



## Aviation Memorabilia Newsletter

Since 1995




**YYZ "TCA" Terminal Observation Rooftop in 1960  
(Photo by [Mark Faviell](#))**

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

### **Air Canada Recreation Association (ACRA) 2018 Golf Tournament.**



**Dates:** September 9 to  
September 13, 2018

**Venue:** Nottawasaga Inn Resort &  
Conference Centre

6015 Highway 89, Alliston,  
Ontario,  
L9R 1A4

Tel: 705-435-5501

Toll Free: 800-669-5501

Cut-off date is August 9, 2018 after that date  
accommodations will be on a space available basis.

[Click Here](#) for more information.

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**Tony Walsh** sends us this information -



At YGM Airport & The Gimli Glider Exhibit  
on the waterfront at Gimli, Manitoba.

### **For Pilots:**

July 22 - All pilots and their passengers are invited to a  
Sunday of fun at the 35th Gimli Glider Anniversary Fly-In  
10:00 to 15:00 Sunday, July 22nd at CYGM - Gimli Industrial  
Airport.

Hosted by the Gimli Glider Exhibit team, the Fly-In's flight  
operations are directed by Steve Bannister, RCAF Lieutenant-  
Colonel retired. A nominal \$20.00 "landing fee" gets pilots  
and their passengers a BBQ lunch, transportation and  
admission to the much acclaimed Gimli Glider Exhibit  
museum on the waterfront in downtown Gimli.

Static Display of war-bird aircraft from The Commonwealth  
Air Training Plan Museum and the Opportunity to meet the  
famous **Captain Pearson** who performed that miracle of  
airmanship on July 23, 1983 gliding a both-engine-out B-  
767-233 long distance and landing it using a steep forward

slip (due no-flaps) on the race-track/drag-strip on Gimli's decommissioned runway 32L, saving the passengers & crew, plus the aircraft for 25 more years of service.

For further info:

[www.gimliglider.com](http://www.gimliglider.com) & [www.facebook.com/gimligliderexhibit1](http://www.facebook.com/gimligliderexhibit1)

## For Everyone:

**July 22, 2018** - at Gimli Industrial Airport (YGM) Sunday 10:00 – 3:00 pm.

The family fun events include CATP static display & training war-bird rides, meet **Captain Pearson** as he flies into YGM at noon as passenger in Mark Miller's Harmon Rocket competitive aerobatic aircraft "Little Gimli" that has registration C-GAUN that was the Gimli Glider's original registration. (Note: Mark Miller is producer of reality TV shows Highway Thru Hell / Heavy Rescue 401, etc. and his major donation helped purchase 604's upper tail fin).

BBQ burgers & snacks available as well as CATP war-bird rides. At the Aspen Park Recreation Centre, starting at 6:30 pm, it's the 35th Gimli Glider Anniversary Dinner with speakers Mark Miller & Kim Connors.

Tickets available at the GG Exhibit. Book dinner & war-bird rides via [gimligliderexhibit@gmail.com](mailto:gimligliderexhibit@gmail.com).

**July 23, 2018** at the Gimli Glider Exhibit on waterfront in downtown Gimli (street-level at Lakeview Resort & Convention Centre) at 11:00 – 5:00 pm

Gimli Glider B-767-233 Fin # 604 tail fin display unveiling at noon and meet Captain Pearson for \$5:00 all-day admission

The following are the posters issued for this event -

35th Gimli Glider Anniversary  
**FLY-IN**

**22 July 2018**  
10am-3pm

**CYGM**  
Gimli Industrial Airport

\$20.00 "Landing Fee"  
To the Museum gets you:

- \* BBQ Lunch
- \* Meet Capt Pearson
- \* Transport/Admission to Gimli Glider Exhibit
- \* CATP Static Display

Info: [gimligliderexhibit@gmail.com](mailto:gimligliderexhibit@gmail.com) / [www.gimliglider.com](http://www.gimliglider.com) / 204-642-5577

### 2-DAY SCHEDULE OF EVENTS:

#### July 22<sup>nd</sup>, 2018 - Fly In & Dinner for 35<sup>th</sup> Anniversary of Gimli Glider Event:

Fly-in participants cost is 200 and includes BBQ Lunch, Static Display of Aircraft, Transport and Admission to the Gimli Glider Exhibit.

**10:00 AM** Fly-In Event starts at Gimli Airport - Flights allowed aircraft finish by 3:00 PM

Commonwealth Air Training Plan (CATP) museum will bring following aircraft for the event:

1945 North American Harvard, 1945 Fairchild PT43 Cornell Trainer, 1945 de Havilland Tiger Moth

**12:00 PM** Arrival of Pilot Bob Pearson in C-47A "Little Gimli" owned and operated by Mark Miller, Canadian Executive Producer, writer of TV series such as Highway Thru Hell, Heavy Rescue 401 and other popular series. He'll be in the Harmon's T3 Rocket will be on display.

Hangarbirds, drinks, shops will be available throughout the day.

Drivers for pilots wishing to use the Gimli Glider Exhibit museum will be available for transport to the lakeview venue in downtown Gimli.

Captain Pearson will be available to meet the public for the afternoon.

Arrangements for flights in historic aircraft can be made through the Gimli Glider 54888 204-642-5577 or [gimligliderexhibit@gmail.com](mailto:gimligliderexhibit@gmail.com).

#### EVENING EVENT - 6:30 Meet & Greet, 7:00 PM Dinner - Attrs: "Secret Laser" 330

Guest Speakers:

Mark Miller, Pilot, Executive Producer & Writer - on his unique history with the story around the Landing & C-47A.

Kim Connors, Executive Director, Canadian Intergovernmental Forest Fire Centre speaking to the importance of the War Museum in Gimli.

#### JULY 23<sup>rd</sup>, 2018 (OFFICIAL PROCLAIMED GIMLI GLIDER DAY IN GIMLI AREA)

**12:00 PM** at 1st and 2nd St Gimli (Gimli) Captain Robert Pearson & Pilot Mark Miller will unveil 604's large tail section exhibit display. Captain Pearson will be visible in the Exhibit to meet the public until 2:00 PM. This display will be accompanied by video and photography of the removal and saving for heritage of the top section of the Gimli Glider B-767-233; the 404's vertical tail & fuselage. This exhibit remains in the last heavy industrial stand of the Harmon mill and represents her 100 years through 25 years of commercial service after her Gimli landing and almost a decade in the desert Southwest of the Mojave, California area. Also, newly arrived exhibit that features the Rose Air Turbine Heritage door to represent the existing tail display. Entrance free for Monday to 5:00 PM.



## Air Canada News



A reminder to readers who are Air Canada retirees that you can check [ACAeronet](http://ACAeronet) for the **Daily** to keep up on the latest news.



## Reader Submitted Photos

**Carol Vickers** sends this information with these photos -

I was a teenager when a future brother-in-law came to pick up my sister during lunch hour. He had heard (probably on the radio) about the gear up landing that was being made by the Comet at Malton, Ontario.

I was still in High School and wanted to be taken along with my Kodak Brownie camera. The pictures are not of the best quality but it's part of our history. Thanks for the good work

(While Carol names the aircraft a "Comet", we believe it refers to the Jetliner - eds)



The **C-102** had been designed to **Trans-Canada Air Lines'** requirement agreed to in 1946, which called for a 36 seat aircraft with a cruising speed of 425 miles per hour, a "still-air" range of 1,200 miles, an average distance between stops of 250 miles, with 500 miles as the longest leg requirement. Allowances were specified as 45 minutes stacking

and flight time to a 120-mile alternate airport. Headwind was to be taken as 20 mph average, with 40 mph maximum.

The first prototype, **CF-EJD-X** christened the Jetliner, first flew **August 10, 1949**, just 25 months after the design of the Derwent engine version was started! The crew consisted of Avro UK Chief test pilot **Jimmy Orrel**, Avro Canada Chief Test Pilot **Don Rogers**; and flight engineer **Bill Baker**. The first flight was without any problems and the only problem in over 500 hours of flight occurred on the second flight (August 16, 1949) when the aircraft had to make an emergency belly-landing because the main gear would not extend (the damage was so minor that the aircraft was flying within three weeks).

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



## TCA/AC People Gallery



 *airOntario*

 *airNova*

 *NWT air*



Extracted from the "Horizons" magazine issue dated July 1983.

### District Directors of Pionairs in 1983 -

**Tony Butler**, Victoria, B.C.; **Douglas Armitage**, Richmond, B.C.; **Don Jarvis**, Calgary, Alberta; **Beth Ferguson**, Winnipeg, Manitoba; **Gord Smith**, Toronto, Ontario; **Mary Young**, Ottawa, Ontario; **Evelyn Desjardins**, Montreal, Quebec; **Tony Bruneau**, Halifax, Nova Scotia; **Roger Alain**, Florida, USA.

## U.S. Cargo Clan.



Meeting of U.S. cargo managers in New York  
Standing from left: Mac Francis, Nick Vero, Bob Sedlak, Larry Conway, behind Maurice Simoneau, Art Staley, George Hoban, Neil Imhoff; Seated: Ken Shaw, Ed Parisi and Eileen Riska

**Ed Parisi**, newly appointed Regional Cargo Sales & Service Manager for the U.S. & Southern Region, held a meeting with U.S. cargo managers in New York.

Standing from the left: **Mac Francis**, San Francisco; **Nick Vero**, Miami; **Bob Sedlak**, Chicago; **Larry Conway**, LAX; behind - **Maurice Simoneau**, Boston; **Art Staley**, Tampa; **George Hoban**, New York; and **Neil Imhoff**.

Seated from the left: **Ken Shaw**, **Ed Parisi** and **Eileen Riska**, secretary to Parisi.

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## Edmonton launches "Flow-Thru" check-in.



Edmonton Flow-Thru check-in  
June 1983  
W. Walker, Rocky Rakoz, Dianne Nagel, Roger Linder, Kathy McKay, Erica Schmitz, Val Ennis and Mary-Ellen

The first Flow-Thru check-in facility in the airline's domestic system was officially opened in Edmonton by **Roger Linder**, Senior V.P. , Marketing, Sales & Service, early June 1983. The counter facilities provide for

smoother, more efficient passenger handling.

Pictured with **Roger Linder**, who is cutting the ribbon at the official opening, are from the left: **W. Walker**, Passenger Service Manager; Passenger agents **Rockey Rakoz**, **Dianne Nagel**, **Kathy McKay**, **Erica Schmitz**, **Val Ennis** and **Mary-Ellen Renaud**.

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## Issue dated November 2005. (with permission)

1975 – November 3, - first flight Montreal - Pointe-a-Pitre, Guadeloupe.



The Air Canada employees in Guadeloupe are (l - r): Laurent Verge Depré, Customer Service Agent; Marie-Claude Maille, Station Manager; and Vincent Alexis, Senior Customer Service Agent.

The Air Canada employees in Guadeloupe in 2005 were **Laurent Verge Depré**, Customer Service Agent, **Marie-Claude Maille**, Station Manager and **Vincent Alexis**, Senior Customer Service Agent.

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On Sunday, September 18, 2005, two teams of Air Canada employees took part in the seventh annual **"Tug of War Defi 767 Challenge"** in Montreal and placed in the top three.

The 767 Challenge pits the strength of a team of 20 people pulling against the weight of an **Airbus 321** (72,767 kilograms or 160,767 pounds) over a distance of 3.7 metres (12 foot) in the minimum possible amount of time. The event took place at the Air Canada base and raised \$27,853 for Special Olympics Quebec. Here we have photos of both teams.

The station attendant team called themselves the "Air Canada Ramp Rats" and placed second in the fastest pull category. Unfortunately, there are no names supplied.



The pilots team were the "Les Papillons d'Air Canada" and placed third in the **"Lowest Team Weight Pull"**. Unfortunately, there are no names supplied.

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### [World Airline Road Race](#)



One thousand two hundred competitors met in Calgary during September 14 - 17, 2005.

The combined Air Canada and Jazz team, named the **"Jetsetters"**, were represented by more than 70 members. A total of 15 awards were their fair share of the trophies available. With many different countries and airlines represented, the event takes on an international flavour of a spirit of competition and airline friendships.

Below are a few of the results (with time) for Air Canada participants. [Click Here](#) for the complete results.

- 5K Airline Women 30 to 34 - 3rd place - Aichinger, Sabine - 00:26:50:3
- 5K Airline Men 50 to 54 - 2nd place - Russell, Cliff - 00:19:20:5



- 5K Airline Men 55 to 59 - 3rd place - Robichaud, Raymond - 00:20:24:3
- 5K Airline Women 55 to 59 - 1st - Stibbard, Joan - 00:27:59:5
- 5K Airline Team Trophy Results
- 5K Airline Men Master - 3rd - Air Canada - 120 points
- 10K Airline Team Trophy Results
- 10K Airline Men Master - 3rd - Air Canada - 63 points
- 10K Airline Women Master - 2nd - Air Canada - 387 points

### Participating Trophy Results

Category A - 1st Air Canada - 18798 points.



Here we have the members from the "**Jetsetters**". Unfortunately, no names were provided.

Issue dated December 2009/January 2010. (with permission)

Improving customer service during Irregular Operations. New SMS/Email communications and self-service re-booking tool launched.

Customer and employee feedback after the 2008 Christmas IROPs indicated we had a lot to improve upon when it came to communicating with and assisting our passengers during irregular operations. In many cases, customers had difficulties getting the latest status on their flight and/or re-booking options. Instead of receiving timely information proactively, customers faced either long lineups at the airport, or long waits in the Call Centre queue.



The WCIY Project Team (left to right):  
 Maria Cabezon,  
 Martin Lachapelle,  
 Kieran Hurley,  
 Val Connery,  
 Nathalie Barbucci,  
 Gerald Gunn,  
 Maude Woods-Lavoie,  
 Marisa Signorini,  
 Ellen Lageveen and  
 Deborah Young.  
 Missing from photo:  
 Louise Lanoix,  
 Patrick Poirier,  
 Diane Newell,  
 David Hutchison,  
 Pierre Padlan,  
 Pamela Bardo and  
 Darcy Noonan.

Here we have this photo of the project team.

Left to right: **Maria Cabezon, Martin Lachapelle, Kieran Hurley, Val Connery, Nathalie Barbucci, Gerald Gunn, Maude**

**Woods-Lavoie, Marisa Signorini. Ellen Lageveen and Deborah Young.**

Missing from the photo: **Louise Lanoix, Patrick Poirier, Diane Newell, David Hutchison, Pierre Padlan, Pamela Bardo and Darcy Noonan.**



## Alan's Space



Alan Rust

### Robotic Baggage Trolley

(From [www.mashable.com](http://www.mashable.com))

This ridiculously cute robot will transport your luggage at the airport. We've all overpacked before a flight, which means we've all had to haul that bulging suitcase through the airport while attempting to find our gate. But if **KLM Royal Dutch Airlines** has its way, you'll be able to give those weary arms a break — all thanks to robotics.

Meet Care-E, the airline's friendly luggage trolley prototype.

*"KLM created Care-E, the self-driving trolley with a heart of gold. Care-E is there to guide passengers through the airport, carry bags, and be a friendly face along the journey."*



(Click on image below to watch video)



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## CP Air, Canadi>n People Gallery



From the "Canadian Pacific COMPASS" magazine issue 1981.

[Canadian Pacific Air Lines](#) began with 77 aircraft of many different kinds flying a tangled web of routes that made early operations difficult and was soon stretched to the limit. A year after its formation its airplanes flew 6.1 million miles with 9.5 million pounds of cargo.

**Sir Edward Beatty** offered quick delivery of vitally needed airplanes to Britain by air instead of the slower sea route. The British government was ready to accept. **Punch Dickins**, the World War I ace and pioneer bush pilot, played a leading role in setting up the air ferry service.

- The "Empress of Sydney," a Canadair Four aircraft, made the first Canadian Pacific flight to Australia in July 1949.
- In 1949 a Canadian Pacific plane was the last flown out of Shanghai before Communist forces closed China traffic for many years to come.
- In 1947 train crews in Manitoba and Saskatchewan saw a different type of aircraft. There was a mysterious unidentified flying object, bathed in blue light, which cruised by and suddenly disappeared.
- The airline extended Canadian Pacific operations to countries where it had never been active before, such as

Mexico, Peru, Chile and Argentina.

- In 1955 the company began flights over the great circle route over the North Pole from Vancouver to Amsterdam. The great circle route is the shortest distance, on the circumference of the globe, from one point to another.
- The first transcontinental flights made by the company were on May 4, 1959, between Montreal, Toronto, Winnipeg and Vancouver. Authorization was for one flight per day each way.



## Wayne's Wings



**Wayne  
Albertson**

### **Aeroquay One**

On a recent trip to Cape Breton to visit family, I had some time to pass in YYZ and found myself reminiscing about my early days with Air Canada and my fascination with having the opportunity to work at Toronto (L.B. Pearson) International Airport.

I found a seat from where I could see the original DC-8 hangar (where Purchasing and Supply were once located) and the "747 hangar". I visualized where the Cargo facility, Terminal One (Aeroquay One) and Terminal Two had been.

In the early eighties, it was about a three-kilometre trip to deliver parts from 'Stores' to Terminal Two where Air Canada was the main customer. From the DC-8 hangar, we drove along a taxiway (Terminal Three has not yet been built) and then entered onto the tarmac and had to pass Terminal One very carefully on the way to deliver the part. Because "T1" was a unique design and was somewhat a squared circle in the middle of the tarmac, it was difficult to see a moving aircraft around the bend.

Construction on Aeroquay One began in 1957, and it was opened in 1964 by then Prime Minister Lester B. Pearson. It replaced the "TCA" terminal which had been built in 1948 but kept a feature of that terminal; it was possible for the public to access the rooftop and have a view the aircraft movement around at the airport. In today's world, this would probably not be possible due to security concerns.



Built to accommodate the growth of Canada's airline industry, it was operating beyond its capacity within a few years, and Terminal Two opened in 1973 to be Air Canada's hub facility.

A Google search of "Aeroquay One" returns quite a list of interesting historical information.

Following are just a few:

History of Toronto 'Pearson' International Airport at [Wikipedia](#)

Toronto Pearson Airport 1975 on [YouTube](#)

Torontoist Remembers: [Aeroquay One](#)

[Historic Toronto](#)



## Reader's Feedback

**Hugh MacCallum** has sent this correction to the information sent in by Stuart Russell and featured in NetLetter nr 1392 under "**Frontier tales from Pacific Western**".

The DEW Line site (Distant Early Warning) Fox Main at Hall Beach Nunavut N44' 39" Latitude W63'36" Longitude in 1957.

Perhaps another reader has spotted co-ordinates error of Hall Beach in CP Air, Canadian People Gallery?

The minutes & seconds refers to Halifax, Nova Scotia. Correct Coordinates were/are 68°45'39"N081°13'35"W



## Odds and Ends



**Adlair Aviation** was established in 1983 by the late **Willy Laserich**, one of northern Canada's pioneer bush pilots, who flew in the Arctic

for over 50 years. It is that same pioneering spirit that drives the company today; they are a family owned and operated air charter service. Adlair is known for their safe and reliable charter service to the communities of the far north; although they can provide service almost anywhere you need to go.

Adlair operates out of both Cambridge Bay, Nunavut, and Yellowknife, NWT.

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## British Columbia Airways.



In 1927, **British Columbia Airways** was founded and operated from Lansdowne Road in Victoria.

(Source: [canadianflight.org](http://canadianflight.org))

Among the craft flown from Lansdowne Field was British Columbia Airways' (BCA) Ford Tri-Motor 4-AT-B monoplane G-CATX on regular service to Seattle. At the time the Ford Tri-Motor was the largest, most modern commercial aircraft in the world.



January 1, 1928 – British Columbia Airways Ltd starts a flying school at Lansdowne Air Field with three small training planes.

May 1928 – British Columbia Airways begins regular air service between Victoria, Vancouver, and Seattle. This is the first international air service in Western Canada.

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

On August 25, 1928, BCA's Tri-Motor departed Lansdowne Field on its regular service to Seattle with seven passengers aboard. Flying into fog on the American side of the Strait of Juan de Fuca, the plane went down with all aboard off the mouth of Discovery Bay west of Port Townsend on Washington's Olympic Peninsula. At the time it was reported as "by far the worst catastrophe in the history of American commercial aviation".

BCA was completely exonerated for the crash though the commission recommended the use of seaplanes or amphibians rather than wheeled aircraft when flying over water from Victoria. It would be 15 years before another land-based aircraft linked Vancouver Island to the mainland.

(Source: [www.victoriaharbourhistory.com](http://www.victoriaharbourhistory.com))

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Monarch Inks **Air Transat** Line Maintenance Contract.

Monarch Aircraft Engineering has signed a new line maintenance contract with Canadian carrier Air Transat. The new agreement covers full line maintenance support for the airline's fleet of Airbus A310 and A330 aircraft at Glasgow airport.

(Source: MRO network daily June 19, 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.

The **Air Canada Employee Travel Site** (ETS) website has just been updated.

(Note: If you are planning for a future trip – we suggest you try the new layout to make yourself familiar with the changes – eds).



(Source: Daily June 19, 2018)



### **New Canadian ULCC Jetlines firms A320 leases, eyes 2019 launch.**

Aspiring Canadian ultra-low-cost carrier (ULCC) Jetlines has firmed up a deal to lease two 12-year-old

Airbus A320's from Dublin-based AerCap and plans to use them to launch operations, likely in early 2019.

Vancouver-based Jetlines, which had planned to launch this month, has not announced a new start-up date. But the carrier said its first aircraft are slated to be delivered "before the first half" of next year, suggesting an early 2019 start-up.

Lukas Johnson was named Jetlines CEO May 2018 after more than eight years at Las Vegas-based ULCC. Allegiant Air, where he helped the carrier introduce its first A320s and established a plan to become an all-Airbus carrier by the end of this year.

Jetlines signed a tentative deal to lease the two A320's on April 23, one month before Johnson's hiring was announced. The carrier originally planned to launch with Boeing B737-800's. It also has a letter of intent and has made at least two

pre-delivery deposit payments on order for five B737-7's and options on 16 more, including conversion rights to B737-8's.

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

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Canadian ULCC **Flair Airlines** on June 15 launched flights from three new airports—Calgary, Halifax and Victoria - stretching its all-domestic network from coast-to-coast and setting up more direct competition with other

carriers.

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

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Nine things disembarking cruise ship passengers should never do:

- Walk off Without Checking Your Bill
- Buy Photos
- Leave Your Stuff in the Safe
- End up in PJs or Slippers
- Forget Your Keycard in the Cabin
- Take the Bathrobe
- Skip Breakfast
- Linger Where You Shouldn't
- Opt for Self-Assist Disembarkation if You Can't Handle Your Luggage

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

(Note: When we travelled on cruises, we look only carry-on luggage and then, when the cruise was over, and we had already requested early disembark for an early flight - we thus avoided waiting for checked luggage to be delivered dockside and trying to locate your bag among the hundreds of other bags, allowing us to get an early taxi.- eds)

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**Wonders of St. Petersburg,  
Hosted by WACA**

Dates: September 5 to 9, 2018

Package Cost (based on a

minimum of 20 participants):

USD 775.00 per person double occupancy; USD 1,040.00 single occupancy.

Package includes:



- Four nights twin share accommodation at the Hotel Sokos Olympia Garden (or equivalent).
- Four breakfasts and four dinners.
- Tours as specified in the itinerary in modern air-conditioned coaches with English speaking guides and gratuity included.
- Transfers airport/hotel/airport as specified in the itinerary.
- Invitation to attend the package for the Russian authorities to be arranged by WACA.

Package does not include:

- USD 20.00 per person WACA fee.
- USD 85.00 per person to attend the opera.
- Personal expenses, e.g. drinks, meals (unless specified in the programme), laundry, telephone calls, Internet access, optional tours, etc.
- Travel and personal insurance.
- Visas.
- Other miscellaneous charges.

Full details and registration form at [www.waca.org](http://www.waca.org)

### Miles to Millions by Bill Grenier.



The dim instrument lights reflect on the faces of the 3-man crew of an Air Canada B747 approaching V1 on the rain-swept active at London's Heathrow. The first officer that night was our author, **Bill Grenier**, who explains that something had caused him to look toward the left seat.

That "something" was the fact that the captain had slumped over in his seat and was no longer

involved in the takeoff process.

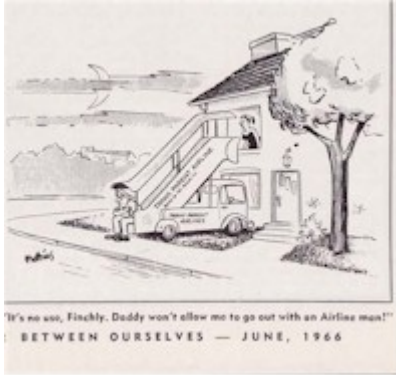
This is how Bill Grenier opens his book, and the excitement builds as this pilot relates his flying experiences from ab initio days to senior captain of the line, all revealed in a page-turner he calls Miles to Millions. Those "Millions" aren't miles, by the way, but dollars earned, as we are treated to how high finance became a dual profession for this pilot. Bill's life reads like a Dow Jones Average on wings.

Prices at CDN \$35.95 includes shipping in Canada.

Available from [www.Aviatorsbookshelf.ca](http://www.Aviatorsbookshelf.ca)



## Smileys



Here we have this cartoon by **Dave Mathias** which appeared in the "Between Ourselves" magazine issue June 1966.

With the caption "It's no use Finchly, Daddy won't allow me to go out with an airline man!"



Terry Baker | Alan Rust | Wayne Albertson  
Ken Pickford (missing from photo)  
NetLetter Staff for 2018  
(you can read our bios at [www.thenetletter.net/history](http://www.thenetletter.net/history))