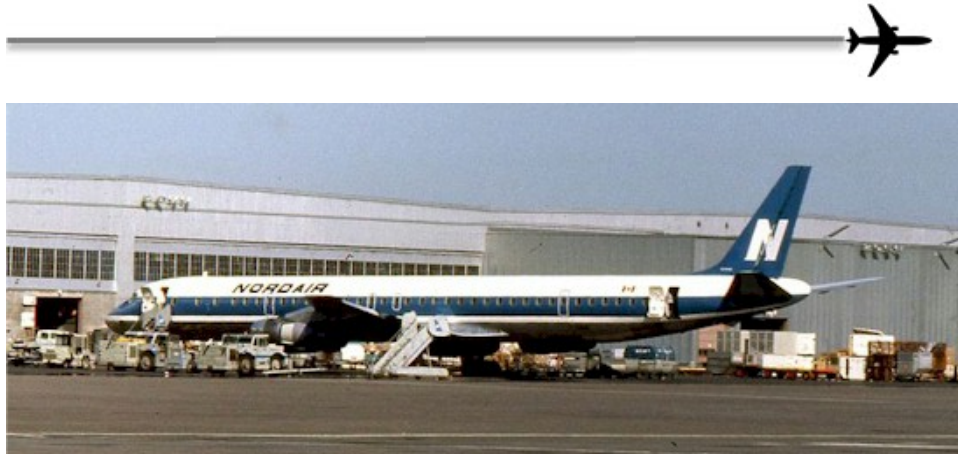




Aviation Memorabilia Newsletter

Since 1995



**Nordair DC-8-61CF - Registration C-GNDA
by Piergiuliano Chesi**


Dear Reader,

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!

Note: to unsubscribe or change your email address please scroll to the bottom of this email.



NetLetter News



We have welcomed 50 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



Coming Events



A220 employee events in Vancouver and Toronto.

Employees/retirees, along with family and friends, can get a close look at our newest addition to the fleet, Airbus A220-300, in Vancouver and Toronto next week.

February 24 – Vancouver.

Time: 5–7:30 p.m. (last entry at 7 p.m.)

Location: YVR Air Canada Hangar, Bay 4 Entrance 6001 Grant McConachie Way, Richmond, B.C.

February 26 – Toronto.

Time: 2–6:30 p.m. (last entry at 6 p.m.)

Location: YYZ, Air Canada Hangar, Bay 6, 6400 Airport Road, Mississauga.

No parking will be available at the YYZ Hangar Complex.

Entrance will be through security located in Hangar 5.

Bring your Air Canada employee ID card.

Maximum number of guests per employee is six.

Parking will be limited in Vancouver and unavailable in Toronto.

(Source: AC Daily February 19, 2020)



World Airline Road Race (WARR) will be held in Waikiki, Hawaii.

The run will take place October 25, 2020 in Kapi'olani Park.

[Click Here](#) for full details.





Subscriber Feedback

Subscriber **Roger Cyr** has asked us to track down information regarding a band names '**The Velmars**' who played at TCA road shows from 1959 to 1960. He recalls that the lead guitarist was named **Roger Kovalyk**.

Does anyone have any memories to share on this topic?



Subscriber **Bill Jefferies** submitted the following:

Hi Wayne, worked with you a little while in YVR. I was a Team Lead on the weekend crew with Aveos.

I'm wondering if you guys could do a story on **Omni Air International**. I think they're filling in for the 737 MAX with Air Canada but would be nice to know the whole story.

Thanks, Bill

We looked into this and found a schedule at www.aircanada.com for flights that are being operated by OAI at least until April 30, 2020. Destinations are Hawaii and Phoenix.

Omni Air International, LLC. is a United States charter airline headquartered at Tulsa International Airport. It specializes in passenger charter flights, and Aircraft Crew Maintenance Insurance (ACMI) wet leasing. They currently show three Boeing 767 200ER aircraft wet-leased to Air Canada.

(Source: [Wikipedia](https://en.wikipedia.org/wiki/Omni_Air_International))





Submitted Photos

Robert W. Arnold. Canadian Viscount Researcher based in Winnipeg shares this information -

I received a pair of Viscount Control wheels, Keith Olson had given to me last fall, in a rather tattered shape.

I now include a picture that shows the First Officer's control wheel after repairs, cleaned up and repainted to look like new. This includes the Vickers Armstrongs logo that's at the centre of the wheel, this too had to be redone. The pilot's wheel is in rougher shape and will take much more work to bring back to good condition.



I also included a before and after of the rather damaged instrument panel from TCA Viscount, Fin # 649 Registration CF-TIE.

Before



After





Remember When

Letter from a cargo worker.

"In 1959, I took my first flight ever from Boston to Halifax, Nova Scotia, where my grandmother was from and where my relatives lived. Flying was exciting then.

Everyone dressed up and all the family came to the airport to see me off. Although I was a kid, I remember it well. As we walked out to the tarmac, my uncle was taking pictures.

My mother told me not to talk to anyone, so I didn't. I sat there and was amazed that they served eggs with ketchup. I



remember flying over Nova Scotia and seeing all the beautiful trees. For a young girl of 12, it was as exciting as anything I could think of. I still get a thrill flying Air Canada, after all these years."

Pat Karakashian, retired Air Canada Cargo worker.

(Source: moments.aircanada.com/timeline)

(Anyone care to share their first flight experiences – eds)

The joys of standby travel by Terry Baker.

On Monday, during the Easter break in 1975, my wife and son and myself were planning on standby travel from London (LHR) to New York (JFK) via Montreal (YUL) and had listed for the YUL flight.

Being Easter 1975, naturally, the flights were tight, in fact in Paris and Prestwick there were over 50 cons on standby at each airport. It was suggested that we return during the coming weekend when the loads were eased.

As we were leaving to return home, a friend of ours from the check-in desk who had transferred to Toronto and was trying to return to Toronto spotted me and told me that TWA had a B-707 deadheading to New York and they were happy to take any of the standby staff who wanted to travel provided we would write the tickets. We let as many of the standby staff know about the offer by TWA and that we would set up on the 3rd of April when we would write the tickets for them. About 30 cons boarded the TWA flight.

When we arrived at New York we went over to the Air Canada check-in and, although we had sent a telex to our pass bureau, they hadn't listed anyone, so we got ourselves listed. Actually, my boss Edgar Farthing was also on standby and told me he had listed me while he was waiting. Myself and family made the last flight to YUL, while my boss was one of those who had to wait until the next morning to get a flight.

Shirlee Schacter received this from **Ruth Carhart Burton** -

"Hi Shirley, we go way back but not as far as Front Street; how about Church Street?"

I joined TCA December 7, 1959 as a temp in Payload Control sixty years ago. Where has the time gone.

Some of the names are familiar ones in the [NetLetter #1428](#). So nice that you still are in contact with so many from that era. I went to 'Res' and YYZ. Then, in September '67, a position opened up at LAX. I went back to Res in 1970, as a new bride, then customer relations and, later, Airport Supervisor.

I retired in 1985 with 25 years; have been retired longer than I worked and continue to use and enjoy my passes if I pick and choose the right flights.

My husband worked on the ramp; he passed away in 2016. My maiden name was Carhart and my married name is Burton.

All the best for 2020.

Ruth Carhart Burton

Peter Brown sends us this memory -

Your article in 'Remember When' in the last [NetLetter #1430](#) jogged a few grey cells.

Here are some more names to add to the list which I remember from my 'brief', 10 year service with LHR Cargo (Building 107, Northside) and, prior to that, 6 months as a temp, in Purchasing & Supply driving aircraft parts to the 'Cabbage Patch' project at BOAC/TBA where CF-TJM (fin #813) was being rebuilt as well as running spares to the recently arrived DC-8's on the ramp, among other duties (1964 ~1974)!

Peter is on the right hand side at the back in this photo of the TCA/AC employees.

Les Barrett (Cargo Supervisor), **Cecil (Ben) Benfold** (Cargo Biller/Agent - Exports), **Ken Fletcher** (Cargo Biller/Agent - Exports), **Dennis White** (Cargo Biller/Agent - Exports), **Brian Burge** (Cargo Biller/Agent - Exports), **John Mansey** (Cargo Biller/Agent - Exports), **Jack Armstrong** (Supervisor - Imports), **Ray West** (Accounts Supervisor), **Barbra Walters** (Secretary - Imports), **Ken Banks** (Sales Rep - Dover Street).



There were many more names whom, frustratingly, I cannot recall.

I seem to remember that the "Air Hostess" was a pub (rather than hotel) and they served huge, delicious juicy rump steak and chips for 10/6d. Reg and Day were the licensees of said establishment.

Was the double-decker Air France plane you recall a Bréguet 763 rather than a Languedoc? An ugly looking thing, it usually parked on the ramp just across the Northern Perimeter road from Building 107.

I started life at TCA in April 1964 and I did appear in a photograph with the Canadian and US rebuilding team. I am the young chap standing in the back row on the right against the aircraft. I was rather proud that I transported most (if not all) of the parts from P & S to TBA in the Stores' Commer van or the larger Panel Van, which were built into that aircraft by the technicians from Douglas Aircraft Corp'n of Long Beach CA. Part of my daily trip whilst working for 'P & S' was delivering/collecting 'COMAIL' from your office in the Queen's Building...and delivering various supplies to the First Class lounge in T3. Lots of happy memories.

I 'expanded' my career in the ensuing years, retiring at 46 years, having sold my company and living the next 27 years in retirement both in Florida and the Bahamas. Now living back in the UK.

Air Canada's training did me no harm at all! Happy days!

Regards Peter.





Women in Aviation

Captain Beverly Lynn Burns is the first woman to captain the Boeing 747 jumbo jet. On the afternoon of July 18, 1984, Burns made her maiden voyage as captain when she commanded People Express aircraft 604 from Newark International Airport to Los Angeles International Airport.



Beverly Burns, first woman to captain the Boeing 747 airliner

By the time she retired, in February 2008, she had been a captain with the airlines for twenty-seven years and amassed over twenty-five thousand hours of flight time.

While with People Express she captained the Boeing 727, Boeing 737 and Boeing 747. Between 1987, when the company merged with Continental Airlines, and 2000, she added the DC-9, DC-10, Boeing 757 and Boeing 767 to the list of jetliners she had captained.

Then, in May 2001, Burns became captain on one of the most technologically sophisticated airliners of its time, the Boeing 777.

(Source: wikipedia.org)



Air Canada News



Air Georgian, sub-contractor that flew 1.5 million Air Canada passengers a year, is heading toward bankruptcy protection.

Air Georgian last week filed what's called a notice of intent to make a proposal under the Bankruptcy and Insolvency Act, its chief source of income cut off by Air Canada in late January.

Many of Georgian's employees have begun receiving layoff notices, says one of their unions, despite being earlier promised jobs at other carriers.

(Source: business.financialpost.com)

Air Georgian began as an airport developer in 1985. It began commercial operations in 1994 and subsequently developed its commercial air carrier business, which as of 2011 represented 87 percent of its total business. In 1997 It became a code share partner of Canadian Airlines, operating under the banner of

Ontario Regional. In 2000 Air Georgian became a Tier III partner of Air Canada and operated as Air Alliance.

It had a long-time cargo operation known as Georgian Express which was sold to Cargojet in 2007.

(Source: en.wikipedia.org/wiki/Air_Georgian)



EGYPTAIR

Being the official airline partner of Egypt's national football team, EGYPTAIR specially painted one of its B737-800 aircraft.

The airline will also fly the football team to Russia for this year's World Cup.

(Source: portal.staralliance.com/employees)



 *airOntario*

 *airNova*

 *NWT air*



1989 Events

- March 17 - Inaugural service between Canada & Nice, France.
 - April 3 - Inaugural service between Montreal - Newark with DC-9 equipment.
 - April 6 - Inaugural service between Toronto - Zagreb, Yugoslavia.
 - December 17 - Direct service Montreal - Eleuthera, Bahamas commenced with B-727 aircraft.
-

Continuing the Time Travel: 75 Years in Events.

Started in [NetLetter # 1419](#).

1959 - Airport Boom

The rapid growth of airline traffic in Canada spurs an airport building boom in 1959, including Malton Airport in Toronto (Pearson's precursor).

Meanwhile, in Montreal, Dorval's new \$20-million maintenance and overhaul base begins construction in preparation for the big jets; the upcoming Douglas DC-8's and Vickers Vikings.

The base is designed solely for turbine-powered aircraft and covers a massive 18 acres.



Squirreled from the "**Horizons**" magazine.

Issue dated April 1989.



Brian Thomson, Certified Aircraft Technician (left) and André Joly, Mechanic, check out the undercarriage of the A320.

During early 1989, an Airbus A320 was operating in Yellowknife for cold temperature tests prior to the introduction to North America and certification by Transport Canada. Both Air Canada and Canadian Airlines participated.

In this photo are **Brian Thomson**, Certified Aircraft Technician (left) and **André Joly**, mechanic, check out the undercarriage of the A320.



Some members of the A320 cold test team pose on the tarmac in Yellowknife. Bundled up, they are, from left to right: Leigh Smith, Terry Lelond, Dave Brooks, Don McLeay, Earl Diamond, Norm Stannard and Bob MacCallum.

Group goodbye for Léo.



When it came time to say goodbye to Val d'Or Station Agent **André Léo Gervais**, his friends would not let him retire without posing for an official group portrait.

Léo is seen here, standing second from right, with **Guy Quesnel** (far right) and, left to right: **Stu Nye**,

Bob Larivière and **Bob Lavergne**.

In the front row, from left to right, are: **L.P. Parizeau**, **Gary Poisson** and **Paul DesRosiers**.

YUL Cafeteria staff cook up feast fit for thousands.

For cafeteria staff at the Dorval Base, preparing and serving meals to thousands of people is a daily task. But once in a

while, there's an opportunity to cook up a culinary treat.

Such was the case in December 1988 when they prepared Christmas dinner for more than 3,600 employees. The shopping list for such a large crowd included: 75 turkeys, 150 lbs. of meat for tourtiere, 825 lbs. of potatoes, 600 lbs. of peas, 275 dozen rolls and 450 lbs. of mincemeat.

In the photo the cafeteria staff take a breather before the onslaught of hungry employees.

From left to right are: **Heidi Frauenhoff, Greg Santini, Guy Parent, Margarida Farias, Joyce Hylton, Yolande Leblanc, Johnny Mansi, Ginette Fortier and Lucille Hernandez.**



Nice send off from London.

Passengers on our inaugural flight to Nice were given quite a send off at London's Heathrow Airport (LHR).

Four Passenger Agents, decked out in traditional Nicoise costumes, greeted passengers and presented them with carnations. The check-in counters were bedecked with colourful mimosa and a sparkling wine from the south of France was served. Passengers also received a gift pack of French liquor and perfume and to give the occasion a truly French flavour, an accordionist serenaded the crowd with some well known tunes.

The fun didn't end there. The four Passenger Agents accompanied the flight and, upon arrival in Nice, emerged from the aircraft wearing British circus ringmasters outfits with Union Jack waistcoats.

The six Heathrow staff who came up with the promotional ideas and made it all happen are shown prior to the flight's departure for Nice.

From the left are: **Linzi Ireland, Joanna Buizacki, Katy McDonald, Gerard Hall, Sophie Bruce and Anne-Marie Marlier.**



Issue dated May 1989.

Meeting makes history.

April 26, 1989 marked another important event in Air Canada's history when more than 1,200 shareholders, including a number of active and retired employees, attended the airline's first annual general meeting at the Montreal Convention Centre.

On hand to help direct shareholders to Air Canada's first annual general meeting are (from left to right): Montreal-based **Captain Jean Cadorel**; Customer Sales & Service Agent **Jocelyne Laliberte**; Flight Attendant **Mike Harris**; Captain **Jules Bergeron** and Flight Attendants **Louise Hebert-Rooney** and **Cindy Bertrand**.



On Hand to help direct shareholders to Air Canada's first annual general meeting are (from left to right): Montreal-based Captain Jean Cadorel; Customer Sales & Service Agent Jocelyne Laliberte; Flight Attendant Mike Harris; Captain Jules Bergeron and Flight Attendants Louise Hebert-Rooney and Cindy Bertrand.



From 1989, our staff at Changi Airport, Singapore include, standing, from the right: **Peter Khaw**, Airport Services Manager and Airport Services Coordinators **Koh Hock Siew**, **Allen Leng** and **Safiah Rosli**.

Seated are Airport Services Coordinators **Linda Chee**, left, and **Selene Lam**.



CP Air, Canadian People Gallery



History from 1950 -

Because the U.S. Air Force is abandoning its base in the Aleutian Islands, Canadian Pacific Airlines will now have to find an alternative route to the Orient.

The Minister of Transport, Mr. Lionel Chevrier, recently told the Canadian Parliament that the United States appeared to be willing to sanction a route via Honolulu.

With the establishment of its sales and traffic department at the new Sea Island headquarters, C.P.A. has now completed its move to Vancouver; the majority of the company's staff moved there last summer.

(Source: flightglobal.com)

Note: Free registration is offered to view archives.



Featured Video(s)

Hello,

Having started with Nordair in YOW in 1972 as their first, full time agent, then surviving all the mergers that followed, with my ever growing seniority intact, I finished my airline career after 32.5 years, in YVR, with Air Canada.

I welcome the chance to join the happy throng .

In this regard, from my Nordair days I feel a set of videos created for YouTube by a former Nordair dispatcher, should be come part of your database of video records, or at least provide links to them.

Best wishes!

John Green
Tsawwassen, BC

Click the image below to view Part 1 of the videos posted by [John Desramaux](#).

[Click Here](#) for Part 2



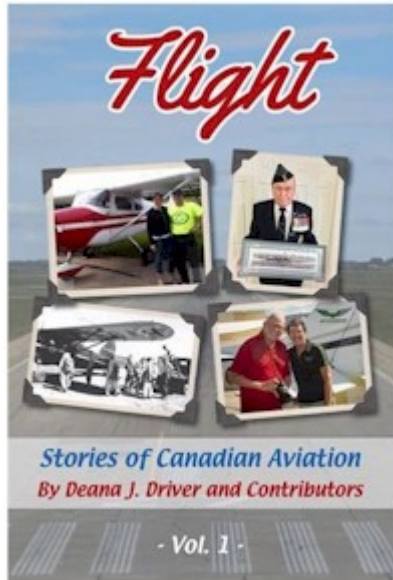
Odds and Ends



Sharon Gray sends these details of a book which may be of interest -

Flight: Stories of Canadian Aviation, Vol. 1. By Deana J. Driver and Contributors.

Wartime bombings, engine failures, a rudimentary air traffic control tower, and flights with the Canadian Forces Snowbirds aerobatics team are among the engaging true stories in this fascinating first book of the Flight series.



In their own words or with the help of author Deana Driver or other Prairie writers, Western Canadian pilots and aviation enthusiasts share stories of adventure, assistance, humour, tragedy, and success in this salute to the Canadian aviation industry and its people.

The people whose stories are told in Flight Vol. 1 include Second World War fighter pilots and bomber pilots, a pioneer smokejumper, flight instructors, Snowbirds aerobatic team members, private and commercial pilots, a flight attendant, and aircraft passengers.

An abandoned airport - Gaza International Airport, Gaza Strip.



One of the few images of Gaza Airport.

Also known as Yasser Arafat International Airport, this airport served the Gaza Strip. Opened in 1998, 700,000 passengers passed through it a year, but not for long.

In December 2001 Israeli forces shelled its radar station and control tower, putting it out of action. A few weeks later, they bulldozed the runway.

(Source: www.skyscanner.net)

Crownair Canada started services in the winter of 1988–1989. Ceased operations on February 09, 1990.

Created to operate services for the “snowbirds”, people heading south for the sun.

(Source: airlinehistory.co.uk)

(Source: airticketshistory.com)

Douglas DC-8-52 C-FCRN delivered October 1988

Douglas DC-8-60/70 C-FCMV delivered January 1990

(Source: planespotters.net/airline/Crownair)



Wayne's Wings



**Wayne
Albertson**

Nordair DC-8 Fleet

While watching this issue's Featured Video tribute to Nordair, I was surprised to see a DC-8 in Nordair livery.

I have always associated Nordair with B-737's. My first airplane ride was on Nordair charter flights to the Bahamas in 1975. When I started with Air Canada in 1980, Nordair was still operating but I have never seen one of

the DC-8's.

So I dove into Google searches and found the three aircraft listed below. From what I can tell, the aircraft were all used for charter services operating for other airlines.

Terry worked for Nordair after retiring from Air Canada and advises the following:

"During 1974-1980 Nordair subcontracted DC-8's for charter work.

In 1975 DC-8 charter service was expanded to Great Britain and some European cities.

In 1980 DC-8 service withdrawn due to high operational costs.

Also a Convair 990 was subcontracted.

(Source: **Nordair "Expressions"** magazine December 1986)

Note: The magazine I quoted was the final edition and it did not have any indication of what issue number it was."

I am interested to learn if any of our readers have personal experience with these aircraft.

Click the registration to view each aircraft's history at Planespotters.net

Nordair Registration	Date	Original Airline	Date Dlvr'd	Final Airline	Current Status
C-GNDA	21-Oct-1974	Trans International Airlines	16-Jun-1967	United Parcel Service	Stored
C-GNDE	23-Aug-1978	Iberia	31-May-1961	Kalitta American Int'l	Scrapped
C-GNDF	1-Apr-1979	Iberia	19-Jun-1961	International Aviation Services Group	Broken up July 1990 at MIA



Terry's Trivia and Travel Tips

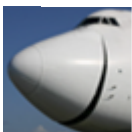


Terry Baker

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 dress code, which applies to employees and retirees, has been updated.

Check with the Employee Travel Site for more information.



Smileys

Steve Charlton sends us this -

Here are the top 15 "techie" jobs emerging for next year. I never heard of any of them!

1. Artificial Intelligence Specialists
2. Robotics Engineers
3. Data Scientists
4. Full Stack Engineers
5. Site Reliability Engineers
6. Customer Success Specialists
7. Sales Development Representatives
8. Data Engineers
9. Behavioral Health Technicians
10. Cyber-security Specialists
11. Back-end Developers
12. Chief Revenue Officers
13. Cloud Engineers
14. JavaScript Developers
15. Product Owners

Whatever happened to "programmer"?

I'm sure #16 must be "Job Title Creator" (see above), although maybe they've actually been around for decades now - I remember "garbage collectors" being called "sanitary engineers" and a few others - egads!



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.