired.com/2017/02/airbus-kind-a-serious-swappable-plane-interiors-cafes-spas

Note: - **Nordair** did the same thing in 1973 (I remember) swapping from **cargo (Frobisher Bay) to seats (Charters to Florida)** on pallets, but it wasn't as fancy.



Click on image above ([or here](#)) for video.



CPAir, Canadi>n People Gallery



Calm Air timetable effective April 1999.
(from the collection of **Bjorn Larsson**)

More from the "**PWA Flightlines**" magazine issue dated **October 1986**.



Here are some more of the Yellowknife staff - **Sandi Shannon** since 1977.

Ramp Service Agents **Darrell Groff** with **Greg Baird** on the left and **Gary Reid**, CSM on the right.



Three drivers from Inflight Service, from the left: **Evan Franklin**, **Bob Hiscock** and **Saul Heywood**.



These **Regina** employees were on hand at the official opening of their new terminal on September 14th, 1986.

Left to Right at the rear: RSA **Tim Tinkler**; CSA **Wade Lundy**; CSA **Charlene Hanson**; CSA **Al Ball**; CSM **Gordon Camp**; RSA **Ray Naturkach** and, front centre;

RSA **Kevin Sneah**.

Issue **February 1997. DC-10 Fleet History.**

Canadian Pacific Air Lines and the Brazilian airline **Varig**, each with 12 DC-10-30's, share the distinction of having the world's largest fleet of this aircraft type.

Three of CPAL's -30's (904, 905 , and 906) were being operated by **United Airlines** under a lease/swap agreement, which has three United DC-10-10s

assigned to CPAL. The agreement expired during 1987 and the tentative dates for these aircraft were April 20, May 11 and June 1.

Aircraft 901 and 902 were leased to Varig for one year immediately following delivery to CPAL and did not enter revenue service with CPAL until 1980. The first revenue CPAL flight by a DC-10-30 was by 903 on November 17, 1979 Vancouver-Toronto.

Aircraft 908 was acquired from **Singapore Airlines** in 1982. In 1985 on exchange of CPAL's four B747s for four DC-10-30s from **Pakistan International Airlines** was negotiated.

Aircraft 744 and 742 were delivered to PIA on December 18, 1985 and May 9, 1986 respectively, followed by Aircraft 741 on September 26 and 743 on November 7. The aircraft received in exchange were 911, 910, 909, and 912 in that order.

In October 1985, aircraft 903 and 907 were modified to include a 12,556 litre fuel tank in each to enable Vancouver-Hong Kong non-stop operation. The three aircraft leased to United were fitted by United with long range tanks for Seattle-Hong Kong non-stops.



Wayne's Wings



**Wayne
Albertson**

Special Air Mission 26000

SAM 26000 was the first of two **Boeing VC-137C's** (B-707 customized for VIP transport) to serve as **Air Force One**. Technically "Air Force One" is the designation of any aircraft carrying the President of the United States, however, SAM 26000 was the longest serving and most historic of the aircraft and the first to fly with the now familiar livery.

The aircraft entered service on November 10, 1962 with its first flight carrying **President John F. Kennedy**. Just over a year later it became part of the background of the tragic events in Dallas.

The aircraft remained in service during **President Lyndon B. Johnson's** five-year term logging some 1,523,000 miles.

President Nixon had the interior completely redesigned to suit his taste and preferred to use this aircraft even after the arrival of its successor SAM 27000 in December 1972. This was the aircraft that carried President Nixon on his historic trip to China in 1972.

By 1973 it was now the back up to SAM 27000 and in January of that year carried the body of **President Johnson** from Texas to Washington D.C. for the state funeral and back to Texas. It has the distinction of carrying two Presidents to their final resting places.

SAM 26000 continued in service until 1998 frequently used by the Secretary of State on diplomatic missions. It last flew as "Air Force One" in January 1998 when it carried **President Bill Clinton** due to SAM 27000 having gotten stuck in mud. It was officially retired a few days later after 36 years of service.



In May 1998, it was flown to the **National Museum of the United States Air Force** near Dayton, Ohio where it remains on display today in the museum's Presidential Hangar.

Sources:

[SAM 26000 at Wikipedia](#)

[SAM 26000 on YouTube](#)

[Museum of USAF](#)



Reader's Feedback



Betty Draper has come across some more information about early aviation.

This from Montreal issue June 18th, 1945 -

PLANE MELTS DISTANCE · LONDON, June 18.- A four-engined Skymaster plane of the R.A.F. transport command last week made a 9,120-mile round trip flight from Britain to Karachi, India, in two days, eight hours and 11 minutes, the air ministry said Saturday night. Actual flying time was 42 hours and 23 minutes-26 hours and eight minutes by day and 16 hours and 15 minutes by night. Average speed was 215 miles an hour.

From the Leader-Post issue Jan 10th, 1946 - 'T.C.A' TO USE FLIERS.

T.C.A. plans to use fliers who built up impressive records flying with the R.A.F., as pilots of the future. The initial training class of 1946, made up entirely of war fliers, has been started in Winnipeg.

From the Leader-Post issue July 2nd, 1943 - MONTREAL, July 3 -

Captain M.M.Barclay of Trans-Canada Air Lines almost matched the record time Friday for a flight from England to Canada. Captain Barclay made the flight in a Lancaster bomber in 14 hours and seven minutes. The record was 13 hours and 30 minutes.

Dave Shore responds to the news in NetLetter nr 1358 under "Air Canada News" regarding the cooperation between **Air Canada and Cathay Pacific**.

That agreement between CX and AC surprised me when I read it a few days ago in the Globe and Mail. AC is Star Alliance and CX is Oneworld. It certainly is a slap in the face to **WestJet** to have their major Canadian competitor code share with a Oneworld partner. I wonder what is going on behind the scenes.

In a subsequent e-mail, Dave says –

I should have mentioned in my email about CX code sharing with AC that WS does not belong to OneWorld but code shares with One World Carriers **American Airlines, British Airways, Latam, and Qantas** as well as **Cathay Pacific**. So AC code sharing with CX would have still been a shock to them. I think one of the reasons for the AC code share may be that WS does not have business class and AC does.

Adam Clark refers to the article regarding **renewing the British passport** in [NetLetter nr 1359](#) and shares this experience -

I read about renewing a British passport in the latest edition & was surprised the time it takes. Allow me to share my experience in renewing my **New Zealand** passport. I hold both Canadian & NZ passports. If one travels to Brazil, Argentina, Chile etc you would understand the reason. Thursday, Oct 08/2015, I renewed the NZ one. Went online, got advice about camera settings for taking my own picture, submitted it to Passport NZ for automated verification, had a few retries till I got it correct & submitted @ 4pm. Received new passport next Monday with issue date Oct.09. My Canadian renewal took 3 weeks.

Adam

Terry Baker refers to the photo in [NetLetter nr 1359](#) regarding a photo submitted by **Morley Plummer** from the Regina library.

The book "***The History of Air Canada from 1937***" has this entry –

1st April 1939 - Introduction of scheduled revenue passenger service on the transcontinental route, Montreal-Ottawa-Toronto-Kapuskasing-North Bay-Winnipeg-Regina-Lethbridge-Vancouver.

I think that is possibly why the photo exists.



Odds and Ends



This is a sequel to the article in [NetLetter nr 1359](#) re the mail service in western Canada.

Lee-Anna Sigmund has sent some memories from **Donald T. Renshaw Sr.** who had collected photos and media reports.

Trans-Canada Air Lines Memorabilia in the 1930's and 1940's. We take pleasure in enclosing some memorabilia for your enjoyable reading, particularly the pictures of **Art Rankin, Jack Bradley** and **Dave Moir**. I have played a lot of golf with Art Rankin and his partner Ed Stull and Dave Moir. I received this memorabilia from **First Officer Jack Bradley's sister** who I worked with at **TCA Reservations Dept. Sales** for many years.

I was engaged to **T.C.A.'s First Wings Over the Nation Show** held in Los Angeles in the early 1950's, her name was **Corrine La Roche**. Those were the days, for all the Airport Traffic Agents and crew knew one another from Coast to Coast. I remember flying over the mountains putting on an oxygen mask and landing in Lethbridge, the first stop on the Continental Route to Swift Current, Medicine Hat, Regina, Brandon, Winnipeg, Kap, Timmins, North Bay, Toronto, Montreal, and finally ended in Moncton.

My first employee was **Con. G. A. Pass**. In those days passes were open ended, no restrictions and we could travel from Montreal back and forth two times on the same pass then on to Moncton back to Vancouver. In the following year's passes, the company corrected this flaw. T.C.A. in those days was the number one company in Canada to work for.

Donald T. Renshaw Sr. Age 90 T. C. A. 1946 - 1956



After many months of preparations, transcontinental air passenger service to start this weekend. Large Lockheed airliners will fly through Canadian skies carrying passengers when the first official flight goes forward tonight and goes westward tomorrow. Several Calgary people will be included who share the distinction of being the first passengers. (source the Calgary Herald April 1st, 1939.)

Following photos from the collection of **Donald T. Renshaw Sr.**



Inauguration of passenger service Lethbridge-Calgary-Edmonton – April 1st, 1939.

The picture of passengers and crew was taken Sunday morning April 1st, 1939 at the Calgary airport when Trans-Canada Air Lines inaugurated their passenger service between Lethbridge, Calgary and Edmonton.

From the left are: **Norman Walker**, Calgary; **Mrs. H. A. Kerr**, Calgary; **First Officer J. Bradley**, Winnipeg; **Captain J. G. Haslett**, Edmonton; Stewardess **Evelyn V. Allan**, Calgary; commuting skier **Wilfred Johnson**, Winnipeg.

(Unfortunately, the photo is of poor quality - eds)

The Lockheed 10A's crew photographed at Edmonton in 1939.



From the left: **First Officer Jack Bradley**, TCA's first stewardess **Lucile Garner (Grant)**, **Captain Gordon Haslett**, stewardess **Ev Allen** and Station Manager **James Meakin**.

(Previous reports named Ev Allen as Evelyn V. Allan - eds)



This photo is of the cockpit in the Lockheed Electra.



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.

This TCA advert found in the **Val d'Or Star** issued **November 19th, 1958**.

Daily Service
 by prop-jet **VISCOUNT**
MONTREAL
 ONLY 2 HRS.
TORONTO
 ONLY 3 HRS. 30 MINS.

Also frequent VISCOUNT service to Ottawa, North Bay, Quebec, Rouyn-Noranda.

Ask about TCA's FAMILY FARES and FLY-NOW-PAY-LATER plans for travel in Canada and the U.S.

Roger Brunet, Travel Bureau
 Phone YA 4-4243
 Trans-Canada Air Lines
 Phone YA 4-4244

FLY TCA
TRANS-CANADA AIR LINES

Flashbacks form 1937

As soon as the ice has melted on the far northern lakes, a new service will be inaugurated from Montreal and the northern Quebec mining district by **Skylines Express Limited**.



Using the **Sekani** airliners, the latest in luxurious aircraft will be used, the machines are produced at Fairchild Aircraft at Longueuil. (source the Montreal Gazette April 10th 1937)

This aircraft was the prototype and it made its first flight from the St. Lawrence River opposite Montreal, Quebec, on August 24, 1937. This aircraft had a number of deficiencies; with one engine off, it proved impossible to control directionally, it was overweight and the ailerons caused severe drag tending to turn the aircraft in the opposite direction.

The name **Sekani**, an Indian tribe living around the headwaters of the Peace and Liard Rivers in northwest British Columbia. Literally, Sekain means "dwellers on the rocks".

(The failure of this project nearly put Fairchild Aircraft on the rocks! - eds)



Smileys



Found in the **PWA "Flightlines"** issue **December 1986**.



Terry Baker | Alan Rust | Wayne Albertson
Ken Pickford (missing from photo)
NetLetter Staff for 2017
(you can read our bios at www.thenetletter.net/history)