

NetLetter #1433 | March 14, 2020



## Aviation Memorabilia Newsletter

Since 1995



**Registration C-FOCA at LHR**  
Photo by [Ken Fielding](#)


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](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 72 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)

We will try to post your comments in the next issue but, if not, we will publish them as soon as we can.

Thanks!



## Coming Events



This year's Canadian Aviation Historical Society (CAHS) Convention will be held in beautiful Richmond (Vancouver), British Columbia for the first time.

Convention dates are Wednesday, May 27 to Saturday, May 30,

2020, with optional events before and after.

Visit [www.cahs.ca](http://www.cahs.ca) for more details.

(Source: CAHS National Newsletter February 2020)



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## Subscriber Feedback

Hi to you all,

Just joined the web site. Excellent job; as I am in the picture with the A320 cold weather test (third from the left in the photo below) of which I have a few stories!

Nonetheless, in 1986, I was fortunate enough to be selected as the mechanic on the L-10A CF-TCC journey across Canada by Air Canada in celebration of their 50th anniversary.

I am getting on in age and plan to retire for sure in May of this year. I would love to share my journey with the airplane across this great country of ours (some unity here) with you and your members.

As you publish twice a month, and I was on the road for 47 days, I think I could stretch it for a whole year of pictures and funny stories.

Please let me know if this is a subject you would like to publish.

Cheers,

**David Brooks**



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.

We are happy to welcome Dave to the NetLetter and look forward to receiving any stories he wishes to share.

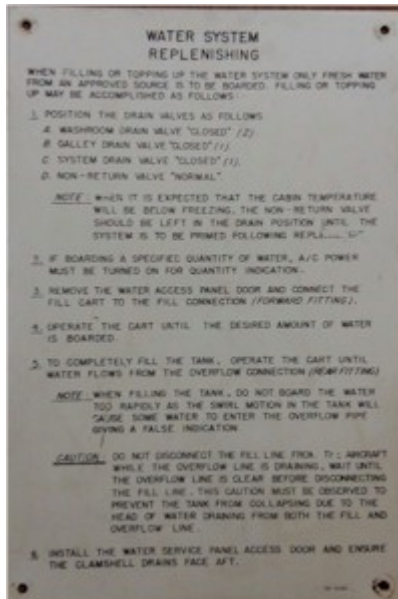
The NetLetter Team.

In [NetLetter #1432](#), subscriber Bill Jefferies asked about info regarding Omni Air International.

We found this review (click the image below) complimenting the service provided by Omni Air at the [Runway\\_Girl Network](#).



## Submitted Photos



**Robert Arnold** has sent us this photo of the metal instructions sign that was mounted on the vestibule door that referred to the water distribution on board the Viscount.



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## Remember When

From **Terry Baker:**

Further to my submission in [NetLetter #1430](#) regarding my memories of LHR staff. This, incidentally, first appeared in NetLetter #960 issued February 5, 2007 but I thought that it was worth repeating, if only to encourage readers' responses.

At that time we received this memory from **Trevor Trower** which appeared in NetLetter #962 and we will repeat here –

So many names you mention talking about the old days at Heathrow.

I operated into that station as a Purser flying out of YUL and YYZ, with the North Star and the Super Connie. How well I recall those wonderful people who worked for the company in those days.

Everyone pulled their weight, everyone went that extra mile to fix things that went wrong. How pleasant to have Big Jim, Kenny or Archie meet the airplane with that old Bedford crew bus, they were so pleasant it almost made us forget the vehicle had no springs and they made the ride to our Hotel very pleasant. Dickie at commissary, however busy, always was so darn cooperative and friendly. Rae George could always be counted on to provide a little something extra, like a birthday cake for one of the crew.

Does anyone remember that one of the kitchen staff would go to the market at 4 o'clock in the morning to buy special tomatoes to put on the passengers' salads? Also, those wonderful afternoon teas they would prepare for our customers, scones, clotted cream and strawberry preserves, I can almost taste them now.

Harry on the ramp with his two-way radio, and April in the traffic centre, almost all those names I'll remember most fondly.

A team of ladies would hit the airplane as soon as the passengers were off, with a smile and now and again a song as they made the airplane spic and span for the return trip.

Those days of course are long gone now, but with the ability to recall, we can bring them back once in a while and dust them off, and for a while they bring a smile to our face.

Remember the amazing first flight on the DC-8 to Shannon, I was the purser on that flight and we served thirty two bottles

of champagne while airborne, I recall how impressed the employees and the press were on that 'fam flight' and the super write-up we received in the press.

Thanks for the memory,

Trev Trower, Flight Service Director Retired.



## Women in Aviation



**Jean Gardner Batten** CBE OSC (15 September 1909 – 22 November 1982) was a New Zealand aviatrix.

Born in Rotorua, she became the best-known New Zealander of the 1930's, internationally, by making a number of record-breaking solo flights across the world.

She made the first-ever solo flight from England to New Zealand in 1936.

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



## Air Canada News

Air Canada has announced it will begin operating an Airbus A220-300 on its route from Montreal to Los Angeles. The A220 will operate the round-trip 6 hour flight once a day from the 1st of August to the 7th of September. The route will be operated three times a day in peak season.

(Source: [Simple Flying](https://www.simpleflying.com/news/air-canada-airbus-a220-300-montreal-los-angeles))



## Star Alliance News

### Turkish Airlines

A Turkish Airlines A321 aircraft now sports the livery of the 'Trojan Horse' image after the Republic of Turkey Ministry of Culture and Tourism announced 2018 as **"The Year of Troia"**.

With this aircraft the airline contributes to the promotion of "The Year of Troia" through its worldwide flights.



Located near the village of Tefikiye in the province of Çanakkale, Troy is one of the most famous ancient cities in

the world.

“The Year of Troia” coincides with the 20th anniversary of the admission of the archaeological site of Troia to UNESCO's World Cultural Heritage List.

(Source: [portal.staralliance.com/employees](http://portal.staralliance.com/employees))

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### **THAI Smile** Joins Star Alliance As A Connecting Partner

The regional low-cost carrier THAI Smile has been announced as a Star Alliance Connecting Partner. It joins Shanghai-based Juneyao Airlines as the second carrier to participate in the program.

(Source: [Simple Flying](http://Simple Flying))



## **TCA/AC People Gallery**



 **airOntario**

 **airNova**

 **NWT air**



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

### **1962 - Queen Mother flies TCA**

The Queen Mother chooses a TCA flight from London to Montreal on June 7, 1962, as her first commercial flight alongside other passengers.





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## 1963 - Computerized Reservations

ReserVec, the world's first computerized reservation system, changes the ticketing game in January 24, 1963.

Invented by the Canadian firm Ferranti, the system means significantly fewer man-hours, as tickets can now be produced automatically by valuable computer equipment (the inaugural equipment in Toronto was worth upwards of \$1.5 million and filled an entire room).

Operators enter the flight number into the machine and can sell or cancel a seat and check availability with the push of a button.

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



From the "**Horizons**" magazine.

**Issue dated May 1989.**

Attendees and organizers of Air Canada's first Aircraft Maintenance Engineer Basics Course in Montreal smile for the camera at the end of the seven-week course held during the spring of 1989.

Front row, left to right: **A. Santerre, J. Jacinto, J. Stevenson, S. Adamiak, G. Wingfield, L. Hewer, B. Byrom, A. Svitak, B. Morrison, D. Lemmon** and **M. Prigioniero**.

Middle row, left to right: **N. Boudrias, C. Clegg, J. Kingston, H. Théorin, T. Araujo, J. Paul, J. Bicknell, G. Pelley, G. St-Jacques, A. Benoit, R. Beal, J. Dixon, J. Habberfield** and **G. Duchesne**.

Back row, left to right: **J. Gibson, D. Hrabok, P. Bayle, L. Ledin, H. Fischer, M. Burrige, P. Content, F. Sansalone, B. Lundquist, S. Tweedie, H. Liebner, P. Germain** and **C. Porteous**.



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**Issue dated June 1989.**

**Boston staff welcome the President.**

During a visit to Boston during 1989 **President Pierre Jeannot** got together with some of the local employees.

In the photo are (from left to right): **Eileen McCoy**, Manager, Boston; **Joe Trimarchi**, Sales Representative; **John MacInlyre**, Customer Service Agent; **President Pierre Jeannot**; **Susan Guarino**, Customer Service Agent; **Sol Matlick**, Sales Manager, Hartford; **Dave Cresman**, Airport Manager; **Lise Cooley**, Customer Service Agent; **Susan Namara**, Sales Representative; **Pat Panarese**, Secretary and **Mary Chierus**, Senior Secretary.



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### **Maniacs move into the Cargo marketplace.**

Put 32 Area Sales Managers and 22 District Sales Managers from all over North America; add two headquarters Training and Product Support Managers plus two "energy catalysts" together in Toronto's Inn on the Park on April 25, 1989 for six days... and what do you get? A reawakened and regenerated group of "**Marketplace Maniacs.**"

A synergetic, focused and enthusiastic sales force ready not only to give 120 per cent of their effort, but also to reposition the cargo product as the best in the marketplace. AC Cargo is number one not only because of hundreds of cargo people who make sure it works. but because in day-to-day operations we have the cutting edge called '**Quality**'.

In this photo we have The North American Cargo Sales Force is made of, from left to right, back to front:

**Ray Herrington** (Boston), **John Townsend** (Calgary), **Dale Gosney** (San Francisco), **Tony Pugh** (Vancouver), **Larry Conway** (Los Angeles), **Jason Troncale** (Miami), **Yvon Viau** (Miami), **Rodger Gadsden** (Vancouver), **Serge Larue** (Montreal), **Randy Dallinger** (Regina), **Jim O'Neill** (Seattle), **Bob Burnett** (Toronto), **Pat Finnan** (Edmonton), **Glen Robertson** (Montreal), **Gord Croucher** (Toronto), **Gord Dossett** (Montreal), **Paul Badics** (Toronto), **Diane Ellison** (Montreal), **Janice Fines** (Vancouver), **John Fox** (Montreal), **Ken Dzogan** (Moncton), **Bernadette Small** (Toronto), **Ken Johnson** (forum group), **Peter Maw** (forum group), **Pierre Faubert** (Ottawa), **Art Staley** (Tampa), **Dave Bordian** (Winnipeg), **Ed Bownes** (Montreal), **Pat Ryan** (St. John's), **Robert Quevillon** (Montreal), **Pat Ryan** (Halifax), **Reg Kenny** (Moncton), **Bru Filmore** (Saskatoon), **John McGilvray** (New York), **Dave Tangry** (Vancouver), **Gary Miles** (Vancouver), **Bob Viau** (Montreal), **Louise Ladouceur** (Montreal), **Pam Keating** (Tampa), **Mary Browne** (St. John's), **Anne Baxter** (Halifax), **Ken Joudrey** (Halifax), **Steve Vero** (New York), **Rick Morphew** (London), **Tony Schoen** (Winnipeg), **Anne Sawchuck** (Winnipeg), **Jack Kohen** (Toronto), **Dave Wirsing**

(Toronto), **Keri Arthur** (Calgary), **Fred Rabenneck** (Chicago), **Gene Wawryk** (Calgary), **Lorrie Curren** (Edmonton), **Rod McLellan** (Edmonton), **John Jamison** (Ottawa), **Cathy Jacquin** (Montreal), **Mike Zozula** (Toronto), **Herb Guilfoyle** (Montreal), **Ron Carr** (Toronto) and **Bob Johnson** (Ottawa).



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**Issue dated July 1989.**



Here we have this advertisement by the Cargo department with caption: "**Together we deliver.**"

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**LHR lead free fuel.**

Lead Station Attendant **Alec Miles** fills the tank of an aircraft steps vehicle with its first unleaded fuel as Air Canada's Airport Manager, **Peter Baldry**, promotes the 'go lead free' message.



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### **Royal Air Canada Pursuit Squadron.**



In the following account **Jim Gould**, General Manager, Western US, outlines an innovative new recognition and reward program he's introduced in his area.

During 1988 the California management group was looking for a new way to recognize exemplary performance among our employees. We wanted to do something beyond the pat on the back or the letter on the personal file. We wanted this recognition to be different, have a sense of spontaneity and we didn't want it to be a formal program.

We wanted to recognize performance whenever it was deserved, with no time constraints and no limits. We also wanted our award to be in keeping with the quality of our First and Executive Class services, which are absolutely unique in the US marketplace these days and finally, we wanted it to elicit a reaction of both surprise and pleasure from the recipient.

Ultimately, we decided to give a \$50 gift certificate from an upscale chain of west coast department stores. To date, we've awarded certificates for many different kinds of exemplary performance and the reaction has been everything for which we had hoped.

Earlier this year, when we were considering what we might do for our very special key accounts, we decided that we should also recognize those few special employees who serve those accounts and their customers and who, day in, day out, are an example for us all.

And what would be a suitable award? Why not an airplane ride...in a Stearman Bi-plane? But, as part of the enjoyment

of this style of flying is doing it in a group, we said "OK, let's fly with a squadron".

Then we thought that if we were going to give people the thrill of flying in a 1930's style aircraft, an appropriate memento of the occasion ought to be a 1930's style leather flight jacket.

And then we took the logical final step. If we were going to do something as hokey as giving our special people leather flight jackets and treating them to formation flying in old fashioned airplanes, we really ought to go all the way and create our own squadron. And that's what we're going to do.

In September 1989 we will formally celebrate the maiden flight of the **Royal Air Canada Pursuit Squadron**. In our little corner of the Air Canada system, this will be the highest form of recognition that we can offer our very special accounts and employees.

(Anyone remember receiving this award? eds)

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### **Issue dated August 1989.**

#### **Maple Wing-ding in Winnipeg.**

The **Canadian Maple Wings**, an association of former T.C.A. and Air Canada flight attendants, recently hosted a get-together in Winnipeg to celebrate the 50th anniversary of T.C.A.'s first official training class. Among the event's special guests were eight of the first 14 graduates from the class of March 1939 and two of T.C.A.'s early stewardesses - **Lucile (Garner) Grant** and **Lela (Finlay) McKay**.

A welcome reception gave everyone an opportunity to mingle and chat with old friends and to meet an honorary member of the Maple Wings - **Bernie Miller**, Vice President, In-Flight Service.

The next morning the annual general meeting was held at the Western Canada Aviation Museum, which was housed in the old airport hangar - site of the class of '39.

**Gail Todd** was named the new president (taking over from June Seymour) and a new board of directors was appointed. At the luncheon which followed, **Bernie Miller** gave an entertaining speech and presented each of the honoured stewardesses with an orchid corsage.

Later that evening Chairman **Claude I. Taylor** and his wife Fran were the guests of honour at a banquet and officiated at the presentation of plaques to T.C.A.'s first stewardess - **Lucile (Garner) Grant** and the latest Flight Attendant to join Air Canada - **Joquim Carrier**.

Celebrating past and present in our photo we have (left to right): **Ruth (Leslie) Heenan, Bernie Miller, Lela (Finlay) McKay, Joquim Carriera** and **Lucile (Garner) Grant**.



**Issue dated July/August 2015.** (with permission).

### **Accelerated Revenue.**

We featured a story about a relatively small team from our Revenue Management and I.T. branches. This small team is the focus of very big news.

**“Accelerating Revenue”** is about a new system that has long been in the works to enhance our revenue optimization. It calculates the best revenues based on a passenger’s full-trip itinerary and point-of-sale, rather than on an individual flight leg. The method has the potential to deliver additional annual revenues in excess of \$100 million!

In this photo the **Revenue Management** team:

Back row from left to right: **Rémi Gravel, Chris Geraghty, Lucio Bustillo, Chris Kanatselis, Manuella Meilchen, John Sagar, Claudia Ceglia, Ping Zhang, Jacques Cherrier, Richard Cléaz-Savoyen, Michel McDonnell, Sebastian Domanski** and **Janik Gagné**.

Middle row from left to right: **Caroline Dietrich, Luc Simard, Juan Carlos Cruz, Shamra Hauck, Lilia Shvetsov, Jocelyne Lemaire, Mikhaël Bourassa, Karen Bowman** and **Jin Jin**.

Front row from left to right: **Samira Ait-Benali, Navneet Kaur, Madeleine Pinault, Marie-Claude Roy, Morgan**

**Jacob, Pascale Batchoun, Deborah Young and Francesca Giampapa.**



## **CP Air, Canadi>n People Gallery**



**Nationair Canada** operated in the late 1980's and early 1990's from bases in Montreal and Toronto, with a seasonal base in Quebec City as well as flights out of Hamilton, Ontario to London, England.

At one point, Nationair was Canada's third largest airline, after Air Canada and Canadian Airlines International.

On the left is a timetable issued November 1988 from the collection of David Zekria.

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

Below is a ticket issued January 31, 1990 Montreal (YMX) to Fort Lauderdale.

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





| VOL AFFRETE<br>BILLET DE PASSAGE ET BULLETIN DE BAGAGES  |                                | CHARTER FLIGHT<br>PASSENGER TICKET AND BAGGAGE CHECK  |               | 2NX 988983   |                 |
|--|--------------------------------|---|---------------|--|-----------------|
| Ce billet est émis au passager par l'affréteur sous réserve des conditions énoncées à la page 6 et conformément au contrat d'affrètement passé entre le transporteur et l'affréteur. |                                | This ticket is issued to the passenger by the charterer, subject to conditions of contract on page 7 and to the charter transportation agreement between the carrier and the charterer. |               | ATTENTION: VEUILLEZ ÊTRE À L'AÉROPORT 120 MINUTES AVANT LE DÉPART DU VOL. LES PASSAGERS DOIVENT ÊTRE PRÉSENTS INDIVIDUELLEMENT AU CONTRÔLE AVEC BILLETS ET BAGAGES.  |                 |
| NOM DU PASSAGER / NAME OF PASSENGER<br>/MME.   |                                | COUPON DU PASSAGER<br>PASSENGER'S COUPON  |               | IMPORTANT: PLEASE BE AT THE AIRPORT AT LEAST 120 MINUTES BEFORE FLIGHT DEPARTURE. EACH PASSENGER IS REQUESTED TO PRESENT HIS/HER OWN TICKET AND BAGGAGE AT CHECK-IN. |                 |
| RESERVATIONS   |                                | BAGAGES / BAGGAGE   |               | DATE & LIEU D'ÉMISSION / DATE & PLACE OF ISSUE   |                 |
| NON VALABLE POUR TRANSPORT<br>NOT VALID FOR TRANSPORT  | TRANSPORT SOL<br>AIRPORT CHECK | DATE  | HEURE<br>TIME | CÉLÉ<br>PIECES   | POIDS<br>WEIGHT |
| DE FROM<br>MONTREAL/MIRABENX518  | 02FEB                          | 1830  | 2PCS          | 30KG   | 31-JAN-90       |
| À TOU<br>FORT LAUDERDALENX519  | 09FEB                          | 2330  | 2PCS          | 30KG   | MONTREAL        |
| À TOU<br>MONTREAL/MIRABE   | BOOK#                          | 51294   | NOLITOUR      |  |                 |
| PRIX / PRICE   |                                | TAXES / TAXES   |               | TOTAL  |                 |
| NATIONAIR  |                                |   |               |  |                 |

**31/1/1990 (From Montreal to Fort Lauderdale to Montreal)**



Our Featured Video comes from the [JetFlix YouTube](#) channel, and takes place aboard a flight from Amsterdam to Toronto on C-FOCA (Fin # 640).

This Boeing 767-375ER was delivered to Canadian Airlines in June 1990 and will reach 30 years of continuous service this year.

More info and images at [Planespotters.net](http://Planespotters.net)



## Odds and Ends



### **WestJet hiking bag fees on transatlantic flights.**

WestJet has hiked its bag fees for travellers purchasing basic fares to and from transatlantic destinations. Basic fare customers booking travel on or after March 31 to London, Dublin, Paris, Rome, Barcelona, Glasgow, or Manchester will pay \$60 for a first checked bag, up from \$30. A second checked bag will cost \$90, up from \$50.

(Source: AC Daily, February 21, 2020)

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### **Record flight.**

A massive weather system that is bringing havoc to northern Europe had a silver lining for passengers and crew aboard a British Airways 747-400 heading from JFK to Heathrow overnight Saturday February 8, 2020.

The flight's routing matched the path of a 265-MPH jet stream and the crew was able to get the old Jumbo up to 825 MPH groundspeed and make the crossing in a record time of four hours and 56 minutes. The plane got to the gate 80 minutes ahead of schedule on Sunday morning February 9, 2020.

The weekend flight beat the previous airliner record of five hours and 13 minutes held by a Norwegian Air Boeing 787 in 2017. That flight had a boost from a 200-MPH jet stream.

The 30-year-old B-747 is also about 10 MPH faster at cruise than the Dreamliner. While air travelers enjoy the ride, what awaits them on the ground in Europe is less pleasant. The winds on the surface are as high as 100 MPH and are causing widespread disruption and damage across Europe.

(Source: [avweb.com/aviation-news](http://avweb.com/aviation-news) - February 9, 2020)



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### **Dreamliner dreams dashed.**

Those dreaming of a Dreamliner for a \$26 raffle ticket were brought back to earth on Friday February 7, 2020 when the Mexican government announced it will hang on to the presidential Boeing 787-8 for at least two more years.

But it's going ahead with the raffle to sell six million tickets at 500 pesos each and instead award 100 cash prizes of about \$1 million each. The raffle will gross \$159 million and after the cash prizes are awarded the remaining money will be distributed to the 5,000 ticket vendors and used to make the last payment on the \$235 million airplane, and whatever is left over will buy "stuff for the poor".

Winning a Dreamliner would immediately saddle that winner with storage and maintenance costs far beyond what an average person could afford and the original rules of the raffle prevented the winner from selling it off for less than its value.

(Source: [avweb.com/aviation-news](http://avweb.com/aviation-news) - February 9, 2020)



## Wayne's Wings



**Wayne  
Albertson**

### **Minerve Canada**

Terry sent me a little blurb about 'Minerve Canada' which caught my interest because I had no recollection of ever seeing an aircraft with this livery.

['Minerve'](#) was an airline based in Paris, France that operated from 1975 until 1992 when it merged with AOM to form [AOM French Airlines](#) which, in turn, ceased

operations in 2001.

Minerve had ambitions to expand to North America and created the subsidiary 'Minerve Canada' in 1987. However, the experiment did not last long and the subsidiary folded by 1989.

The three aircraft used for the fleet are listed below.

Douglas DC-8-60/70 - C-FCMV delivered December 1987.  
Original owner - Eastern Airlines - 1969  
Minerve (France) registration: F-GETM  
Also flew for Crownair - 1990

Douglas DC-8-60/70 C-GEMV delivered December 1988  
Original owner - Japan Airlines - 1969  
No Minerve registration found

McDonnell Douglas MD-83 C-GKMV delivered December 1989.  
Minerve Canada listed as original lessor

(Source: [planespotters.net](http://planespotters.net))



[C-FCMV](#) photo by Pedro Aragão



## 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.

On August 9, 1934, the first flight from inland Canada (Wasaga Beach, Ontario) to the UK, a distance of 3,700 miles, landed at Heston Aerodrome near London after a flying time of 30 hours 55 minutes.

The pilots, J.R.Ayling and L.G.Reid, in a DH.84 Dragon (G-ACJM) named "Trail of the Caribou", were attempting to beat the then long distance flying record (5,657 miles) by flying 6,300 miles from Wasaga Beach to Baghdad.

However, icing of the engine throttle controls increased fuel consumption and, together with bad weather, resulted in the flight being terminated early.

Reference from [Peter Lewis, British Racing and Record-Breaking Aircraft](#).

(Source: [en.wikipedia.org/wiki/Heston\\_Aerodrome](http://en.wikipedia.org/wiki/Heston_Aerodrome))

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On December 7, 2019, I flew standby YVR-YCD-YVR for a day visit. My flight to YVR was fine, but my return flight flew to Nanaimo could not land as the weather was below

minimums. They took us back to YVR and had us contact Customer Service.

Being on standby made me a tad nervous, as amalgamating two flights usually fills all the seats. While waiting for Customer Service, I heard that all the checked luggage had been consigned to the carousel as if the flight was an original arrival, this meant that the passengers had to go and claim their luggage, go through security again and, maybe, the next flight may also have to return to YVR if Nanaimo was still below minimums.

So a bunch of those passengers decided to go for the ferry (a 75 minute cab ride) and catch the 20:15 departure, a two hour ferry trip to Duke Point, the terminal for Nanaimo, about 30 kilometres from Nanaimo.

Those of us on the next flight, which left at 20:10, were happy to see no fog at all at Nanaimo airport so we landed and were, probably, all home tucked up in bed before the ferry arrived at Duke Point at 22:30.

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There's something absolutely irresistible about abandoned places, none so much as plane wrecks. Across the world, many former planes of times now long passed lie around collecting rust, waiting to be discovered. From unexpected accidents to engine failures to the casualties of war, take a look at some of the world's most fascinating abandoned plane sites.


No one is sure how the plane arrived at its resting place, or why it's there. The most common theories state that once upon a time, it was intended to be turned into a restaurant — until its owner ran out of funds. The strangest part? There's yet another abandoned plane just a few miles away, next to a Dunkin' Donuts!



So here we have an abandoned plane at Gila County, Arizona. The Gila River Memorial Airport in central Arizona was left in a state of complete disarray. It had been in use since the World War 2 era but, by the time the area passed to the ownership of the local Native American nation, it had already been a graveyard for aircraft for decades.

It's not just this plane that has been left to crumble, but an entire series of planes, some of whose models date back nearly 80 years. The terminals and hangars now collect dust,

as the masters of the sky slowly deteriorate and fall apart, baking in the scorching Arizona sun.

 Click the YouTube icon for a video with more information about Gila River Memorial Airport.



## Smileys



Our cartoon by Dave Mathias appeared in the "**Between Ourselves**" magazine issued June 1956.

The caption "First, gentlemen, let me show you what drives men through untold hardships in their struggle to conquer the skies - the pay cheque!"

## 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.