

NetLetter #1405 | December 24, 2018



## Aviation Memorabilia Newsletter

Since 1995




**Merry Christmas 2018  
from Terry, Wayne, Alan and Ken**

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.

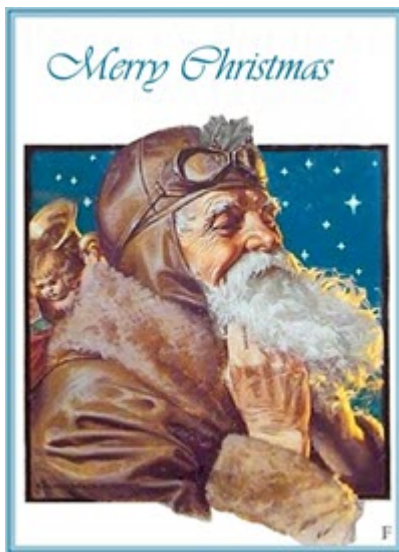
The NetLetter is published on the **second and fourth weekend** of each month. If you are interested in Canadian Aviation History, and vintage aviation photos, especially as it relates to Trans-Canada Air Lines, Air Canada, Canadian Airlines International and their constituent airlines, then we're sure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

 NETLETTERS

 ABOUT US!



## ACFN/NetLetter News



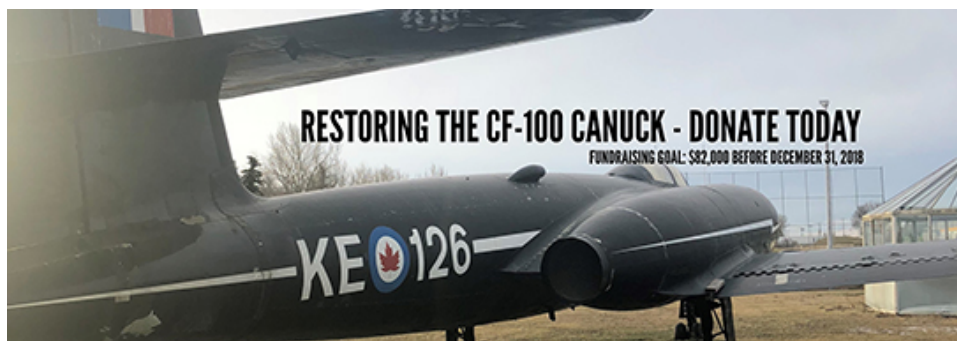
Terry, Wayne, Ken and Alan wish all of our subscribers a very **Merry Christmas** and all the best for 2019. We are hoping to expand our services in 2019 to include a rebuilt ACFamily Network and the official opening of the Canadian Aviation Network.

Thanks for all the positive feedback, photos and stories that have been submitted in the last few years. Your feedback is what keeps us going. We now have 4,330 subscribers.

The NetLetter Gang



## Coming Events



The **Hangar Flight Museum** has been fundraising in order to restore its CF-100 Canuck. If the Museum is able to reach its goal of \$82,000 by 31 December 2018, the City of Calgary will commit to donating \$242,000 to this worthy initiative. The Hangar Flight Museum has reached over 80% of its goal, having raised \$60,000 so far. Thank you to everyone who has supported this project! But we still have a ways to go!

Why is this project so important? This exact CF-100 has been in Alberta for the past 63 years. It was moved with No. 3 Operational Training Unit to Cold Lake on 22 May 1955. Moved to the Calgary Centennial Planetarium in 1973, it was placed on outdoor display by the city. It has been outdoors since then which has resulted in the weather, combined with the materials a CF-100 is made of, causing this plane to degrade over time.

This important piece of Albertan and Canadian history needs to be preserved for the enjoyment and education of future generations. Hence, we are fundraising to complete a full restoration process. Please help us reach our \$82,000 goal by 31 December 2018 so we can take advantage of the City of Calgary's generous offer to contribute as well. Please [DONATE NOW](#) to save this plane!



## Women in Aviation

### "A Woman's Place?"



Pioneering female aviator **Rosella Bjornson** has been awarded the **Alberta Order of Excellence** in honour of her achievements in the industry, advocating for woman pilots.

The Canadian recalls an incident in 1974 when she was the only female commercial airline pilot in North America. Contacting the tower on approach to Calgary a

baffled controller asked "When did Transair start allowing flight attendants to use the radio?"

It was, says the 71-year old now retired from flying, a typical response at the time. However - while the cause of gender

some way to go - it is, thankfully, one you are unlikely to hear now.

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



## Air Canada News



CBC News is reporting a story of a Toronto family who are searching for the "**angel**" flight attendant who helped a young mother with a small child from China to be reunited with her husband 35 years ago.

While flying to Montreal to be joined by her husband (already living in Montreal), she made a mistake and got off the plane on a stopover in Toronto. When the flight attendant realized that this young woman was confused and afraid, she helped arrange to book the mother and child on a flight the next day, and then, took them home with her for the night and brought them back to the airport the next morning. The family were happily reunited in time for Christmas.

Reprinted from their daughter Catherine Pan's Facebook post:

'We're hoping this story will get shared so that we can find this woman and thank her from the bottom of our immigrant hearts. Here is a pic from Christmas 1984 where my family is reunited in the greatest country in the world thanks to the kindness of a stranger.'

Below are the links to further details and contact info if you are able to help them with their search:

[CBC News Story](#)

[FaceBook Post](#)

**Note from Alan** - I know this is not the only case of this happening. It usually just doesn't make the news. It's happened (and still happens) numerous times with many airport employees and many airlines. If you have a similar story, please send it to [news@thenetletter.net](mailto:news@thenetletter.net)

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A new agreement between the UK and Canada means air services between the two nations will remain intact following Brexit, the UK's withdrawal from the European Union (EU).

(Source: ATW Daily News December 5, 2018)



## Star Alliance News



On the occasion of **2018 International Women's Day**, on March 8, 2018, several Star Alliance member airlines operated all-female crew flights.

In this photo, Air Canada has this crew, but no identifications, unfortunately.



For Austrian Airlines, Brussels Airlines, Lufthansa and SWISS all-female crews took off to Berlin. Also, several SAS flights were in the hands of women only, both in the cabin and flight deck. Air India flew from Delhi to San Francisco and to New York with an all-female crew. And Air Canada marked this year's International Women's Day with two special intercontinental flights operating with all female pilots and flight attendants and handled by female crews in boarding, ramp and specialized airport operations.

Ethiopian Airlines did not only celebrate International Women's Day but also the inauguration of its Addis Ababa – Buenos Aires route. The inaugural flight was conducted by women only.

Source: [portal.staralliance.com/employees/](http://portal.staralliance.com/employees/))





## Reader Submitted Photos

**Shirlee Schacter** sends this information and photos -

"The **18th Annual Friends of Front St. (FoFS) Reunion** took place on Saturday, November 3, 2018, at Hooters on the Airport Strip in YYZ.

As usual, those who attended really enjoyed seeing their former colleagues from Computer & Systems Services (C&SS) and the chance to play catch up.

Always a good time with good friends, good food, good laughs (usually inspired by great reminiscing)!

Plans are to do it again in mid-October of 2019 for the 19th year!"

If you have some C & SS memorabilia that you would like to share could you please contact **Shirlee Schacter** who is working on putting together a "Book of Memories". Shirlee can be reached at [sschacter@rogers.com](mailto:sschacter@rogers.com)"

In the photos we have:

Group photo - names from left to right:

**Frank Marando, John Chan, Shirlee Schacter, Jeannie Lindo, Bob Newson, Maija Johnson, Bashir Fancy, Willy Wang, Jackie Murdoch, Gary Johnson, Diane Knoefel, George Trussell, Russ Martin, Annie Matusiak, Kay Thacker, Liveen Richards, Brian Speed, Bruce Castator, Munro Smith, Kathy Dragert, Wayne Holmes, Beryl Smith, John Pallin, Rick Morris and Dale Meyer.**





**Russ Martin, Gary & Maija Johnson  
and Brian Speed.**



**Diane Knoefel, Kay Thacker  
and Kathy Dragert.**



**Wayne Holmes, Bob Newson  
and Munro Smith.**



**Lieven Richards and Bashir  
Fancy.**



**Willy Wang, John Chan and  
George Trussell.**



Here is the Message Edit Alumni:

**Diane Knoefel, Shirlee Schacter, Annie Matusiak**  
and **Jeannie Lindo.**



**Dale Meyer and Rick Morris.**



**Bruce Castator and Frank Marando.**



'Remembering when' ....at the Memorabilia Table are **Bruce Castator, Brian Speed, Rick Morris** and **Frank Marando.**



## TCA/AC People Gallery



 **airOntario**

 **airNova**

 **NWT air**



Here is the cover of the **enRoute** magazine issued June 2012.

(Source: [enroute.aircanada.com/en/magazine/past-issues](http://enroute.aircanada.com/en/magazine/past-issues))





Taken from the "Horizons" magazine.

Issue dated **October 1983**.

Company departments moved into Place Air Canada in October 1983.

The new ACE Fly-in executive has wasted no time in getting down to work.

The 1984 Fly-in will be held on Saturday, June 23, 1984. In the event of rain, the date will be moved to Sunday, June 24. The site, along with further information, will be published at a later date.

The new executive consists of:

President: **Bill Sanson**.

Vice Presidents: **P. Phillips, Captain G. Down**.

Treasurer: **Captain B. Brennan**.

Secretary: **Wendy Traviss**, Flight Attendant.

**Captain Ray Lank** holds the position of Past President while **Captain R.A.C. Dennis** was named Honorary President.

The executive was elected for a two-year term.

On August 19, 1983 the "**Air Canada Montreal Amateur Radio Group**" became a reality.

Back in the spring of 1982, a number of company Hams decided to establish a two-meter repeater facility which would be a local communications link with other airline-oriented 'Ham' employees.

Initial radio checks were made from the top of the 747 hangar at the Dorval Base. The test results were favourable

and permission was granted the Company as well as Transport Canada to make use of this location as an antenna site.

A study by Communications Canada showed that there would be no interference to other communications services. Finally, on August 19, 1983 power was switched on and VE2RBI repeater became available for amateur use.

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## **A retirement farewell.**

**Lewis Woolfrey** and **John Bennett** of Malton Maintenance Base retired during 1984, and their fellow employees held a luncheon in their honour.

Lewis joined the company 31 years ago after serving in the Royal Canadian Air Force and has worked as a mechanic at Malton since then.

John started as a Janitor at the Dorval Base and then worked as an Aircraft Cleaner. He was later promoted to Lead Cleaner at Malton Base and has been with the company for 18 years.

Present at the luncheon were, from the left (standing):

**Reg Vye, George Crate, Ted Wysocki, Tom Gardner, Stan Fowler, Jim Vanvlaenderen, Bill Lavers, Doug Hodgson, Lewis Woolfrey, John Bennett, Bill Strain, Jim Davenport, Lynn Zemsta, Bill Shipman, Lynn Cox, Bud Harris.**

Kneeling from left: **George Waite, Jim Boutscos, Reg Williamson, Harry Biffen, Ken MacBride, Jack Critchley** and **Terry Hannon.**



Lewis Woolfrey and John Bennett of Malton Maintenance Base retired 1984.  
left (standing) Reg Vye, George Crate, Ted Wysocki, Tom Gardner, Stan Fowler, Jim Vanvlaenderen, Bill Lavers, Doug Hodgson, Lewis Woolfrey, John Bennett, Bill Strain, Jim Davenport, Lynn Zemsta, Bill Shipman, Lynn Cox, Bud Harris, and (kneeling) George Waite, Jim Boutscos, Reg Williamson, Harry Biffen, Ken MacBride, Jack Critchley and Terry Hannon.

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Issue dated **September 1984.**

**Air Canada hosts interline party flight.**

Air Canada flew 50 members of the **London Heathrow Interline Club** to Dusseldorf for the day. The interline group hosts regular activities and outings for employees of all the airlines serving Heathrow.

The day's party theme, based on the popular advertising campaign of "Flights so good, you won't want to get off", put everyone in a jovial mood. The morning departure arrived in Dusseldorf in time for the city tour, courtesy of the Chamber of Commerce. A typical bierkeller lunch followed, and then it was time to return to the airport for the afternoon flight back to London. The photo shows the group of interliners - balloons and all - posed outside the plane before leaving Dusseldorf.

(Anyone remember being on this trip? eds)



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Issue dated **November 1984**.

### **T.C.A. Alumni meets.**

A lively group of T.C.A. Alumni members gathered in St. Pete's Beach for the 13th annual meeting from October 1 to 3, 1984.

The Breckenridge Hotel was the scene of the festivities. Things got off for an early start with a breakfast hosted by the Alumni fashion show followed, presented by the Breckenridge.

Social Convener, **Patti Gehlsen** awarded 25 lucky members with door prizes. Then it was time to take care of business matters. **Dorothy Millman** gave the treasurer's report and elections were held for the Alumni officers for the next two years.

The new committee includes **Jim Gehlsen**, President; **Malcolm MacDougall**, Vice President; **Sally MacDougall**, Secretary/Treasurer; **Paul Gehlsen**, Social Convener and **Helen Moore**, Director.

The outgoing committee consisted of **Frank and Dorothy Millman**, **Helen Moore**, **Jim and Patti Gehlsen** and **Jim Flack**.

A warm starlight evening was the perfect setting for the final banquet. Following the meal, several prizes were awarded and **Baldy Torrell** won the 50-50 draw.

The Alumni executive thanks all those who attended and looked forward to everyone's continued support.



Members of the incoming committee are, from the left: Sally MacDougall, Patti Gehlsen, Malcolm MacDougall, Helen Moore and Jim Gehlsen.



The outgoing committee is, from the left: Frank and Dorothy Millman, Helen Moore, Jim and Patti Gehlsen and Jim Flack.

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Issue dated June 2006. (Used with permission)

### **Last CRJ flight operated by Air Canada.**



PHOTO BY CAPTAIN STEVE DUKE

Employees who operated the last CRJ flight are (l to r) Philippe Bouchard, Service Director; Dan Baz, Captain; Hugh Cressevich, First Officer; and Marcia Legg, Flight Attendant.

It's April 30, 2006. Night is falling in Toronto. Flight AC1081 from St. Louis has taxied to the gate, making it the last Air Canada mainline flight operated with a Canadair Regional Jet (CRJ).

Air Canada took delivery of the first of (25) CRJ aircraft on Sept. 6, 1994, in a ceremony held at the Farnborough International Air Show.

As part of Air Canada's growth strategy, the airline has added the EMBRAER 175 and EMBRAER 190 to its fleet and transferred its

CRJs to Air Canada Jazz which operates a fleet of (25) CRJ-100, (33) CRJ-200s and (15) CRJ-705s on routes within Canada and the United States.

In our photo the employees who operated the last CRJ flight are (left to right):

**Philippe Bouchard**, Service Director; **Dan Baz**, Captain; **Hugh Cressevich**, First Officer and **Marcia Legg**, Flight Attendant.

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Issue dated **February 2008**. (Used with permission)

### **Sydney inaugural.**

The December 14 departure of Air Canada flight AC033 on board our new Boeing 777 marked the launch of the only daily non-stop flights between Canada and Sydney, Australia.

In this photo are, left to right:

**Catherine Komell, Melanie Passman, Rick Pomery, Judith Metcalf, Jeannie Foster, Kessia Willis (Bear), Kay Russell, Neil Ford, Neil Westaway (Moose), Katina Egleoz and Simone Sticpewich,**



L to R: Catherine Komell, Melanie Passman, Rick Pomery, Judith Metcalf, Jeannie Foster, Kessia Willis (Bear), Kay Russell, Neil Ford, Neil Westaway (Moose), Katina Egleoz, Simone Sticpewich.

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Ten Toronto-based flight attendants formed a team, "Friends To The End", to raise funds for the Canadian Cancer Society's Relay For Life, on a very stormy Friday in June 2007.

The CMWA – Canadian Maple Wings Association – (a wonderful group of retired Air Canada employees) generously donated \$5,000.

With their help, the team of **Cathy O'Connor, Holly Weller, Julie Vaillancourt, Joseph Benjamin, Tanya Basra, JP Deverteuil, Janine Deveaux, Karen Prinz, Pamela Baswick and Karen Roberts** managed to raise over \$11,000.

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**Air Canada Men's Soccer Club competes in Costa Rica Cup.**



On May 4-5, 2007, the Air Canada Men's Soccer Club participated in the Costa Rica Cup, an international airline soccer tournament in the Pacific Coast town of Jaco Beach, Costa Rica, southwest of San Jose.

The Air Canada Men's club competed in Pool Play against soccer teams from Costa Rica, SAS Copenhagen, Russia, and US Airways Miami. The Canada club record after four games was one win, one loss, and two ties.

The Air Canada team faced a tough group of teams in its pool and failed to advance to the final day of single-elimination play for the Costa Rica Cup. Better luck next year!

The 2009 edition of the tournament was held May 1-5, 2009 in Jaco Beach. To find out more about the tournament, visit their website at [www.costaricacup.org](http://www.costaricacup.org).

(We have this photo, but no names, unfortunately - eds)

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**Issue December 2010/January 2011.** (Used with permission)

When **Denise Raymond**, Administration Assistant YOW, read about the Air Canada float in the Calgary Stampede in Horizons, it got her thinking. Perhaps there was some way to get the float to Ottawa and modify it for Christmas so that it would have a spot in Ottawa's "**Help Santa Toy Parade.**"

Marlene Pipella, General Manager, Customer Relations in Calgary, who in turn worked with **Carin Brown**, CSSA in Toronto, to organize the transportation of the aircraft portion of the float. Denise then asked her colleagues **Mark Proulx**, Mechanic, **Mike Disalvo**, Station Attendant, and CSSA's **Jean Guilbault** and **Suzette Pilon** to form a committee.

Together they determined "Destination North Pole" as the theme for the float. GSE provided space to store and decorate the float and colleagues along with family members turned out to decorate. **José Rivero**, Mechanic, and **Mark Proulx** rigged the tractor with power inverters providing light for the float and our newly Christmas-themed Air Canada float was sent off in style to the parade.

## Santa touches down in Ottawa, courtesy of Air Canada



Here is a quick chronology of our shining successes in 2010, organized by the date they were announced in The Daily:

- April 27: Air Canada is voted as Canada's Most Trusted Airline in Reader's Digest Canada's annual "Most Trusted Brand" poll.
- May 20: Air Canada is named Best Airline North America international Skytrax Survey
- June 29: Air Canada wins 2010 Agents' Choice Award for Favourite Scheduled Airline by Travel Press and Travel Courier
- July 8: Air Canada takes home the gold in Executive Travel magazine's Leading Edge Awards readers' survey with Best Airline for Flights to Canada award
- July 9: Air Canada's float wins for Best Corporate Entry and Celebrity Choice Award at Calgary Stampede Parade.
- September 28: Air Canada wins Most Improved Airline of the Year award, and is the only North American airline short-listed for Top Airline in the World for Developing an Onboard Sales Culture award at annual ISPY on-board sales conference.
- October 5: Sanofi Pasteur honours Air Canada Cargo with an award recognizing the success of our cool chain process
- October 8: Air Canada is named Canada's Preferred Airline by frequent business travellers in an Ipsos Reid survey.
- October 19: Air Canada ties for second place as Business Airline of the Year in the first edition of a new French travel award, Lauriers du Voyage d'affaires
- November 9: Aeroplan and Air Canada win Program of the Year Award at first annual Frequent Traveler Awards Program; we also take top honours in Airline Earning Promotion and Airline Redemption Promotion.

- November 22: Air Canada's on Air e-zine wins gold for Best e-Newsletter at the seventh annual Pearl Awards in NYC
  - December 1: Air Canada is voted North America's Top Airline in an international survey of more than 25,000 readers of Global Traveler magazine.
  - December 10: Air Canada wins five top honours in Business Traveler's Best in Business Travel award program, the most first-place awards won by any airline in the world in the influential magazine's annual reader survey.
    - Best Flight Attendants in North America.
    - Best In-Flight Service in North America.
    - Best North American Airline for Business Class Service.
    - Best North American Airline for International Travel.
    - Best Airline Web site.
  - December 13: Air Canada is given one of only three coveted Star Alliance CEO Awards, recognizing our 2D barcode innovation and leadership contribution in the industry.
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## **Air Canada Sings!**

The news broke at noon on December 7, 2010 — Air Canada's Glee Club, the Midways, was picked as a top 12 contender to perform on national television in Canada Sings!

'**Canada Sings!**' is a new reality show debuting in early 2011. It challenges Canadians to form singing groups with their co-workers with the goal of competing in a live sing-off style battle against a team from another workplace.

Meet your Midways!

This star-studded group of 11 Toronto-based employees includes:

**André Antoine**, Lead CSA Cargo; **Daniel Choi**, CSA Cargo; **Emilio Fin**, Lead Station Attendant Cargo; **Brian Florento**, CSA Cargo; **William Kent**, Lead CSA Cargo; **Eric Lozynsky**, CSA Cargo; **Mark Nelson**, Manager, Inbound Baggage; **Neil Parent**, CSA Cargo; **Henry Salazar**, CSA Cargo; **Darian Schouten**, CSA Baggage and **Matt Ulett**, CSA Baggage.





## Alan's Space



### Snow Angels

Alan Rust



# CP Air, Canadian People Gallery



### **Third part of Canadian Pacific history -**

C.P.R. has done much to stabilize the costly and competitive "bush country" operations which have been a sore spot in Canada's aviation picture for many years.

Faced with ultimate transcontinental competition unless the Government should force a merger of the two railroad companies (an unlikely prospect), Trans-Canada is busy extending its services to Halifax and preparing to extend its Lethbridge-Edmonton route to Whitehorse, Yukon Territory, junction point for air traffic in Alaska. The White Horse route will be opened early next year and the radio facilities will be complete sometime this year.

For some years the British have called attention to its so-called "Red Route," a proposed air service extending from the British Isles to Canada and westward over the Pacific to Australia. The "Red Route" would not touch the United States. But it seems clear that the dominating force in development of such a route will not be London, but Montreal, and the big force in Montreal is C.P.R.

An important factor in the expansion program is the expected immigration in Canada of ten million people from England and France after the war is over, doubling the country's population. Even in the midst of war, Canada seems more bent on preparing for future prosperity than on an all-out war effort.

C.P.R. is making up for lost time. It had wanted to launch the first Canadian transcontinental route but the Government pushed its own plans and invited C.P.R. to share 50-50 with it in the organisation of Trans-Canada. C.P.R. would not go along on this deal and the Government assumed complete ownership of Trans-Canada through its railway, Canadian National.

(Source: Financial Times Archives - 1941)

(Final part is in NetLetter #1406 -eds)

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### **Found in the PWA Reunion web site -**

October 20, 2018, from the desk of **Captain Terry Champion** (retired) '**Jack Johnson's Jenny**'.

To the Alumni People of Pacific Western Airlines and Canadian Airlines International.

This authentic 1918 Curtiss JN-4D 'Jenny' was the oldest airworthy aircraft in Canada when it last flew in 2009. It was built by the Curtiss Aeroplane and Motor Company in Buffalo, New York, in May 1918.

During the First World War it was stationed in Waco, Texas and was used for training pilots. After the war it was owned and flown in Uruguay by a Hungarian pilot who had flown for Germany during the war. In 1929 he put the Jenny into storage at his shop in downtown Montevideo, where it sat until discovered by an American missionary in 1971 and then repatriated to the United States. Unable to complete the restoration process, he sold it in 1977 to Captain Jack Johnson (retired). After 21 years of painstaking work, Jack's Jenny took to the skies again on July 16, 1998.



The aircraft shown here is 100 years old and is an original, not a replica. The owner, Capt. Jack Johnson, retired Pacific Western Airlines pilot, has graciously donated this valuable aircraft to the Alberta Aviation Museum in Edmonton. This very welcome addition to the Museum's collection was not expected at this time so the Museum has no budget to develop the appropriate display space required.

We are asking former employees of PWA and Canadian Airlines to help fund this worthy aviation history project. The museum is also seeking funding for this project and discussions are being considered for that organization to make matching funds to our contributions. Any funds left over will be used to enhance other displays in the historic Alberta Aviation Museum WW2 hangar. Please mail your cheque to the museum and designate your donation to "Jack Johnson's Jenny:" Alberta Aviation Museum 11410 - Kingsway Edmonton AB T5G 0X4 OR credit and debit cards will be accepted at (780) 451-1175. Tax receipts will be issued for the full amount. Your contributions made through the airline alumni group will be appropriately recognized and incorporated into the Jenny display.

Thank you, Captain Terry Champion, (Retired)

Update: Total raised as of Nov 2, 2018. \$2,925.00. Terry Champion advised the generosity of the PWA Alumni has been overwhelming however the plans and budget to build the Jenny display have been modified to reflect revised donation targets. Terry and the Alberta Aviation Museum pass on their thanks and are very encouraged by the generosity and support for this program.



## Wayne's Wings



**Wayne  
Albertson**

### **Missing "Home" for the Holidays**

I've been retired for three years now and I find myself missing something that I could not have predicted before working my last Christmas Day in 2015. I miss working over the holidays.

This was always a time when we could truly feel that we belonged in the large extended family that is the airline industry. All of us, in Customer Service, In-Flight and Maintenance, could appreciate the people that provided our livelihoods, our passengers, and know that the brief time that we were away from our own families, played a significant part in bringing families and loved ones together.

A special memory for me is one year, in the late nineties, when my first day off was Christmas Day and (after my shift on Christmas Eve) I planned to fly to Montreal overnight to spend Christmas with my mother. Considering the season, not easy to do on stand-by.

I waited anxiously in the lounge while the first of three overnight flights was being loaded and, luckily heard my name called. When I arrived at the counter, the CSSA stretched out her hand containing a boarding pass and said quickly, "Flight Deck, Go!"

I hurried down the gate and was the last person to board; the flight attendant just said 'Hi' and pointed to the open flight deck door. I sat down and strapped into the jump seat, receiving only nods from the pilots, who were discussing the weight of the aircraft (no doubt full of Christmas presents).

As we lifted off from Vancouver, there was a group sigh and both pilots then turned to chat with me. The in-charge then poked her head in and apologized that she could not bring me a festive beverage in the flight deck, but I was welcome to stand in the galley area to have one.

The busy crew went about their duties professionally and enjoyed themselves and shared the warm feeling of knowing that what they do is very important to a plane full of passengers anxious to be with their loved ones.

To all the special people who will be spending this holiday season bringing people together, **thank you**.

The YouTube video is entitled, **"Air Canada: Coming home for the holidays"**.



## Reader's Feedback

NetLetter proofreader, **Ken Pickford**, sends in some facts regarding Vancouver International Airport:

October 25, 1968 date was the "official" opening with ribbon cutting, speeches etc. The new terminal actually opened for passenger service about six weeks earlier on September 10, 1968. Scroll down to September 10 in Vancouver history timeline site: [www.vancouverhistory.ca/chronology1968.htm](http://www.vancouverhistory.ca/chronology1968.htm)

Also note the September 11 item in above, re Japan Air Lines inaugurating service to YVR the day after the new terminal opened. JAL only the second non-US international carrier to serve YVR (after Qantas and their predecessor British Commonwealth Pacific Airlines). United Airlines and Western Airlines were then the only other foreign carriers serving YVR and Western had only started service in 1967. Western was acquired by Delta in 1987.

Some good early photos here, [www.evelazarus.com/yvr-fifty-years-ago](http://www.evelazarus.com/yvr-fifty-years-ago), of the new terminal as it looked in 1968.

(Note the 3rd photo credits the NetLetter; coincidentally, re the JAL reference above, that photo includes a JAL DC-8.)

In first photo note the lonely AC Viscount in foreground and two Canadian Pacific DC-8s at the pier in the distance, still in the original "goose" livery before the switch to the "CP Air" branding and the orange livery which also began in 1968. The Viscount of course couldn't use the loading bridges so it's parked parallel to the terminal finger with boarding via stairs. The northerly finger, used by CP, was the only one with an underground tunnel leading to customs and immigration, so all international flights had to use those gates for arrivals.

Regarding the 4 bridges connecting the rest of Richmond to Sea Island where the airport is (and of course also part of Richmond).

1. The original Moray Bridge, now eastbound only.
2. The "Sea Island Connector" just north of the Moray bridge that opened in 2002 carrying westbound traffic to Sea Island.
3. The "Dinsmore Bridge" well to the south that opened in 1969.
4. The "No. 2 Road Bridge" a little further south that opened 1993.

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**Doug Keller** sent in this link to this very good quality video of vintage aircraft:

'I discovered this video on YouTube today. Lots of vintage airliners that seem to be mostly TCA/Air Canada and CPA. Also a short clip starting a 4:18 of Wardair's 727 which Wayne wrote about in the [#1370 Netletter](#).'

Regards,

Doug Keller



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In "Odds and Ends" section of [NetLetter #1403](#) was an article regarding the planned C-47 flying to Normandy in France during 2019 to celebrate 75 years D-Day anniversary.

**Roger Slauenwhite** sends this information:

If you go to website [thatsallbrother.org/](http://thatsallbrother.org/) you will find much info on this historical effort concerning the great C-47/DC-3. TCA sure operated many DC-3's. I've flown on them, and they are still flying today.

Roger Slauenwhite



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## Odds and Ends

Air France-KLM's new CEO Ben Smith is said to be contemplating the future of Joon—the LCC hybrid sister airline to Air France launched by Smith's predecessor—while considering plans to boost the airline group's profitability.

(Source: [ATWDaily News](#) - December 1, 2018)

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Air France has appointed Anne Rigail as its new CEO, taking over from Air France-KLM Group CEO Benjamin Smith who



temporarily led the French unit following the resignation of Franck Ternier in September.

(Source: [ATWDaily News](#) - December 12, 2018)



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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.

In [NetLetter #1335](#), we gave a source for baggage information at [www.seatguru.com](http://www.seatguru.com) and other airline info at

[www.seatguru.com/browseairlines/browseairlines.php](http://www.seatguru.com/browseairlines/browseairlines.php) and now we received this message from Andrea -

I noticed you have a link to **SeatGuru** on your site and so I figured you'd be interested in hearing about our site Upgraded Points which your visitors may also find useful.

Here's the link - [upgradedpoints.com](http://upgradedpoints.com)

We publish a huge number of ways to save money on air travel; from tips/tricks for finding cheap airfare to the best ways to maximize credit card rewards and even fly for free.

We launched in 2016 and the site has been going strong attracting nearly 10k subscribers and industry acclaim from the likes of Huffington Post, Fortune, Tripsavvy, Vice and many more.

Thank you in advance.

Andrea



KD Air founded in 1990 operating Vancouver, Qualicum Beach, Tofino, Gillies Bay, Port Alberni. Fleet is a Piper PA-31-350 Chieftain, Piper PA-31-310 Navajo and a Piper PA-32-260 Cherokee Six.



Here is a timetable issued May 2008 from the collection of Bjorn Larsson.

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

May 2008



## Smileys



Our cartoon by **Dave Matias** appeared in the Between Ourselves magazine issue August 1956.

The caption: "Would Mr. Thorndyke, passenger for Stittsville, please check with the airport traffic manager for an apology".



Terry Baker | Alan Rust | Wayne Albertson