

NetLetter #1384 | February 12, 2018



Aviation Memorabilia Newsletter

Since 1995



Elon Musk's Tesla Roadster in Space


(see article below)

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



When: Tuesday, February 20, 2018

Time: 17:00 - Social Hour, 18:00 - Buffet Dinner, 19:00 - Meeting and Speaker.

Where: Richmond Curling Club, 5540 Hollybridge Way, at Gilbert Road, Richmond BC V7C 4N3

February's Meeting and Dinner is **Ladies Night**. All ladies pay only \$15 per person for Dinner. (reg. price \$25) The guest speaker will be **Janet Sinclair** (Vancouver Pionairs District Director).

Please see: www.quartercenturyinaviation.ca for information about the Club and please [click here for information](#) about the meeting. New Members/Guests are welcome!

If you're already a member, then bring your favorite lady (or even your wife!). Non-Members/Guests, please let us know that you are coming so we have enough food for everyone. **Please RSVP** by sending an email to the QCAC at info@quartercenturyinaviation.ca or phone **Bruce Bell** at: (604) 277-0772



Women in Aviation

From the "Horizons" magazine issue dated **August 1982**



Woman's place is in the hangar?

In 1982, Toronto mechanic **Rachelle Boudeau**, became the first woman to receive the Trade Category Training Certificate which acknowledges the

successful completion of the avionics apprenticeship training program.

At 17, her initial dream was in the field of aircraft electronics. She entered a college in Quebec to study electronics. After a three year program, Rachelle was still not qualified to work on aircraft. She moved to Toronto and enrolled in a 12-month course. After graduation she took her first job in Saskatoon. She kept her application at Air Canada in their files for 18 months hoping to be hired anywhere in the system.

In February 1979, Montreal became the first station to open its doors. She worked in electronics for eight months before transferring to Toronto as an avionics technician. She spends her free time as a pilot soaring through the skies of Ontario.



Air Canada News

Service between Comox, on Vancouver Island, and Calgary to commence July 2, 2018.

[Click here](#) for more details.



Reader Submitted Photos

Robert Arnold sends this trivia -

A tidbit of information for our readers to ponder! Did you know **Trans-Canada Air Lines** had their own brand of office staples? The box still contains several clips of usable staples in it.



TCA/AC People Gallery



 *airOntario*

 *airNova*

 *NWT air*



AIR CANADA

We have this photo of the 2017/2018 Pionairs officials for the USA, Caribbean & Latin America District.



2017/2018 USA Pionair Executive Committee
Standing from left: Gloria Sterling, District Director and Kathleen Oko, Secretary. Seated from left: Monique Madwell, Treasurer; Diane Dormier, Assistant Director and Eunice Udick, Assistant Secretary.

(Source: Pionairs USA district newsletter, Winter 2017)

Found in the "**Horizons**" magazine issue dated **August 1982**.

Nordair Ltd of Dorval secured a contract to modify ten **Boeing 737** passenger aircraft belonging to **People Express Airlines** of Newark, N.J.

The project involved strengthening of the aircraft structure enabling the planes to take on additional fuel. This will increase their range and improve fuel efficiency. The \$5 million contract marks Nordair's initial major maintenance contract.

"Bloeing 747" finds a new home.

The Air Canada balloon, better known as the "**Bloeing 747**" has been turned over to the "**ACE Fly-in**". For a fee, fly-in officials plan to make the balloon available for company events, (promotional or ACRA) with the approval of the Vice President of the area in which it will be used. (does anyone have a photo?)

In June, **Canadian Liquid Air Ltd** sent a 12,500 pound tank measuring 60 foot long by 32 inches diameter from Dorval to Louisiana. This was not exactly startling news, but the aircraft chartered to do the flight attracted a lot of curious



glances from Air Canada cargo people who supervised the loading and stowing of the tank aboard the **Aero Union DC-4**. The DC-4 had been modified, making it resemble a jumbo jet's little props cousin and renamed to become an **ATL-98 Carvair** .

Some employees at Dorval and in Atlantic Canada might remember that **Eastern Provincial Airways** owned two of the aircraft in the early '60s.

Further information on this aircraft will be in an upcoming NetLetter.

Issue dated **January 1983**.

Here we have this follow up to the story in [NetLetter #1383](#), "**Wings of Life**".

In August, **Don Muir**, 26 and **Andre Daeman**, 22, went into the record books for the fastest around-the-world flight in a single-engine aircraft, smashing the old record by 26 hours.

Their historic flight also raised funds for cancer research. A network of employees working under the banner "Wings of Life" were the driving force behind the daring duo. "Wings of Life" is a non-profit organization established last year to sponsor unusual or challenging aviation events as a way of raising funds for medical research.

Issue dated **June 2005**. (used with permission)

- June 2, 2005, service between **Toronto** and **Beijing** non-stop commenced.
 - June 16, 2005, daily flights from **Toronto** to Dublin, Glasgow, Manchester, Amsterdam and Zurich began.
-

Issue dated **July 2005**. (used with permission)



On May 27, 2005, Air Canada Jazz took delivery of the first of 15 new Bombardier CRJ-705 at a ceremony at the Bombardier facility near Montreal.

Air Canada Jazz is the world's first operator of the **Bombardier CRJ-705**. Commercial service began with a positioning flight from Toronto to

Winnipeg on May 31, 2005, then on to Calgary to begin regular service on June 1, Calgary to Houston. July 1, CRJ-705 launched the Toronto - Houston route and Toronto - Dallas route on August 1.

B737 donated to Edmonton Museum.



An **Air Canada B737-200**, fin 545 painted in its original 1970's Pacific Western Airlines livery, took its place of honour at the Alberta Aviation Museum in Edmonton on June 17, 2005

together with the logbook. The fully-operational aircraft will be used to enhance education opportunities of students throughout northern Alberta, students attending the Northern Alberta Institute of Technology and a safety vehicle for the Edmonton police and RCMP.





Alan's Space



Alan Rust

Tesla Roadster in Space!

I was on my way home from a meeting last Tuesday, February 6, 2018 when they announced on the radio the successful launch by SpaceX of the Falcon Heavy rocket into space from Cape Canaveral, Florida. I had heard about Elon Musk and Tesla, but didn't know there was a launch scheduled. So when they said that the launch's payload was a Tesla Roadster, I thought for sure it was a joke.

Once I arrived home, I looked it up and sure enough, I saw news of the launch and photos of the car in space. I still thought it was a joke. I then checked Snopes at: www.snopes.com/tesla-car-really-space and sure enough, it was true!

SpaceX's February 6th's launch was just a test run for the Falcon Heavy rocket. As such, the payload didn't have to be anything specific. In December 2010, for instance, Musk launched a wheel of cheese into space during a test flight of the company's Falcon 9 rocket.

The Falcon Heavy propelled the Tesla into space with the intention of sending it as far as Mars's orbit, but the car

overshot its target, heading towards the asteroid belt. Please click the image below for a video of Tesla in Space. This is real, believe it or not. There's also a good write up of the event www.dezeen.com with more photos and how the car is mounted to the space capsule. This was an unmanned flight, so don't worry, there isn't a live person in the space suit. (I like how he/she has his/her left arm out the window)





CP Air, Canadi>n People Gallery



Spreading their Wings

Soon after the war a new **Empress** of world travel was to make its debut. **Grant McConachie**, the unquenchable airline enthusiast and **William Neal**, who had succeeded to the presidency of the company, had won a major victory. They persuaded the government to allow Canadian Pacific not only to continue to fly, but to fly to the Orient and Australia as well.

The first overseas flight of the Empress of the air was in 1949. New destinations were quickly added until, six years later, Canadian Pacific flew 22,000 miles of routes to five continents. But the hoped for right to fly to destinations across Canada was still denied.

(Source: Canadian Pacific "COMPRESS" magazine 1981)



Scooped from the Annual reports to Maintenance & Engineering employees, 1989-1993.



The **Little Wings Day Care Centre** at Vancouver, a special project of M & E, opened in November of 1991.

It is staffed by licensed day care workers and has a capacity for 24 children. Studies are being conducted to determine if day

care centres are feasible at Calgary and Toronto. M & E also sponsored the startup of carpooling and van pools in Vancouver.

Coordinator of both special projects is complex clerk Marg Bantield, with Dylan King (2 years), and Sean Varley (18 months), at the opening of Vancouver Little Wings.



Following is from the [Little Wings Day Care Centre](#) web site

Little Wings opened in November 1991 as an Infant/Toddler Centre created as an initiative of the Maintenance and Engineering Department of Canadian Airlines International.

After Canadian Airlines disbanded, Little Wings continued

to operate in leased facilities on Air Canada property adjacent to YVR.



Pictured is a representative group of M & E employees reaching the 25 year mark with the airline in 1992, honoured at a dinner in April.

Standing from left: **Eric Falkenberg**, Shop Technician, Power Plant Overhaul; **Keith Zinger**, Lead Stockkeeper; **Gordon Bell**, Lead Stockkeeper; **Ivan Slatten**, Station Attendant, Cargo; **Gary Simpson**, Supervisor, Quality Assurance; **Bob Zeiler**, Shop Technician, Aircraft Maintenance; **Rex Nightingale**, Lead Stockkeeper; **Ron Hutchison**, Lead Avionics Technician; **Tony Dunn**,

Foreman, Structures Shop, all of Vancouver; and **Sidney Gough**, Supervisor, Quality Assurance, Calgary.

Seated, from left, **Bill Hadfield**, Supervisor, Line Maintenance, Toronto and **Al Bostjancic**, Foreman, Structures Shop; **Pete Evans**, Crew Chief, Line Maintenance, both from Vancouver.



Wayne's Wings



**Wayne
Albertson**

Wayne is taking a few days off, but will be back next issue.



Reader's Feedback

Having read the recent articles on **Wardair** and the **B-727 CF-FUN**, **Don Saunders** has sent us this memory -

WARDAIR B727-11 CF-FUN



I believe I can fill in some of the details on the operation of CF-FUN.

I started flying with Wardair on the **DC-6** when the company's overseas operation started in the spring of 1962. The 1962 start utilized a DC-6B passenger

freighter leased from **Canadian Pacific Airlines, CF-CZZ**. This aircraft was returned to CPA in the fall of 1962 and in the spring of 1963, the company purchased a used DC-6B from **KLM, CF-PCI**.

As the overseas charter operation demand increased each year, the company started to look to upgrade to a jet airplane. Negotiations commenced with Boeing in 1965. The

polar route had been flown very successfully by Pan Am, SAS, CPA, Wardair and other carriers with piston engine machines, for the many years prior to the advent of the jet era. All these airlines had utilized the Danish/ USAF base on the west coast of Greenland just north of the Arctic Circle, Sondre Stromfjord (Kangerlussuaq). The USAF operated from one side of the airport and SAS operated the hotel/terminal building on the other.

Due to the influence of the very cold Greenland Ice Cap with its dominant and consistent high pressure area, the outflow winds off the ice cap kept the weather at the airbase unusually clear especially during the summer. The 9000 foot runway is situated at the ice cap end of the fjord. One way in and one way out. The USAF operated a GCA radar unit which allowed a safe approach to the runway even though the terrain along the fjord walls rose up in some areas over two thousand feet. Frobisher Bay (Iqaluit) and Keflavik were used as alternates.

Boeing and Transport Canada worked with Wardair and determined that the B727 could be operated with better fuel reserves than the previous piston engine operations utilizing long range cruise power settings and a modification to the fuel tank system to increase the range. "FUN" was delivered to Edmonton in March 1966. The crews were all trained at Boeing.

"FUN" was operated very successfully out of all the Western Canadian airports, on this polar route, to just about every major UK and European destination. "FUN" operated out of Toronto and Montreal using Gander, Goose Bay, Shannon and Prestwick as fueling stops. The airplane did a round trip to Europe each day and in summer 1966 had a utilization of over eighteen flying hours a day, far above any other 727 operator. The airplane rotated through Gatwick Airport nearly every day from Canada so that there was talk that the company had several 727's.

The refueling stops in Greenland and Iceland were very popular as the passengers were able shop duty free and, as well, purchase native artifacts, stretch their legs and claim they had been to the Arctic. As the charter industry was still developing, the company decided that there was not enough business in the winter of 1966-1967 and leased FUN to **National Airlines**. It was back in action in the spring of 1967. Gradually there became a demand for sun spot winter travel and FUN operated in the winter months to the Caribbean, Mexico and Honolulu.

The airplane was flown with two pilots, a navigator and a maintenance qualified flight engineer. Four stewardesses served the filet steaks on Royal Doulton china along with the

complimentary drinks. It was a wonderful era in the airline world for passengers and the flight crews as well.

FUN was eventually sold as Wardair moved on with the purchase of B707's, B747's and DC-10's. During the twenty eight years that Wardair operated all around the world there was not a single passenger injured nor any of the airplanes lost. An outstandingly "FUN" airline operation.

Captain Don Saunders. (retired)

Keith Rhodes shares his memories of **Air Transit** -

I remember a few high points of this venture.

I don't know who the instigators were, probably the Quebec government, probably at the behest of Mayor Drapeau, but the plan was an Expo 67 airport on the old Victoria Municipal dump to Toronto Island and Rockcliffe, Ottawa.

Air Canada was asked to provide technical expertise in equipping and operating the service with the DHC-6 aircraft, and I was one of the team selected to help out. I cannot remember any other team members, except **Captain Ron Baker**, who was at the time in Flight Operations Engineering, co-located with Maintenance Engineering. We went on one visit to the DH plant in Malton, had a meeting with their development team to discuss what was needed on DHC-6 to make it suitable for the task. I remember they were astounded at the quantity and weight of the radios and navigation system instruments suggested by Ron and his team. After the meeting, we were flown back from Malton to Toronto in a demo DHC-6. The pilot landed in the undershoot of runway 24L, came to a halt, then turned off on to the taxiway used to enter the runway - quite an effective demonstration of STOL operations.

Regarding the **Bristol Freighters**, they were commonly referred to as Bristol *Frighteners*. TCA Engineering and Maintenance totally rewired all of them before they went into service to eliminate a known type of wiring joint used by Bristol - ball and socket, I believe.

Keith Rhodes



Odds and Ends





On November 1, 1927, barely six months after **Cl Lindbergh** completed the first solo airplane flight across the Atlantic Ocean, a group of over 100 aviation enthusiasts met to form an organization that would

become an important part of the lives of several thousand pilots.

The **Calgary Aero Club** (the name was changed to "**Calgary Flying Club**" in 1946) came into being due to a number of factors. You can read about the early history on [FaceBook](#)

It operates out of Springbank airport, CYBW.

Neil Burton sends us some more information regarding the **Aero Club of BC** which we had in NetLetter #1380 -



Photo courtesy of the Ringer brothers, whose father, Johnnie, was taking automotive maintenance training in Vancouver, B.C. at that time. The aircraft is located in front of an Aero Club of B.C. sign.

On Wednesday, September 30, 1931, **Lana R. Kurtner**, with passenger **Elmer Manning**, both of Seattle, in a low-wing aeromarine (NC 199 -M), won the first Vancouver-to-Vernon airplane race, landing on the Vernon airfield at 3:30 p.m. They flew up, experiencing fog, the Fraser and Thompson rivers to Kamloops, before heading south-east to Vernon. Four other competitors were not yet in sight; their prize \$100.00

Second place went to **Eddie Brown** and **Ted Morrison**, in a **Travelaire**, followed closely by **Art Leaf**, in a Great Lakes, and **Eddie Kearns** and **Al Paulson** in a **Stinson Jr.**

The event was the opening and pageant for Vernon's airfield - September 30 - October 1, 1931, on Mission Hill. At least 15 aircraft ended up participating in the pageant. Estimated crowd of 6000 spectators.

(Research: Vancouver Sun, Vernon News, Victoria Daily Colonist).

Neil Burton



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.

Ways to avoid paying too much to travel. (Source: MSN.COM)

Not Springing for that Long-Distance Phone Plan.

Whether you're jetting off for a lengthy 12-day trip or a mini weekend-getaway, never neglect getting your phone plan on board with your modified area code. Most phone plans offer a variety of travel packs, from daily discounted travel rates to weekly promos that cover you from domestic to international jet-setting. Nothing kills that post-vacay high like a phone bill that's a few too many digits long!

Splurging on Sunscreen at the Resort.

Sunscreen may seem like a small expenditure, but the markup on this stuff at resorts and in the airports is off the charts! Take the time to pick some up beforehand and pack it carefully into your carry-on (double-wrap in baggies to avoid any mess if the bottle should burst) – you'll thank us when you aren't paying a small fortune at the hotel boutique every other day for another mini-bottle of SPF 30.



WACA International is offering "**Jordan Adventure 2018**"

The package includes:

- Transfer Airport – Hotel – Airport.
- Three nights' Accommodation at Crown Plaza hotel – Amman on BB basis.
- One Accommodation at Crown Plaza resort & Spa - Dead Sea on HB basis.
- One Night accommodation at Hillawi Camp on HB basis.
- All transfers by Air Conditioned Bus.

- English speaking Guide from Day two to April 30 to May 3.
- Lunches and dinners as per program.
- Ride horse at Petra for one way only.
- Tour at Wadi rum for two Hours by Bedwen 4WD.
- Visa & entrance fees are included in your Jordan pass purchase.

Package does not include:

- Waca FEES USD \$20.00
- Any drinks (except water during sightseeing and at Wadi Rum).
- Air Fare not included.
- Travel insurance recommended.
- Tip for Guide and Driver

For registration & any information [Click Here](#) for the full brochure.

Please send your application to:

Mrs. Zeina Suleiman zeina.suleiman@emirates.com
or Miss Ruby Atallah – rubbyatallah@gmail.com

Complete the application form with deposit of USD \$300.00 or full payment per person to be paid before March 28, 2018.

From the archives of the **Flight** magazine issue **July 20, 1939.**

Trans-Canada adds to its Lockheed Fleet

On April 1, 1939, Trans-Canada Air Lines added a daily passenger schedule to its established airmail service from Montreal to Vancouver. Within a few weeks six more luxurious Lockheed 14 transports were ordered. This will bring Trans-Canada's total Lockheed fleet to twenty.

An Act of Parliament created Trans-Canada Air Lines. Long routes, scientific planning, adoption of the most modern air transportation methods and careful selection of personnel have made Trans-Canada the World's best. Trans-Canada was equally distinguished in its choice of all equipment. And Lockheed Aircraft Corporation takes pride in the part played by Lockheed transports in guaranteeing this success. Contact Trans-Canada today.

LOCKHEED AIRCRAFT CORPORATION
MIRAMONTE, CALIFORNIA, U.S.A. • Representatives throughout the world

LOCKHEED

Look to Lockheed for leadership

This **Lockheed Aircraft Corporation** advert is titled "Trans-Canada adds to its Lockheed fleet", and notes that - On April 1, 1939, **Trans-Canada Air Lines** added a daily passenger schedule to its established airmail service from Montreal to Vancouver.

Within a few weeks, six more luxurious Lockheed 14 transports were ordered. This will bring Trans-Canada's total Lockheed fleet to twenty.

In the **Flight** magazine issue dated **November 28, 1952**

We found this advertisement by **Vickers-Armstr Limited** regarding the order for 15 Vickers Viscounts placed by **Trans-Canada Air Lines**.





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)