



Aviation Memorabilia Newsletter

Since 1995



Lockheed CP-140A Arcturus
Photo by Ken Mist

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.

Please note: We do our best to identify and credit the original source of all content presented. However, should you recognize your material and are not credited; please advise us so that we can correct our oversight.

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.

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



NetLetter News



At the bottom of this newsletter, you are offered the opportunity to **update your profile**. If your city and country of residence are not displayed, we would appreciate it if you could take a moment to update this info.

Although the vast majority of our 4,400+ subscribers reside across Canada, we also have many subscribers in the USA, Europe,

Asia and Australia.

This information is helpful so that we can choose content that is relatable to as many subscribers as possible.

Thank you, take care and stay safe!



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, Air BC, Time Air, Quebecair, Calm Air, NWT Air, Air Alliance, Air Nova, Air Ontario, Air Georgian, First Air/Canadian North and all other Canadian based airlines that once graced the Canadian skies.

Please feel free to contact us at feedback@thenetletter.net

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

Thanks!





Coming Events

Wayne Rothermel posted this on the PWA Employee website, www.pwareunion.com

Are you interested in playing golf in the Calgary area every Wednesday this Spring and Summer 2021 at [Muirfield Lakes Golf and Country Club](#).

Come say 'Hi' to your old lost airlines friends for PW, CP, CDN and Air Canada.

If you are interested please get all the details by e-mailing waynerothermel@shaw.ca





Subscriber Feedback

Shirlee Schacter spotted this article recently, and sent the web site address for our readers to view.

"When I saw this article I thought of the NetLetter. It's a history of Pearson from its roots to the largest and busiest airport in Canada".

This is what Toronto airport used to look like. Click the image below for the story and more classic photos.



In [NetLetter #1454](#) we had an article regarding the 50th anniversary at Heathrow (LHR) and made mention of **Derek Buckell** who, upon reading the article, sent us this memory of the occasions -

Interested to read the piece on LHR 50th celebration. I coordinated the AC flypast; we were asked to provide an aircraft to celebrate that AC was the first airline to operate a nonstop transatlantic commercial flight with a two engine aircraft.

The B-767 was scheduled for the afternoon departure for YYC, but it had to leave Heathrow to form up over Essex to be in the right place in the cavalcade, and to return to LHR afterwards. The flight to Calgary was delayed, but we had plenty of warning, so it was easier to handle.

The preparation for this operation was a long time in the planning, with HQ, SOC, and many others involved. It was a great success, with good coverage on TV and other media.

I attended with my father in law, who was constantly being asked if he had memories of the old airport, but he had never worked there!! He was a D-Day veteran.

Thanks again,

Derek Buckell



Submitted Photos



Mike Nash of Prince George, British Columbia sent in this query:

Check out the latest episode of '**The History Guy**,' an informative and entertaining YouTube history channel with nearly a million subscribers.

YouTube Click the icon or the screen capture below to view this episode, about the history of The Fez, has a historic image of a group of Shriners deplaning from an old TCA aircraft at 11 minutes and 37 seconds:

Perhaps one of your readers might know where and when and what equipment type.



Editors' Notes:

Ken Pickford:

It's obviously a DC-3 but nothing to indicate where or when.

Bob Sheppard:

I remember when I was a kid living in Rexdale, (Etobicoke) Ontario, we had a Shriner stay with us for a short time. It was summer and I would be 8 years old in July. I see that the Shriners had a convention in Toronto in July, 1962.

I have no details as to who he was or why he came to stay with us. I do remember his crazy outfit and he was an older gentleman and very nice to us. Perhaps that could explain the photo.

[Click Here](#) for a short YouTube video about the Shriners' 1962 convention in Toronto.





Remember When

Norm Foster sends us another of his memories -

Four days before Christmas and the excitement and anticipation had never been more intense. It had been months since I wrote my first letter to TCA and the penultimate exchange had been sent last week. Finally, the response arrived on December 21 and was hung on the tree.

About 4 months earlier, it was like a jolt of electricity when rumors that TCA was hiring pilots swept the Toronto Flying Club. Caught up in the excitement of the news I contacted the local TCA office and inquired about how to apply for a position as a pilot. After several transfers, I eventually ended up speaking to a member of their employment office and received the promise of an application.

Good as her word, a few days later an application arrived in the mail, along with the name and address of where to forward the completed document. Having just had my 19th birthday, and with a private pilot license, a total of about 90 hours and little else, the completed application looked a little sparse, so I added as a post script that I had just retired from the Air Cadets with the rank of Warrant Officer 1st Class. Satisfied, I sent it off to God, alias Captain G.K. Edward, Montreal, Quebec.

On learning of my brashness there were a few muffled snickers around the club, which were soon stifled by a return piece of mail from Captain Edward. Treated as a bonafide application for employment in his Flight Operations department, he pointed out the areas where my qualifications were insufficient. Thanking me for my interest he suggested that I contact him again upon attaining them all.

Over the next months, I regularly forwarded Captain Edward any information pertinent to my progress towards the commercial license. Items such as a night flying endorsement, the necessary dual flying time, and eventually my written exam results. Each received a muted but cordial response, but hoping for more, I devised a plan.

My next cross country flight was to Montreal's Dorval Airport, arriving about noon on a Friday. With little difficulty I obtained Captain Edward's phone number and, after a short pause, his secretary put me directly through to him.

With all the correspondence I had bombarded him with over the past several months, he recognized my name. Soon, after a too brief chat, he offered that if ever I had some spare time, to drop into his downtown office.

An hour later, via Airport Bus, followed by a sprint, I soon found myself breathlessly being ushered into Captain Edward's office. My mind is blank as to the conversation except that very little of it involved my flying experience or my qualifications. Consequently, I guess that I looked a little dejected when I took the hint that it was time to go and with slumped shoulders, headed for the door. I stopped short and turned as he called my name.

"Norm, Get the rest of the requirements, and you have a job here!"



Epilogue:

December 21, 1956 the following telegram arrived, hand delivered:

NOW ABLE OFFER EMPLOYMENT JAN. 7.... STOP..... ADVISE BY WIRE IF ABLE ACCEPT AND WILL FORWARD CONFIRMATION AND AIR PASS..... CAPT G.K. EDWARD

Sixty-four years later, I still have that special Christmas tree ornament. I shared my career with many exceptional TCA/Air Canada employees. None was more respected than **Captain Edward.**

Norm Foster





Women in Aviation

In [NetLetter #1444](#) we published details of the commemorative stamps issued by the East Canada Section of the Ninety-Nines in order to celebrate Canadian women pilots representing various flying careers.

Please note that these stamps cannot be purchased at Canada Postal outlets but are available at www.canadian99s.com/stamps.



This stamp was issued in 2015 in honour of **Brasseur**, Canada's first military flight instructor and one of the two first females selected as fighter pilots on the CF18 Hornet.

Dee was the first female F18 fighter pilot in the world!



Air Canada News



Graham Edwards sent us this link to an episode of CNN's Business Traveller.

How one airline plans to reinvent itself in the face of the pandemic -

Air Canada, Canada's largest carrier, about the airline's plans and strategies to face the challenging road to recovery, and how it will reinvent itself again from the ground up.

Click below to view the full episode:

www.cnn.com/videos/tv



Due to the COVID-19 pandemic, changes are happening on a daily basis. We suggest that you visit the [Air Canada Mediaroom](#) for the latest news from Air Canada's perspective.



Click the logo to open the Air Canada YouTube channel.



Star Alliance News

Korean Air acquires Asiana Airlines.

Korean Air buys beleaguered Asiana Airlines to become world's 10th largest airline

Source: AC Daily and www.webintravel.com/



TCA/AC People Gallery



✳️ *airOntario*

✳️ *airNova*

✳️ *NWT air*



Issue dated October 1996

Vancouver's "Street Gang" graduates.

Instructor **Jannet Tricarico** had the challenging task of training new employees to work at Vancouver's airport.

"It's been ten years since we hired 'kids off the street' to work at the airport," says Tricarico. "I had to start from scratch with geography, city codes, time zones and the 24 hour clock! It was an experience but I learned a lot myself. Seeing Air Canada through fresh eyes again reminded me of when I started 23 years ago."

Back row, left to right: **Alex Jacques, Faye Smith, Danielle Piccirilli, Treena Neil, Tim Wong, Diana Perry, Anita Li** and **Scott Au**.

Front row, left to right: **Lynne Turgeon**, Instructor **Jannet Tricarico**, **Maryse Caron** and **Val Pamart**.



Atlanta staff wished former President and Chief Executive **Hollis Harris** a fond farewell.

From left to right: Customer Service Agents **Daniel Poirier** and **Bob Argumosa**, **Hollis Harris**, **Tom Haggerty**, Lead Customer Service Agent and **Linda James-Sheffield**, Customer Service Agent.



Lead Station Attendant, in Ottawa, **Jim Duncan** accepts his 30-year service anniversary pin from **Bill Dear**, Customer Service Manager, while his colleagues watch the presentation.

From left to right: **Les Hibberd**, Lead Station Attendant; Station Attendants **Dan Goyette** and **Mike Laflamme**; **Jim Duncan**; Station Attendants **Robert Gravel**, **George Roussos** and **Gaetan Courehesne**; **Bill Dear**; Station Attendants **Robert Cl  roux** and **Greg Dow**.



Jeanne Rivera, Secretary (seated), in Tampa, was honoured by colleagues past and present at her retirement party.

From left to right: **Marjorie Robertson**, Airport Manager - Tampa; **John McGilvary**, retired; **Larry Conway**, retired; **Eugene Gonsalves**, Manager, Customer Service, Reservations - Toronto; **David Tangry**, Vancouver and **Ken Shaw**, retired.



Congratulations to Lead Station Attendant **Gary Hughes** of Thunder Bay, Ontario, who celebrated his 25th service anniversary.

On hand for the event were:

Back row, left to right: Station Attendants **John Youmans**, **Rick Miller** and **Grant Hornsby**.

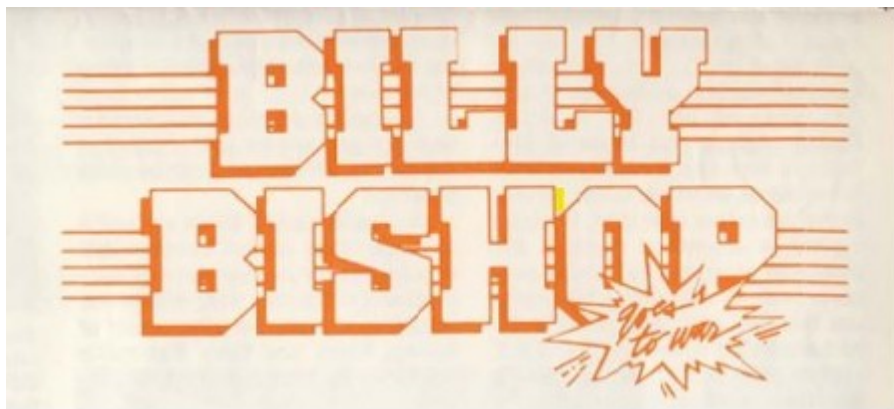
Front row, left to right: Station Attendants **Frank Filice**, **John Moro** and **Gary Hughes**; **René Gauthier**, Manager, Customer Service Operation Control - Prairies; **Simon Lancaster**, Station Attendant and **Byron Halliday**, Customer Sales and Service Agent.



CP Air, Canadian People Gallery



Extracted from CP Air "Blue Skies" Edition 2 - 1978



The Vancouver East Cultural Centre's hit play **"Billy Bishop Goes to War"** has joined forces with CP Air in the National Tour commencing in July at Vancouver and through to next February when it completes its tour in Edmonton. In March, the play moves to Broadway.

CP Air is proud to be associated with this delightful play depicting the antics of Billy Bishop as a youthful flier in World War I. The tour commemorates CP Air's 20th anniversary of their Transcontinental service across Canada.

On the left:

"TEA-TIME" - Eric Peterson, the star of **"Billy Bishop Goes to War"** is pictured having tea at the home of Lady St. Helier, wealthy widowed grande dame who influences Bishop's career. Peterson portrays Lady St. Helier and sixteen other characters during the performance.

Both Peterson and the Play received top honours from Toronto's Globe & Mail; Best Actor and Best Canadian Play.

More info at Wikipedia.org



Dr. Fred Hemming's S.E. 5 aircraft is overshadowed by CP Air's giant Boeing 747. The comparison illustrates the development of the airplane in just over fifty years. The S.E. 5 was flown by Canadian hero, **Billy Bishop** during World

War I. To commemorate the 20th Anniversary of its Transcontinental service, CP Air proudly sponsors the National Tour of "**Billy Bishop Goes to War**".

Life and times of DC-6B - CF-CZV.

Malton's classiest DC-6's were the CPA DC-6B Empresses. These were almost daily Malton visitors into 1961, although CPA's Britannias were taking over. Seen on November 28, 1959 is CF-CZV "Empress of Suva".

These long-range beauties ranged far and wide on CPA's routes from Vancouver to Hawaii, Fiji and New Zealand, down to Chile and across to Amsterdam. Anywhere that they wouldn't step on TCA's toes back in those deeply regulated Canadian airline days.

Delivered new in August 1957, "CZV" served CPA into late 1961, when it was sold in Sweden. Many global operators followed (Greenland Air included), with the old classic eventually ending in 1998 with the South African Airways Historical Society.

Source:

Larry Milberry canavbooks.wordpress.com/category/air-canada



In 2010 it was made airworthy for a final flight to a private dirt strip in the Republic of South Africa. Click the YouTube icon for the video.



Following is the aircraft's service history as published at: [The Douglas DC-6 Association of South Africa](http://TheDouglasDC-6AssociationofSouthAfrica)

1957		Built as Douglas DC-6B "Super Cloudmaster" c/n 45329
15/8/1957	CF-CZV	Delivered to Canadian Pacific Airlines as CF-CZV "Empress of Suva"
1961	SE-BDG	Transair, Sweden SE-BDG "Stockholm"
1965	LN-SUT	Braathens, Norway LN-SUT
1971	OY-DRC	Greenlandair OY-DRC "Amalik"
1980	G-SIXB	Air Atlantique, Conventry G-SIXB
1980	3D-ASA	Air Swaziland
?	3D-ASB	Air Swaziland
1987	N90300	Aerostar International N90300
1987	C9-ASR	InterOcean Airways C9-ASR
1990	ZS-MUL	Avia Air ZS-MUL
1992	9Q-CJE	Trans Air Cargo 9Q-CJE
1998	ZS-XXX	SAA Museum Society ZS-XXX
2005	ZS-XXX	Peter Bauman
2008	ZS-XXX	Witold Walus and Willie Muntingh. See Restoration Diary 2008 to 2010
2010/10/29	ZS-MUL	Witold Walus and Willie Muntingh. ZS-MUL, last used 20 years ago with Avia Air.
2010/12/04	ZS-MUL	Ferried to her new home. See Ferry Flight 4 December 2010



On January 9, 2021 **Mike Bernemann** posted this photo on the CPA Facebook page:

Not sure the year. Found this today in some old pics. My mom is front row 1 to the right from centre. Anyone know if this would be her flight attendant grad class or?

Gillian Watson responded and supplied this list of names :

This is the class of March 68. I have the names of most; **Lynn Stewart** is my source!

Back row left to right: **Barbara Hiltpolt, Janet Yuen, Rebecca Nunez, Annie Laine, Julie, Ginnie Beacham** or **Mitchum** and **Lynn Simmons**.

Front row left to right: **Fay Hyndman, Lise Autotte, Christine Kuntzler, ?, Francois Valloten, Suzanne Dore, Nora Rorhinger, ?, Marlis Gunther**.



Submitted by **Hasse Marthinsen** on February 29, 2020 to PWA reunion website at:
www.pwareunion.com

C-GSPW a/c 783 - Still Flying for Air Inuit.

This is our B737-275C C-GSPW a/c 783 now owned and still flying in Canada under the same registry for Air Inuit. This picture was taken the other day in YUL. It is the pride of the fleet.

It still flies in a 'combi' configuration. It has been fitted with an EFIS system upgrade.

Just great to see. I worked in YXD in 1967 for 2 years and the rest in YVR as a learner, mechanic, crew chief and supervisor in maintenance.



Featured Video(s)

News of the Boeing 737 Max 8 returning to service got a couple of our favourite videographers out in the winter weather to catch a few test flights.

Alex Praglowski braved a snowy day in Calgary for the video below of Fin #516.



Mark Brandon captured Fin #523 in Montreal.



Odds and Ends



Mirabel International Airport was opened in 1975 as a potential replacement for Dorval Airport at a cost of CA\$500 million, around CA\$2.4 billion (\$1.7bn/E1.4bn) in today's money.

Despite being the world's largest airport when it opened, it soon became clear there were big problems with it.

For starters, Mirabel is situated an inconvenient 26 miles outside Montreal and passenger numbers suffered as a result. Airlines soon abandoned the airport for Toronto and by the time Dorval (now Montreal-Trudeau International Airport) had expanded in the early 2000's, flights to and from Mirabel had ceased.

The terminal building has since been demolished, although cargo flights continue to operate to and from the airport. The vacant site has also been used for a few movie sets, including, fittingly, a zombie apocalypse film called Warm Bodies (2013).





Wayne's Wings



**Wayne
Albertson**

CP-140 Aurora

If it is at all possible to find a positive aspect of the COVID-19 pandemic, it is that I have an excuse for all the time that I spend at my computer. I would be doing that anyway but now I can do it guilt free!

I subscribe to several aviation newsletters and YouTube channels so notifications are constantly popping up on my screen.

[FlightAware.com](https://www.flightaware.com) is a great site to get lost in for a few hours and they send out a weekly newsletter that always seems to have some Canadian content.

A story linking to a post on the RCAF page of the Canadian government web site perked my interest:

Members of RCAF's 407 Squadron take prize at Exercise Sea Dragon in Guam.

Reprinted from the article:

A CP-140 Aurora aircraft and crew from 407 Long Range Patrol Squadron and support personnel from 19 Wing Comox took part in Exercise Sea Dragon, held at Andersen Air Base, Guam, from January 12 to 28, 2021. Hosted by the United States Navy's Seventh Fleet, Exercise Sea Dragon 21 is a premier multinational anti-submarine exercise in the Pacific region. This year marks the first participation of the Royal Canadian Air Force (RCAF) in the exercise.

The RCAF's participation enabled substantial training opportunities for the long range patrol community working with allies and partners in the Pacific, including Australia, India, Japan and the United States.

The detachment's exercise was very successful, culminating in their receiving the award given to the top performing crew on exercise with the most efficient tactics.

Full article at rcaf-arc.forces.gc.ca

The Lockheed CP-140 Aurora is a maritime patrol aircraft operated by the Royal Canadian Air Force. The aircraft is based on the Lockheed P-3 Orion airframe, but mounts the electronics suite of the Lockheed S-3 Viking. "**Aurora**" refers to the Roman goddess of dawn who flies across the sky each morning ahead of the sun. Aurora also refers to the Aurora Borealis, the "northern lights", that are prominent over northern Canada and the Arctic Ocean.

The CP-140A Arcturus was a related variant used primarily for pilot training and coastal surface patrol missions.

The Lockheed CP-140 Aurora has been patrolling Canada's shorelines for over forty years. Searching for submarines during the Cold War era, it now primarily monitors illegal fishing and drug smuggling. I'm sure that subscribers who have served in the military may be quite familiar with its history but I had to dive into YouTube and Wikipedia to satisfy my curiosity.

History and details at Wikipedia.com



Click the icon for a video posted by Global TV of reporter, Jill Krop, receiving a tour of one of these aircraft at CFB Comox.





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.

- Apply for or renew a British passport if you're visiting the UK.
- It takes up to 3 weeks to get a passport if you apply online.
- It may take longer for a first adult passport.
- It's taking longer to process paper applications than online applications because of coronavirus.

Source: www.gov.uk/passport-application-while-visiting-uk

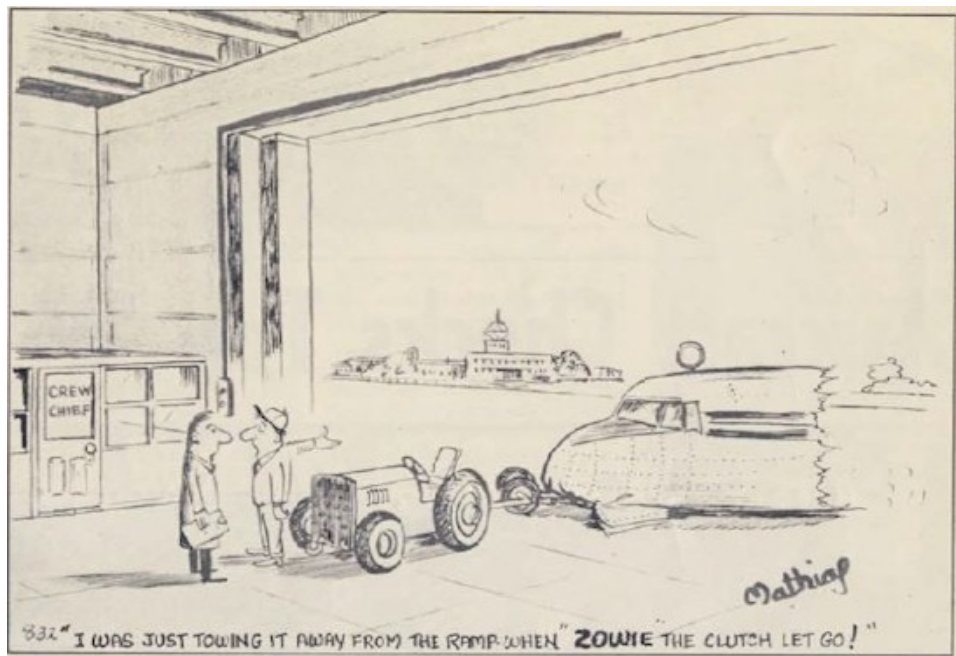
Passport fees	Apply online	Apply by form
AduIt (16 and over) standard 34-page passport	£75.50	£85
AduIt (16 and over) 50-page frequent traveller passport	£85.50	£95
Child (under 16) standard 34-page passport	£49	£58.50
Child (under 16) 50-page frequent traveller passport	£59	£68.50
Passport for people born on or before September 2, 1929	Free	Free



Smileys



Our cartoon is by **Dave Mathias** which appeared in "**Between Ourselves**" magazine issued **August 1956**.



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.