

NetLetter #1388 | April 16, 2018



Aviation Memorabilia Newsletter

Since 1995




RCAF De Havilland DHC-1B Chipmunk

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 Please click the links below to visit our NetLetter Archives and for more info about the NetLetter.

 NETLETTERS

 ABOUT US!



Coming Events



Reminder - the **World Airline Road Race** (W.A.R.R.) is being held in Victoria, B.C. this year on **September 26-29, 2018**.

See: www.worldairlineroadrace.org for further information.



Women in Aviation

India most female friendly for pilots



The country with the highest ratio of female airline pilots may come as a surprise to some. **India** has the most female pilots per capita as a little more than 12% of Indian airline pilots are women.

Finland is neck and neck with India but most other countries are far behind that total. In the U.S. it's 5.1% and worldwide just 5%.

India was late in the game in hiring females for the flight deck, but its airline industry is also fairly new. The first female F/O started working in 1984.

(Source: [AvwebFash March 5, 2018](#))





Reader Submitted Photos

In NetLetter #1326 **Wayne's Wings** ran an article on the L-1011 stating, in part, that the most interesting fate of an aircraft from this fleet is certainly Fin #510 (C-FTNJ).

It was parked by Air Canada at Marana, Arizona in November 1990 and then pulled out of storage by **Orbital Sciences Corporation** in May 1992. It was then registered as N140SC, renamed "Stargazer" and modified to launch Pegasus rockets.

Roy Jacobs spent 30 years with Air Canada and has spent the last 18 years with the **Los Angeles World Airport** as a superintendent of Operations at LAX and ONT; he sends us these (lower) two photos of Fin 510. It has recently been dropping (launching) rockets over the Pacific near the **Marshall Islands** and was also in **Ontario, California** undergoing a modified 'C' check. It is presently flown as "Stargazer" and is believed to be the only L-1011 still flying today. See: www.wikipedia.org/wiki/Stargazer for more information.



You can get more information from **Ed Dunlap** manager L-1011 Operations Launch system group. Orbital Sciences Corp PO box 1087 17143 Flight Systems Drive Mojave Ca. 93502 .

Tel 661-824-5052 or email Dunlap.Edward@orbital.com.

Ed is a retired Delta Mechanic.



In response to the article on **Croydon airport** in [NetLetter #1386](#) under Terry's Trivia, **Michael Smith** sends this information and photos -



Here are a few photos of Croydon Airport. First one is of me and my trusty **Chipmunk**.

(Note from Alan) - this brings back memories as I worked on "Chipmunks" in [AMDU Trenton](#) #6 Repair Depot when I was 19 years old and just out of training at [CFB Borden](#) during my short stint in the Canadian Forces. I remember a big sign outside the hangar, "You bend 'em, we mend 'em".



Second photo is **Imperial Airways HP Heracles** at Croydon.



The next one is from **Hounslow Heath Airport 1919**. Hounslow closed in 1920 (reopened in 1929 as Heathrow) and Croydon took over as London's primary airport.

Last photo is of **DH Frobisher** in front of the Croydon's Terminal building & Tower. Note the Speedbird on the nose of the Frobisher, BOAC's call sign, still used by British Airways to date.



(Note from our editor, Ken Pickford - Just a comment on the Croydon Airport information and the photo of the "DH Frobisher". The official name given to that aircraft type by De Havilland was "Albatross". "Frobisher" was the marketing name used by Imperial Airways.

See: www.baesystems.com/en/heritage/de-havilland-dh91-albatross# for more information.

Cheers Michael



TCA/AC People Gallery



 *airOntario*

 *airNova*

 *NWT air*



AIR CANADA



Found in the "**Horizons**" magazine.

Issue dated **June 1982** - Dorval hangar fire.



Company investigators are looking into the cause of a fire that gutted the fuselage of **DC-9 CF-TLY** fin #724 c/n 42200 which was delivered July 11,

1968 and was being overhauled in a hangar at the Dorval base on June 2, 1982. The DC-9 was worth about CDN \$5.5 million and considered a complete write off.

The fire broke out in the centre overhaul hangar shortly after 11:00 a.m. The hangar's sprinkler system, which emits a chemical foam, was immediately activated and all the personnel evacuated.

Two other aircraft, another DC-9 and a DC-8, were also in the hangar at the time of the fire but little damage was done to either aircraft.

Issue **January 1983** - P&S/P&F keep up the tradition.

Purchasing & Supply and **Properties & Facilities** of Dorval kept their tradition going by making 1982 the 12th year in row for their Christmas drive. In all \$807.22 was collected, despite the hard economic times. The money was used to purchase educational toys for children from the **Friendly Home, Peter Hall and the Douglas Hospital**. Special thanks from **Cy Haines** went to all the canvassers, wrappers and drivers.



Here is a photo of the hard working members of the wrapping crew, from the left: **Debbie McCallum, Brenda McKinnon, Gail Cawson, Debra**

Baverstock, Ian Wilson and **Lucie Chabot**.

Missing from the group was **Ted White**.



New Intercontinental service began February 1, 1983.

Here is the advertisement providing a preview of the amenities passengers travelling on these routes received.

Issue dated **February 1983**.



Our first B-767 fin #601 entered full service as AC117 on February 14, 1983 as Toronto - Calgary returning as flight AC120 Calgary-Toronto-Montreal.

On March 1, 1983 the second B-767 received, Fin #602 operated flight AC757 Toronto-San Francisco then San Francisco-Toronto as flight AC756. Fin #601 and 602 have been flying Montreal-Toronto Rapidair and training flights since mid-January.

The photo is Fin #601 at Dorval from the **"Parts & Pieces"** magazine issue February 1990.

A multi million contract was secured with Enterprise Travel, a wholly-owned subsidiary of **Aer Lingus** in Dublin to operate its 1983 Canadian charter program which ran from May through September using an Air Canada B747.

Sixteen round trip charters Toronto-Dublin-Belfast-Shannon-Toronto were involved.

Maple Wings lend a hand.



At the second annual meeting of the **Canadian Maple Wings Association** - a group of former TCA and Air Canada Flight Attendants - a cheque for CDN \$1,000 was presented to the **Hospital for Sick Children's Foundation**.

Claus Winsi, president of the foundation, who was guest speaker at the meeting, accepts the cheque from **Noreen**

Searson, Treasurer, Maple Wings.

Issue dated **March 1983**.

The official opening of the new 65,000 sq ft hangar in **Winnipeg** took place during **February 1983**. The structure, costing CDN \$11.3 million, will be used initially for major maintenance of the B-727 fleet.

In 1963, 75,000 kilograms of artificial flowers were loaded onto a ship travelling from Hong Kong to the Western Canada port of Vancouver. There, the massive bouquet was transferred to several freight and passenger aircraft bound for New York. Air Canada called this hybrid shipment the **world's first Sea-Air movement**, and marketed the service on the virtue of "all the cost of all-sea, at half the cost of all-air".

Chow mein cargo charters.

Since May 1982, Air Canada has been running what has been dubbed **chicken chow mein cargo charters**. Each Sunday, a DC-8 freighter carried 41,000 kilos of fresh oriental produce from **Santo Domingo to Toronto**. Chinese farmers in Santo Domingo grow oriental vegetables for

export to Canadian grocery stores for use in the Chinese cuisine.

When Captain **Mike Furgala** retires in July of 1983 the event marked the last retirement of the World War II pilots hired by **Trans-Canada Air Lines**. Mike joined TCA in November 1946.

Vancouver veterans honoured.

Take 273 and divide by 8. That comes to nearly 35, which is the average length of service for this group of Vancouver Passenger Service employees. Joining the retirement party held in honour of the seven passenger agents and one passenger service supervisor were **Don Wood**, Passenger Service Manager and **Dunc Laing**, retired VP Western Region.



In the photo, standing, from the left: **Don Wood, Jack McManus, Peggy Cherka, Mary Wedmark, Eldon Gunn and Dunc Laing.**

Seated are: **Joyce Fairweather, Phoebe Foster, Kathleen Head and Marion McPail.**

Issue dated April 1983.

During his tour of the Caribbean stations, **President Claude Taylor** dropped into **Antigua** and here we have a photo with the staff. Time out for a group shot with the staff.



From the left: **Cordell Josiah**, Senior Customer Service Agent; **Blondelle Luke**, Secretary; **Lucinda Cumberbatch**, Customer Service Agent; **Claude Taylor**; **Jackie Challenger**, Senior Customer Service Agent; **Ewart Williams**, Customer Service Agent; **Winston Gordon**, Customer Service Agent and **Leslie Nanton**, Manager, Antigua.

Challenger, Senior Customer Service Agent; **Ewart Williams**, Customer Service Agent; **Winston Gordon**, Customer Service Agent and **Leslie Nanton**, Manager, Antigua.

All smiles from Haiti.

Jean-Marc Trottier, newly named District Manager, Haiti, is proud of the new facilities at Port-au-Prince. Equally proud are his smiling colleagues, pictured from the left, with the



new ReserVec II installation.
Elise Martin, Raynald Jean, Cecile Celestin, Peggy Halloun and Suzanne Dussault. Seated at the computer terminal is **Sandra Corvington.**

Elise Martin, Raynald Jean, Cecile Celestin, Peggy Halloun, Suzanne Dussault, Seated is Sandra Corvington.



Alan's Space



Alan Rust

Abandoned B-737 in Bali

(Source: The Daily Mail and Youtube)

Tourists are flocking to see an abandoned Boeing jet in the middle of the field on the Indonesian island of Bali – but no-one is sure how it got there.

Surrounded by leafy trees, shipping containers and a hut, the plane rests in a large ditch just off the busy Raya Nusa Dua Selatan Highway. Adding to the mystery, the enclosed plane has no identification or branding on it.

There is some speculation, from locals and aviation enthusiasts, that its owner had a dream of turning the airliner into a restaurant but couldn't foot the bill to see the project through - and so left it to corrode.

There's also a second B-737 in Bali parked beside a Dunkin Donuts shown as well in the video.

Note: after further investigation it appears that the first aircraft displays former registration **PK-RII** still visible on the right wing. If true, that would make it **Boeing 737-200 MSN22876 LN922** originally delivered to **Arkia - Israeli Airlines** in 1983. It was last registered to **Mandala Airlines** (name still barely visible over the windows in on the forward fuselage). It is "preserved" at **Nusa Dua, Bali, Indonesia.**



Read more at: www.dailymail.co.uk/news/article-5421939/Balis-bizarre-tourist-attraction-Boeing-737.html

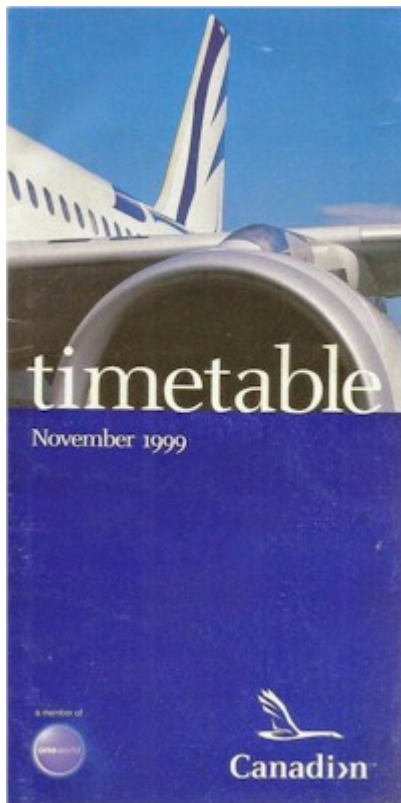


CP Air, Canadi>n People Gallery



Canadian Airlines was a founding member of the "**Oneworld Alliance**" together with **American Airlines**, **British Airways**, **Cathay Pacific Airways** and **Qantas**.

Below we have the Canadian November 1999 timetable on the left and an insert on the right.



oneworld

The five founding members of the **oneworld**™ alliance — American Airlines®, British Airways, Canadian Airlines, Cathay Pacific Airways and Qantas — have been recently joined by Finnair and Iberia. As an alliance we can offer benefits that are beyond the reach of our individual networks.

The Recognition You Deserve

Receive the appropriate privileges you are accustomed to based on your Canadian Plus frequent flyer tier status. Look to see how your current status equates to **oneworld** Emerald, Sapphire and Ruby tiers:

Canadian Plus Tier	oneworld equivalent
Executive Platinum	Emerald
Gold	Sapphire
Club	Ruby

Greater Rewards for Frequent Flyers

As a Canadian Plus member you earn points which count toward maintaining or enhancing your current tier status whenever you travel on eligible flights and fares of the **oneworld** alliance airlines.

Further Recognition

If you are a top-tier member, in addition to the recognition you already receive you may be eligible to enjoy some of the following privileges with all seven airlines:

	oneworld Emerald Status	oneworld Sapphire Status	oneworld Ruby Status
First Class priority check-in	•		
Business Class priority check-in	•	•	•
Priority standby and waitlisting	•	•	•
Preferred/pre-reserved seating	•	•	•
Boarding at convenience	•	•	

A9

Below we have a few adverts from Canadi>n.
 On the left is an ad for Frankfurt
 and a timetable from May 1, 1988 on the right.

ATYPICAL CANADIAN STREET SCENE.

Frankfurt: Since Canadian Airlines started flying to Frankfurt, Germany is just around the corner. Our expanded schedule means the road to Northern Europe has opened up even more. Superb connections to Africa and the Middle East make Frankfurt a great place to start from. With Canadian on five continents, you have a green light to the world.

We are Canadi>n

Canadian
 Canadian Airlines International

WORLDWIDE TIMETABLE
Effective May 1, 1988

The new star in the Canadian sky.

"The spacious firmament on high with all the blue ethereal sky."
Joseph Addison
 1672 - 1719



Here is an ad announcing that Canadian is launching a \$2.4 billion space program.

(Source: airline-memorabilia.blogspot.ca)

From the Air Canada "**Horizons**" magazine issue dated **December 2017/January 2018**.

Retiring Fin 681. (Used with permission)



This **Boeing 767-300 Fin #681 C-FCAB c/n 24082** has flown 129,863 flight hours, 5,410 days or 14.8 years. Delivered to **Canadian Airlines** on April 15, 1988, this aircraft flew domestic, trans border, Caribbean and international routes.

Captains **Doug Bailey** (left) and **Bradley Dey** (right) flew the newly retired aircraft to its new home in Marana, Arizona on October 25, 2017.

From the Air Canada Stores **Parts & Pieces** magazine issue September 1990.

PWA Corp. the owners of **Canadian Airlines International** had a very sweet deal going with **American Airlines**, a deal that could have given them a windfall profit of some \$380 million; Really big bucks without too much effort.

You see PWA Corp. had sold its rights for the purchase of two (much sought after) Boeing 747-400s, to American Airlines. American really needed those two planes in a hurry.

Alas, it was not to be... a precondition to the sale of the rights, was that American get the nod to **fly to Tokyo from wild and windy Chicago**. In a surprise judgement by **Justice John Mathias** of the US Department of Transport, the application for the lucrative Chicago-Tokyo route was shot down in flames. The airline favoured for that route was United. Better luck next time.



Wayne's Wings



**Wayne
Albertson**

Skunk hunting.

As with so many airline workers; playing cards filled most of my lunch and break times during my career.

Now that I am retired I have lots of time to indulge in my favourite pastime. So I'm off to Chehalis, Washington for a Cribbage tournament.

Lots of laughs, wine and cheese will definitely be involved.



Reader's Feedback

Hugh MacCallum sent us this information in reference to the note from **Norman Hogwood** in [NetLetter #1385](#).

Regarding the **PBY Canso or Catalina**. During my continuing research for theperfectadventure.ca I found the following :

An explanation is given for the 3 common names: the Americans initially knew it as a PBY P = Patrol B = Boat Y = Consolidated

From everipedia.org/wiki/Consolidated_PBY_Catalina the explanation below:

"In accordance with contemporary British naming practice of naming seaplanes after coastal port towns, **Royal Canadian Air Force examples were named Canso, for the town of that name in Nova Scotia. The Royal Air Force used the name Catalina and the US Navy adopted this name in 1942**".

Those interested in Consolidated Aircraft Corporation's flying boat might like to read & view the following by **David Legg** at www.catalina.org.uk (Duxford, England).

Also, www.catalina.org.uk/catalina-history by David Legg: **UK Catalina Preservation Society**, Duxford, England, there is a 53 minute documentary near the end of his article (not in colour and somewhat grainy; nevertheless informative).

Best regards, Hugh

The following articles are personal memories of the recovery of **Fin #813** from the "**Cabbage Patch**" near London in 1963.

Keith Rhodes received this e-mail from **Dick Hovey** who, in turn, received them from **Helen Munson** and passes them to our readers -

I received this e-mail from Dick Hovey, retired power plant engineer, who runs a monthly luncheon in Montreal for retired engineers.

Thought you might be interested, Keith.

Helen Munson brought these photos yesterday. The gang thought the rest of you might be interested. The note to Slim is from a British Air Ministry chap, pics 1-9 air British Crown copyright, and the last is a BOAC photo.



Click on image above or the icon at left to view all images in PDF format.

Reminiscences by **Terry Baker** from NetLetter #148 issue April 1997.

One November evening, the 6th, in 1963, while watching the 'tele' at home, I got a phone call from my father.

My father was a Chief Customs Officer at Heathrow, London England, and was the very first Customs officer after WWII when Heathrow was made 'commercial'. The subject of the call was "One of your DC-8's aborted within the last few minutes and crashed through the end of the runway - no injuries but I thought you would like to know before you see it on the 9 o'clock news".

Naturally I was stunned - our airline having such an incident. Well, that incident was the start of what you may call a career change - almost right angles for me. I was the Office Supervisor in the Purchases and Stores office under **Tom Carr Hodgson**.

The next day, the whole office was atop the Queens building looking at the crash site which was at the end of the runway that ran parallel to the Bath Road and, in fact, ended up in a field of cabbages, hence the name '**Cabbage Patch**'. Several days later, from our perch on top of the Queens building, we watched as the damaged aircraft was dragged, supported by large airbags, down the runway to the B.O.A.C. Maintenance complex and into one of their hangars.

The B.O.A.C. Maintenance complex was one huge building with 4 bays separated by workshops and could house several Britannia and Comet aircraft at one time. Trans-Canada Air Lines - in those days - was obliged to insure the complete complex together with several aircraft and issue a 'hold harmless' clause to B.O.A.C. for the period of time that our DC-8 was being repaired.

A team of approximately 50 mechanics was flown in from the Douglas plant headed by **John Cook**, known as 'Big John'. **Danny Sweetman** and **Ted Rogers** from Dorval were seconded to London for a period.

My role was to arrange for shelving to completely surround the DC-8, on which the mechanics would place the various units removed from the aircraft. Those units declared unserviceable would be recorded and reordered from Dorval, while the unserviceable unit was shipped back to Dorval by **Wally Evans** and **Ted Dean**. All the time accurate records of the movements had to be kept as the area was declared a customs bonded zone to avoid duties on the various units.

One highlight was the arrival of the under belly and wing panels in a huge aircraft (I believe it was a USAF Douglas C-124 Globemaster II) which was maneuvered around the various maintenance hangars, guided by a navigator who

had his head out through the top of the aircraft, similar to a tank commander. This aircraft was huge.

The day finally arrived when the aircraft did its test flights successfully and returned to service. Eventually, Fin 813 was lost at Ottawa during a training flight in May 1967.



Click the icon at left to see the full story from "Between Ourselves" magazine issue January 1964.

The recent articles in past NetLetters regarding the **Bristol Freighter** has prompted **George Brien** to share this memory -

Maritime Central Airways received their Bristol Freighter in 1953.

I am not sure if many on this site have ever been a passenger on this type aircraft. I was working as a Radio Operator in 1953 for a company building **DEW line sites** in northern Labrador and had to fly into the **Saglek** site on the northern coast. On the trip back to Goose, **CF-FZU** was waiting on the gravel strip and a couple of us climbed aboard and into the canvas seats along the wall. It looked like a cold and noisy ride.

Take off was on a downhill incline, out and over an icy fjord. Although it was the last day in August, we flew through a snow squall on takeoff and could spot icebergs off the coasts. Unfortunately, the aircraft crashed a few years later.

George Brien

Guy Goodman sends this memory prompted by the article in [NetLetter #1387](#) -

Interesting stuff, as always fun to read. The piece on the June 1, 2009 inaugural flight from **Montreal to Geneva** caught my attention. I'm pretty sure Geneva was a so-called extension of the Montreal-Paris route in (guessing here) the mid-1980s. I have a vivid recollection of being on one of these flights on company business with my wife and being upgraded to First out of Paris. I fell asleep while still on the ground in CDG and stayed that way until back on the ground, in GVA. Meantime, so I was told, we had briefly been "escorted" by some Air Force fighters (can't remember which Air Force). Exciting, if only I'd been awake.

Cheers to all.
Guy Goodman

In [NetLetter #1387](#) we had a request from **Leo Dana** regarding the DC-10-10 on the YMX-AMS route. **Ken Pickford** gave an answer in the same NetLetter and we have received this information from **Robert Barwick** - *A quick check of my logbook shows that I flew the DC10-10 on several flights YMX - AMS from February 5 to May 6, 1987.*



Odds and Ends



Larry Milberry has sent us advice that his CANAV's new Spring-Summer 2018 booklist is out. [Click Here](#) to view the PDF document.



'Astronaut' Larry flies the shuttle simulator at Johnson Space Center in Houston. Photograph by Mike Valent

Check out CANAV's blog at www.canavbooks.wordpress.com. The current item covers Thunder Bay Int'l Airport YQT and a Norseman update.

Next to come will be updates regarding aviation in Sioux Lookout and Red Lake.

TRANSWEST AIR

CALL TOLL FREE
1-800-667-9356

Call Your Travel Agent
Book **ONLINE** at:
www.transwestair.com

EFFECTIVE DATE:
May 31—Sept. 4, 2004

Transwest Air timetable effective May 2004 (from collection of **Craig Morris**).

Transwest Air is a scheduled and charter airline primarily serving the Canadian province of **Saskatchewan**. Its headquarters and main base are at **Prince Albert**.

Transwest was formed in 1995 by the merger of Air Sask



(La Ronge Aviation) and Athabaska Airways Ltd.



The company offers not only scheduled passenger services, but fishing charters, surveying work, forest fire fighting, and medevac operations. On July 1, 2016. The company became a subsidiary of West Wind Aviation, which was

founded in 1983.



Athabaska Airways Ltd timetable effective April 1991. (from collection of Don Henchel)



Air Sask timetable effective May 1994. (from collection of Bjorn Larsson)



Boeing's 737 Sets World Record

Boeing has produced 10,000 737 aircraft, setting a world record for the most-produced model of a commercial jet aircraft ever, the company said this week. **Guinness World Records** has certified the record. The aircraft first flew in 1967, and has been continuously revised and updated. It is operated by more than **500 airlines**, and flies to destinations in **190 countries**.

737 Facts

- A 737 takes off or lands every 1.5 seconds
- At any given time, there are 2,800 737s in the air.
- The 737 has flown more than 122 billion miles, the equivalent of 5 million times around Earth.
- More than 22 billion people have flown on a 737.

The latest version of the airplane, the Max 9, was certified last month. Boeing said the 737 Max version is the fastest-selling airplane in its history, with more than 4,300 orders from 93 customers worldwide.

(Source: [Boeing MediaRoom](#) March 13, 2018)




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.

Reading the [NetLetter #1386](#) and the article about the Croydon airport in the UK brought this memory to **Michael Smith** who shares this memory -

It was nice to see the article on Croydon. I learnt to fly out of Croydon 1956-57. Flying a **DHC-1 Chipmunk**. Just a grass field but with a control tower & full communications. I met **Douglas Bader** there. He was always ready to talk Aviation. He was flying his own aircraft, a **Miles Gemini**.

Just great to be able to have met such a famous aviator.

Following are some events for [World Airlines Clubs Association](#) (WACA) members -

Airline employees and retirees are reminded that in order to participate in one of the WACA events listed below, they must be members of an interline/airline club affiliated with WACA or be WACA members-at-large.

[DODO'S nest](#), hosted by the PEQ Social Club of Air Mauritius, May 19 - 23, 2018.

- Package Price double Occupancy (per person) – USD \$900.00
- Single Supplement – USD \$400.00
- WACA fee is USD \$20.00 extra.
- Extra nights can be arranged at the hotel at the rate of USD 150 on double occupancy on half board basis.

Spring Holy Land Tour.

June 28 - July 4, 2018. Deadline to book June 1, 2018.
 The Interline Club of Israel is pleased to invite all Interline club members to visit Israel at end of spring time.
 Stay in Tel-Aviv. Visit the City of David & Underground Jerusalem, Masada, Dead Sea, Caesarea, Haifa, Golan Heights & many other sights.
 Rates in US\$:

- Per person in a double/ twin room: \$1,289.00
- Single Supplement: \$750.00
- Extra night in twin/double per person: \$125, Single Room \$220.00 both on BB basis.
- WACA fee per person: \$20.00

WACA are hosting the **Wonders of St. Petersburg** with Moscow extension.

September 5 - 9, 2018.

- USD \$775.00 per person double occupancy; USD \$1,040.00 single occupancy.
- Cost for the Moscow extension: USD \$395.00 per person double occupancy; USD \$515.00 single occupancy.
- WACA fee per person: \$20.00 extra.

Hosted by the Interline Club of Portugal.

Grande Festa 2018 Alto Alentejo (Deadline June 30, 2018)

Évora - Alcaçovas - Montemor-O-Novo - Estremoz - Vila Viçosa - Borba - Alandroal - S. Pedro Do Corval - Monsaraz.

October 3 to 6 2018.

Package price:

Associated / Partners and 1 accompany: Per person / double room: 420 Euros, Per person / single room: 490 Euros





Smileys



1991 was Air Canada's 40th anniversary and **Ken Biggers** had this cartoon published in the "Parts and Pieces" magazine issue dated April 1991.



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)