

NetLetter #1430 | January 25, 2020



## Aviation Memorabilia Newsletter

Since 1995



**Boeing 747SP - SOFIA**

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!



## NetLetter News



We have welcomed 28 new subscribers so far in 2020.

We wish to thank everyone for your support of our efforts.



We always welcome feedback about Air Canada (including Jazz and Rouge) from our subscribers who wish to share current events, memories and photographs.

Particularly if you have stories to share from one of the legacy airlines: Canadian Airlines, CP Air, Pacific Western, Eastern Provincial,

Wardair, Nordair, Transair and many more (let us know if we have omitted your airline).

Please feel free to contact us at [feedback@thenetletter.net](mailto:feedback@thenetletter.net)



AIR CANADA

## Air Canada News



Air Canada officially introduced its first Airbus 220 on January 15, 2020. Video posted by [Mark Brandon](#).



The inaugural flight Fin # 101, C-GROV, on January 16 certainly caught the attention of

several YouTube videographers. It seems that a new review is being posted every day. Click the icon to view the latest videos. Reviews seem to be quite positive so far.

**Ken Pickford** advised a fascinating bit of trivia concerning the aircraft registration:

The "ROV" in the C-GROV registration of the first AC A220 is for CEO **Calin Rovinescu**.

It was mentioned in the remarks (at the 5:00 minute mark in the video above) during the introductory event for employees and media at YUL last week.

I think it was an employee suggestion to commemorate his 10 years as CEO and his role in their major financial turnaround.

Also mentioned in this related item:

[airwaysmag.com/airlines/aircanada-inaugurates-a220-300](http://airwaysmag.com/airlines/aircanada-inaugurates-a220-300)

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## Runway Girls.



Each year for the last five years, Air Canada has thrown open its doors to young women to encourage them to 'kick the tires on potential careers' by learning about the aviation and maintenance world.

Up to 110 girls attended this year's Young Women in Aviation Day on November 14, 2019 at Air Canada's headquarters in Montreal.

There, they had the opportunity to visit with Air Canada employees from various departments including MRO, SOC (System Operations Control), cargo, IT and human resources.

The girls moved from booth to booth, learning as they went. They were also granted an inside tour of Air Canada's new Boeing 787-9 Dreamliner.

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



## Coming Events



The Convention and AGM of the Canadian Aviation Historical Society (CAHS) will be held in Richmond (Vancouver), British Columbia on May 27 - 30, 2020.

Check website for details:  
[www.cahs.com](http://www.cahs.com)



## Subscriber Feedback

[NetLetter #1427](#) - Terry's Trivia and Travel Tips

**Hugh MacCallum** sends this information -

### **Air Post Stamps by Douglas Armstrong**

I am a member of the Sidney Stamp Club which includes three Newfoundlanders who all collect that country's, now province's, philatelic items.

Just by chance I had glanced over the whole Newsletter before attending the Club's December Meeting which was two hours later! So I brought up the matter of the reprinted article which I cut & pasted to one member, his reply as follows which may be of interest to your other subscribers?

The triangle label shown was intended for use on flights between Newfoundland and St. Pierre. This service never happened and the label was never used; there were two triangles printed by Newfoundland.

In my opinion the differences in routes flown between the original article and the above from my collector friend could be attributed to the historical narrative since 1931?

Hugh.

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[NetLetter #1291](#) - Odds and Ends

**Alan Evans** from South Africa sent this comment -

I saw in the newsletter an article on Prestwick.

Quote from the newsletter, *"in 1944, the USAAF established an evacuation hospital at Prestwick for the seriously wounded"*.

Please correct me if I am wrong but I did not believe the USA had an air force until 1947. It was the USA armed forces as the United States Army Air Corps before.

We, at the NetLetter checked this out -

The initials USAAF stand for United States Army Air Force was founded June 20, 1941.

The United States Army Air Forces was the aerial warfare service component of the United States Army, and de facto aerial warfare service branch of the United States, during and immediately after World II. USAF - United States Air Force was formed September 18, 1947.

Sources:

[www.google.com/search](http://www.google.com/search)

[en.wikipedia.org/wiki/United\\_States\\_Air\\_Force](http://en.wikipedia.org/wiki/United_States_Air_Force)

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[NetLetter #1429](#) - TCA/AC People Gallery

**Agnes Jackson** sent in her personal memory-

I was particularly interested in the history of Prestwick airport as I was born and partly raised in Scotland.

One of my memories is of a trip "home" to attend my cousin's wedding. My husband, **Captain Ian Jackson**, had just arrived from London and rushed home to change into his regular clothes which I had placed out on the bed and he and I managed to rush back to YVR and settled into seats on the flight to Scotland.

We were one of the first to disembark and made our way to the counter. I placed my passport on the counter and watched

Ian pat down his suit and exclaim, "Oh no - left my passport in my uniform!"

I had visions of him having to return to Canada and having to forget the wedding. The officer looked at Ian and then picked up my passport and said "Oh, you were born here - will you vouch for him?"

Of course I did, but can't imagine that happening today. You can't even get on a flight without showing your passport several times now. Returning to Canada however, was not quite that easy as we were taken aside and questioned before they let us leave the airport.

Agnes

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From **Dennis Bells**

Your article on the Vickers Viscount coming into service on April 1, 1955 reminds that I was working in Dorval Stores in the Customs Section when the first Viscount flew into Dorval.

I boarded the aircraft, was given the Customs documentation, then took the documents, along with the largest cheque I had ever seen - unfortunately I do not remember the amount - to Canada Customs Long Room, to clear the aircraft and its load of spare parts.

A memorable event that I will never forget.

Dennis



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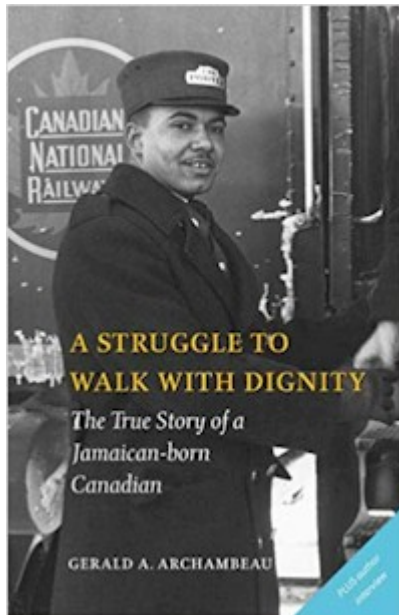
## Submitted Photos

**Gerald Archambeau** submits a vintage picture from his life and career -

I started with AC in 1967, and have seen many changes in Canadian passenger travel. I have worked for Canada's two great railways, which gave me the opportunity to meet and greet Canadians from coast to coast.

I started as a Station Attendant and went on to become a Lead. I have been retired since 1993, and happily married to my dear wife Marion for 40 years. I have also written two books on my immigrant life to Canada from British Jamaica.

Life is good; as I have nothing to complain about in a country that helped me survive a tough world. I have been fortunate



to have become a successful author in my 27 retirement years, with my last book in the works with Austin Macauley in the UK.

It has been a great ride in our great country for 73 years. All the best to the "Pionairs & The Net-Letter".

Gerald A. Archambeau, author.

Click the image above for more information on Mr. Archambeau's book "A Struggle to Walk with Dignity".



## Remember When



### **Recollections of LHR 1954 to 1965 by Terry Baker.**

The original accommodations for Trans-Canada Air Lines were on the north side of Heathrow airport, at the junction of the Bath Road and Sipson Road, in huts.

The nearer hut contained the administration and next to it were the hut for ramps, communications and flight dispatch. The cargo complex was several hundred yards east and the

commissary, maintenance and stationery was on the south east near Hatton Cross.

Later, the administration office was moved to a hut near the control tower when the entrance off the Bath Road was improved to service the tunnel to the centre of the airport.

Food was usually available in the Green Dragon and, off the airport, at the Three Magpies pub and The Air Hostess hotel.

Personnel who I recall during this time were:

- **Alf Lake** and **Reg Stoakes** - Cargo
- **Archie Furzer** and **Jim Barber** - Chauffeurs
- **Alex Murray, Les Powell, John Baker** and **George Steele** - Flight Dispatch
- **Harry Berry, Tony Blencoe, Bill Alderson** - Ramp
- **Edie Etheridge, Margaret Ewing, Daphne Larkin** - Communications
- **Jack Ross** - Station Manager
- **Nancy Perry**, Secretary to Jack Ross; **Valerie Phipps** - Secretary
- **Audley Summers** - Assistant to Station Manager
- **T. Carr Hodgson** - Purchases & Stores Manager
- **Ron Munson, Jack Morath, Cyril Cavanagh, Phil Smythe, Ted Dean, Derek Strevens, Peter Hodge, John Shaffner** and **Terry Baker** - Main Office
- **Wally Evans** and **Jim Arnold** - Customs
- **Tom Howson** - Stationery
- **Daphne Steele**, Secretary to Carr Hodgeson; **Hilary deCoursey-Donovan** - Steno
- **Al Coutts** and **Bill Singer** - seconded from YUL
- **Don Wiley** - Maintenance Manager
- **Colin Bailey, Andy Cuning** and **Bill Cameron** - Mechanics
- **Rae George** - Commissary Manager
- **Dickie Summerell** - Commissary
- **Erica Frost** - Passenger Service

**Ted Rogers** (YUL), **Bill Swidnicki** (YWG), **Danny Sweetman** (YUL) - seconded for cabbage patch.

The only events I recall were the Vulcan aircraft crash, the Edgehill AirStairs, arrival of Pan Am Boeing Stratocruiser, Comet and B707 first flights - who can forget the black smoke from the B707 with the water methanol injection on take-off - the passengers pouring out of the double deck Air France Languedoc, the marquee which was the departure lounge at one time in the central area and the DC-8 Cabbage Patch incident.

Many of us took the fam flight of the Super Connie to Dusseldorf and of the DC-8 to Shannon.



Arriving at Customs and being asked the fatal question "Anything to declare" and the relief on having a chalk mark applied to your luggage, which allowed one to exit - now you can breeze through the "Green - nothing to declare" exit, which is generally staffed by groups of a few Customs officers chatting to each other, seemingly paying no attention to the throngs passing before them.

Of course all the accommodations have changed or are long gone, especially the huts on the north side. In the 60's TCA/Air Canada moved the administration, Purchasing, Flight Dispatch and Communications into the Queen's building located in the central area of the airport.

(We invite anyone with memories to share with us, please do so - eds)



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## Women in Aviation

**Yvonne Peel**, retired Air Canada flight attendant, has put together a collection of her memories and experiences during her 31 years adventure with the airline. Her story began in [NetLetter #1381](#), continued in [NetLetter #1382](#), [#1390](#), [#1428](#) and [#1429](#). Now here we have another episode.

### **More Viscount flying in the north.**

Often we would be flying through a terrible snow storm with visibility down to almost nil and I would sometimes stand leaning on the back of the pilots' crew seats looking for any lights that we could glean through the windscreen. The wipers would struggle to clear the ice and snow from the window and so visibility was very much restricted.

I was supposed to sit on my crew seat, but this was next to the left front emergency exit door just behind the Captain's seat. In between him and I was a large unit containing I remember not what, but what I do remember is that the noise inside the cockpit was so loud that he (the pilot) had to slap the side of this unit to let us know it was safe to get up! It felt very claustrophobic as you could see nothing, so hence the reason I mostly just stood behind them. Not all pilots accepted this, of course, but most of them were fine about it.

Once, the runway lights were out of action. The storm was so severe that ground staff had to radio us in, and wave lanterns alongside the runway to show us where to land! It was so exciting, and I certainly never felt in any danger. Our pilots had been trained to work in horrendous conditions, and they were magnificent.

It was not unusual to be forced to rest in a terminal (and I use the term loosely as it was more like a shack) until there was a break in the weather and we could take off again.



## TCA/AC People Gallery



 *airOntario*  
 *airNova*  
 *NWT air*

  
*jetz*  
*tango*



### 2017

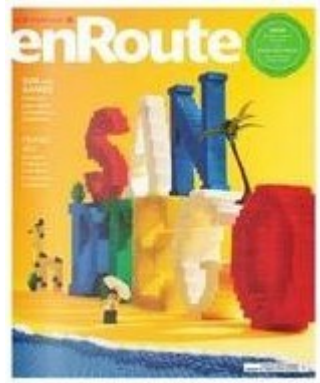
**June 22** - Inaugural Rouge flight AC1970 Toronto - Reykjavik, Iceland with A319.

Inaugural Rouge flight Montreal - Reykjavik, Iceland with A319.

Service commenced by Rouge Montreal - Tel Aviv.

**July 1** - Service commenced by Rouge Montreal - Algiers.

Service commenced by Air Canada mainline between Toronto - Mumbai.



Here is the cover of the enRoute magazine issued August 2010.

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

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Continuing the Time Travel: 75 Years in Events.  
Started in [NetLetter #1419](#).

## **1957 - Vanguard Costs Pretty Penny**

In 1957, TCA places an order worth CA\$67 million for the British-made Vickers Vanguard, the big brother of the Viscount.

This is the largest single-dollar order ever placed in postwar Britain. The Vanguard can fly on routes not suited to the shorter-range Viscount.

By 1964, TCA has 23 of the aircraft in its fleet.



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## **TCA flies non-stop across Canada!**

TCA flies their first non-stop flight from Toronto to Vancouver on June 1, 1957.

The record flight, which skips the Winnipeg stopover, takes 8 hours, 32 minutes on a Super Constellation.

TCA's first transcontinental flight, in 1939, took more than 16 hours, with stops in North Bay, Winnipeg, Regina and Lethbridge!

(Source: [moments.aircanada.com/timeline](https://moments.aircanada.com/timeline))



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### **Early Trans-Canada Air Lines historical event in 1947-8.**

Traffic rights at Shannon have been granted to Trans-Canada Air Lines for one flight weekly in each direction.

As from October 1, 1947 TCA North Stars will leave London Airport four days a week for Montreal, calling at Shannon each Wednesday.

On Tuesdays, Fridays and Sundays departure will be from Prestwick.

(Source: [flightglobal.com](http://flightglobal.com),

Note: Registration required to view archives)

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### **Change of responsibility.**

On May 1, 1947, Trans-Canada Air Lines (Atlantic) Ltd., assumed responsibility for the transatlantic air service previously operated by the Canadian government. Throughout the year a basic schedule of one daily trip each way was maintained between Montreal and the U.K., and during the summer as many as 17 round trips a week were operated.

Referring to future services of TCA, it is made clear that progress in 1948 will be measured not so much by extensions of its routes as by improvements in speed, comfort and capacity. It is expected, however, that in 1948 a North Star service to Bermuda will be commenced.

(Source: [flightglobal.com](http://flightglobal.com),

Note: Registration required to view archives)

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From the timetable issued 1947.

Image from the collection of Antonio Bordoni



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



From the "**Horizons**" magazine

**Issue dated October 1988.**



For **Fritz Gygax**. Manager, Western Switzerland and the seven other members of the Air Canada team in Geneva during 1988 working on the turf of one of the world's best airlines is a provoking challenge which continually puts their ingenuity to the test.

Here we have photos of five of the seven employees and the manager: **Fritz Gygax**, Manager, Western Switzerland believes a combination of teamwork and flexibility has helped Air Canada make inroads on Swissair territory.



Manning the downtown office in Geneva are **Anita Doggwiler** and **Gerard Furgler**.

Missing from the photo is **Bernadette Ropp**.



Keeping things running smoothly out at Geneva airport are, from the left: **Heidi Mueller, Marcel Bauer** and **Catherine Chausse**. **Bernard Hamberger** is missing from the photo.

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## Issue dated November 1988.

### Auf wiedersehen Munich!

This is part of a report Keith Hatfield provided -

On the eve of our cessation of service to Munich, a group of Halifax employees embarked on a 'Farewell to Munich' trip.

To help boost spirits on this potentially solemn occasion, the pilgrimage was planned to coincide with the kick-off weekend of Munich's famous Oktoberfest; the world's greatest annual party.

The staff at our Munich ticket office managed to obtain hotel accommodation for our group of 12; no mean feat during the busy Oktoberfest period.

While in Munich, Halifax Customer Sales and Service Agent Bob Lockyer took this photo of his colleagues.



While in Munich, Halifax Customer Sales and Service Agent Bob Lockyer took this photo of his colleagues. From the left are: Stephen Helms (Acting Commissary Agent, Halifax), Keith Hatfield, Gina LeBlanc (Secretary, Charlottetown), Joanne LeBlanc, Theresa Burgess, Angelika Hammer-Schloesser (Sales Manager, Southern Germany), Pauline Benoit, Maggie Boyd, Carolyn Kirk, Brian Arsenaull and Doris Laviolette. Seated, in the same order, are: Donna Francis and Doris Langer (Passenger Agent, Munich). Unless otherwise indicated, all are from the Passenger Sales Office in Halifax.

1988

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## Issue dated December 1988.

1988 - October 31 - Commenced thrice weekly service to Lisbon and Madrid from Toronto and Montreal.



October 31, 1988 was not only a special day for ghosts and hobgoblins, it was also a particularly important day for Air Canada, the date of our official inaugural flight to Lisbon and Madrid.

Flight 884 left Toronto and Montreal with a revenue load factor of 86 per cent and some very happy passengers delighted at the prospect of being part of Air Canada's history.

In these photos we feature some of the Air Canada people in Toronto, Montreal and Lisbon who helped make that first flight happen.

The In-Flight crew of Flight 884 from left to right: **Peter Kurzreiter, Jean Paul Matéus, Karin Chevallier, Donna Walker, Helen Burn and Juan Rodriguez.**




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Ramp side Station Attendant **Christina Belding** makes sure that our first flight to the Iberian Peninsula is properly loaded.



Rampside Station Attendant Christina Felding makes sure that our first flight to the Berlan peninsula is properly loaded. Oct 31, 1988



An Air Canada flight wouldn't be complete without a con. Station Attendant Ed Bilicki waits to hear from Customer Sales & Service Agent Christina Bunningham whether or not he'll be able to board. Oct 31, 1988

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An Air Canada flight wouldn't be complete without a contingent standby.

Station Attendant **Ed Bilicki** waits to hear from Customer Sales & Service Agent **Christina Bunningham** whether or not he'll be able to board.



On hand to see the departure of our first flight to Portugal and Spain, from left to right are: Al Graham, General Manager, Toronto Airport; Charles Martin, Airport Customer Service Support Manager and Eugene Gonsalves, Customer Service Area Manager - Terminal. Oct 31, 1988

On hand to see the departure of our first flight to Portugal and Spain, from left to right are: **Al Graham**, General Manager, Toronto Airport; **Charles Martin**, Airport Customer Service Support Manager and **Eugene Gonsalves**, Customer Service Area Manager, Terminal.

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Captains **Bill Elliott** (left) and **Gus Logan** go over the route map prior to briefing the In-flight crew.





Captains Bill Elliott (left) and Gus Logan go over the route map prior to briefing the in-flight crew. Oct 31, 1988

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## **Issue dated January 1989.**

### **Cargo retirees get together in Vancouver.**

At one of the Air Canada 50th anniversary celebrations held in 1987, Cargo retirees **Ken Horton** and **Fred Pope** hit upon the idea of organizing a different kind of cargo get-together. The result was the gathering of 15 former Traffic Department (Cargo Sales) employees along with spouses in Vancouver.

Among those who attended were: **Stan Sherritt, Mel Veverka, Ken Horton, Len Sampson, Roy Stringer, Fred Pope, Alec Main** (the senior citizen of the group at age 84), **Bob Hainstock, Stu Christie, Peter Henderson, Hank Ernst, Ken Shaw, Dick McCullough, Bruce Wrigley** and **Anita David**.



Cargo Retirees get together at Vancouver 1988.

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### **TCA Alumni holds reunion.**

The 17th reunion of the TCA Alumni was held at the Breckenridge Resort Hotel in sunny St. Petersburg during 1988.

This year 211 members attended the three-day gathering, which featured a welcome cocktail party, a breakfast business

meeting, a fashion show and the ever popular daily 'happy hours'.

The new TCA executive consist of:

**Walter Chopp**, president; **Walt Bailey**, vice president; **Stephanie Chopp**, secretary/treasurer; and **Margaret Bailey**, social director.

**Malcolm and Sally Macdougall**, the retiring president and secretary/treasurer, were warmly thanked for their contribution to the organization over the past four years.

In the photo are, standing, from the left:

**Gerry Quesnel, Jim Gehlsen, Malcolm and Sally Macdougall, Clint Morgan and Frank Millman.**

Seated in the same order are:

**Dorothy Williamson, Therese Quesnel, Patti Gehlsen, Estelle Morgan and Dorothy Millman.**



## CP Air, Canadi>n People Gallery



Here we have a few more extracted photos of the CPA aircraft from the YouTube video mentioned in NetLetter # 1429.

Posted by Aeomaster32

Aircraft identification by Ken Pickford



Bristol Britannia at Vancouver - hangar in background (still standing today on the south side of the airport) was built for the Britannia (it was big enough for two) and was always known as "the Britannia Hangar" long after the type was retired.

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Convair 240 at the now closed Edmonton Municipal Airport (YXD).

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Douglas DC-6B at what looks like Vancouver. That livery was introduced with the first DC-8s in 1961 and replaced the livery seen on the Britannia and Convair 240 above. That

"goose" livery (for the Canada goose on the tail) lasted until the orange CP Air branding was introduced in late 1968.

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McDonnell Douglas DC-10-30 (not sure where).

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They are members of one of Canada's most exclusive aviation fraternities and there will never be a new member.

They are the crews of the Pacific Western Airlines Lockheed Hercules air freighters.

[Click Here](#) to read the full story as published in the Edmonton Journal.

Below we have this photo of the former PWA Hercules air crew loadmasters



**Stu Russell**, left, and **Knut Ohm** who were presented with a

model Hercules airplane for organizing a recent "**Herc Rats**" reunion in Edmonton

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Here is a PWA Hercules freighter co-pilot **Don Copping**, sitting, and crew member **Don Wine** get a warm welcome when they landed in Kathmandu, Nepal, in 1971 with relief supplies following a natural disaster.



## Featured Video(s)



Our Featured Video comes from the [JustPlanes](#) YouTube channel.

They rode along to capture a flight deck view of an Royal Air Maroc B-747-400 landing in Casablanca.



## Odds and Ends



### **Camp 4 Winds operated by ACRA YUL.**

The campground was bought from the Séguin family 54 years ago by ACRA, the recreational association of Air Canada employees.

Originally there were only a few pitches. The camp now counts 79 for campers and 3 sites for guests. This beautiful campsite is self-financing and self-managed thanks to the expenses of guests gathered and the community work of the volunteers who use their abilities and knowledge to repair and embellish the site.

Members are invited to visit our beautiful campsite on the shores of Lake Barriere in the Outaouais. They can stay for short periods on our host sites or even sign up for a seasonal camping holiday at an excellent rate.

Montreal ACRA officials for 2019:

**Paul Payer**, President; **Jim Stachecki**, Vice-president; **Pierre Williams**, Treasurer; **Rajendra Persaud**, Social/Purchasing; **Rosina Primiano**, Membership/Secretary; **André Houle**, Member benefits; **Roger Harte**, Sporting activities; **André Marois**, President Camping and **Lise Quimper-Sobolta**, Publicity, Website.

(Source: [FaceBook.com/ARAC-ACRA-YUL](https://www.facebook.com/ARAC-ACRA-YUL))

Also: [www.acrayul.com](http://www.acrayul.com)

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## **It happened forty four years ago.**

Wednesday January 21, 1976, British Airways Concorde G-BOAA with VIP passengers departed Heathrow (LHR) on its first commercial flight for Bahrain.

It was choreographed with Air France Concorde F-BVFA which left Paris for Rio de Janeiro at the same time.

The supersonic era had begun by the partners in this ground breaking Anglo-French venture. The concept of a faster-than-sound commercial airliner had arrived.

(Source: [Aeroplane magazine](#) issue - February 2016)



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## **The Autocar.**



Although it seems like every second story in aviation publications is about some variant of a flying car there is actually only one flying car in the world and it will be up for auction, with

no reserve, in January.

The 1954 Taylor Aerocar will go on the block at Barrett Jackson's Scottsdale auction January 11-19 in Scottsdale, Arizona. The, uh, vehicle is owned by Greg Herrick's Golden Wings Flying Museum in Minnesota and is the only one certified for both the road and the air. It was one of six made and has been maintained in airworthy and roadworthy condition.

Herrick has been trying to sell the Aerocar since at least 2012 when he was looking for \$1.25 million. More recently he's been trying to get \$895,000. The Aerocar has about 16,000 road miles on it and more than 700 hours of air time. It is powered by a Lycoming O-320 that is hooked to a three-speed front drive transmission for the road and a tail-mounted prop in the air. The wings and empennage are towed behind the tiny car body for the trip to the airport.

(Source: [AVweb.com](#) - December 16, 2019)



## Wayne's Wings



**Wayne  
Albertson**

### **B-747SP – SOFIA**

I received a notification from [Simply Flying](#) (newsletter subscription) about how many Boeing 747 variants have been made.

I have been intrigued by the B747SP (Special Performance) variant since I first saw one of Air China's taxiing on the tarmac in Toronto. I was new to the aviation world and still amazed at being so close to aircraft and this was different. Back then, we did not have the resources for research that we do today so being reminded of this unique aircraft sent me digging.

I soon came upon an aircraft that certainly deserves the 'Special Performance' identity.

Boeing 747SP MSN 21441 began its life cycle 42 years ago as Pan Am Registration N536PA named 'Clipper Lindbergh'. Boeing developed this variant at the request of Pan Am because it needed an aircraft capable of flying non-stop between New York and Tehran, the longest route in the world at the time.

After twenty years of passenger service (Pan Am and United Airlines) it was acquired by NASA and eventually converted for 'Stratospheric Observatory for Infrared Astronomy' (SOFIA).

Today it is described as 'an airborne observatory, a flying telescope' used for space exploration.

For more information, click the image below a YouTube video and visit the following links:

[Wikipedia](#) article on SOFIA

Chronological order of events from [747SP.com](#)





## 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.

Ontarians should be aware of this change to OHIP -

It's a new year — and that means provincial changes to OHIP have kicked in, leaving Ontarians travelling outside Canada without built in, out-of-country health insurance.

(Source: MSNews January 2, 2020)

Also: [www.cbc.ca](http://www.cbc.ca)

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Another abandoned airport - Floyd Bennett Field, New York, USA

Formerly one of New York's major airports, Floyd Bennett Field is synonymous with the exploits of Amelia Earhart and Howard Hughes. Its glory days over, it was replaced by Newark Airport in New Jersey. Although these days it is a public park, it retains some of the historic buildings that were part of the airport.

Source: [www.skyscanner.net/news](http://www.skyscanner.net/news)



Easy travel with an electric scooter.



Is the thought of long corridors at the airport or the cruise terminal putting you off from travelling?

Travelling with an electric scooter on a plane may seem daunting to organize, but today you can have the independence and freedom to travel wherever you like. Today's portable lightweight electric mobility scooters make it a breeze to reach your gate or cabin.

When travelling by air, inform the airline that you will be travelling with an electric scooter and provide the dimensions/weight charger cord and battery type.

(Source: [Wellness News](#) - November 2019 and [MyeMuza.ca](#))



## Smileys



Our cartoon is from "**Between Ourselves**" magazine issue dated April 1964 and is by Dave Mathias.

The caption reads "Management Development keep asking me to attend their course 'Dynamic Decisions' but I just can't make up my mind".



## The NetLetter Team



**Wayne Albertson, Ken Pickford & Terry Baker**  
Richmond, British Columbia - December 2019  
(**Bob Sheppard** was not available for the photograph)



We wish to honour the memories of  
**Vesta Stevenson** and **Alan Rust**.  
They remain a part of every edition published.