

NetLetter #1481 | March 12, 2022



Aviation Memorabilia Newsletter

Since 1995



**British Airways B-747 Registration C-CIVB
Now the 'Party Plane'**

Photo by Alan Wilson @ [Flickr.com](https://www.flickr.com/photos/alanwilson/)

Dear Reader,

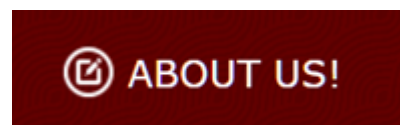
Welcome to **The NetLetter**, established in 1995 as a dedicated newsletter for Air Canada retirees, we have evolved into the longest running aviation-based newsletter for Air Canada, TCA, CP Air, Canadian Airlines and all other Canadian-based airlines that once graced the skies.

The NetLetter is self funded and is always free to subscribers. It is operated by a group of volunteers and is not affiliated with any airline or associated organizations.

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



We have welcomed 70 new subscribers so far in 2022.

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



Back issues of The NetLetter are available in both the original newsletter format and downloadable PDF format.

We invite you to visit our website at www.thenetletter.net/netletters to view our archives.

Restoration and posting of archive issues is an ongoing project. We hope to post every issue back to the beginning in 1995.



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: Trans-Canada Air Lines, Canadian Airlines, CP Air, Pacific Western, Maritime Central

Airways, Eastern Provincial, Wardair, Nordair, Transair, Air BC, Time Air, Quebecair, Calm Air, NWT Air, Air Alliance, Air Nova, Air Ontario, Air Georgian 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

Vancouver Island District Pionairs -

How about a BBQ to shake off those winter blues! **Don Ross** has arranged this event at Tapestry in Victoria.

If it seems a little early for a BBQ, don't worry. This one is on the 5th floor of Tapestry which features an expansive outside patio offering beautiful views of downtown and the water.

There's both open seating and partially-covered seating equipped with heaters. And if it's wet or very windy, we have an indoor room adjacent to the patio to shelter us.

Thursday, April 7, 2022, 12:30 to 16:30
Tapestry, 777 Belleville Street, Victoria
\$25 per person

We're limited to 30 people with registration no later than March 31, 2022

Contact District Director, [Grant Snyder](#), for more information.



Subscriber Feedback



Vic Bentley shares his comments on our 'Featured Video' from [NetLetter #1476](#) -

Thanks for more historic views. The item by Ken Pickford was interesting - C-46 at Granduc mine in northern BC.

After watching the video I had a feeling that something was strange about one part - the aircraft with bent prop blades and the left side

supported on packing crates. Not normal operations!

Have another look at these time sequences and see what you think:

- 17:12 Loss-of-control impact site?
- 17:15 C-46 at top of glacier runway being unloaded.
- 17:22 Above view pans to another C-46 that shows damage.
- 17:25 RH prop blade tips bent.
- 17:30 LH engine supported by rig. Prop blades bent.
- 17:32 Damage to antenna under nose? ADF loop antenna cover may be broken. ADF sense antenna masts may be buckled. Compare with 20:34.
- 17:35 Crushed fuel drums in snow. Why show these, unless they were significant to story? Marks in snow from possible impact and towing aircraft out of soft spot?
- 17:37 Crushed fuel drum and possible aircraft cowl in snow (oil cooler scoop?).

Could this be a loss of control on landing, leading to aircraft swerving off runway into soft snow that covered some fuel drums? Or maybe it was a taxiing accident. Both props show tip damage consistent with impact with soft snow. Impact with solid ground results in extensive bending of tips.

The aircraft may have gone nose down into the soft snow after crushing the fuel drums. Ground crew would have to lower the tail. Apparently happened at relatively low speed as aircraft did not flip onto its back.

Imagine the C-46 in 9:10 on rollout drifting off runway to left into soft snow and tipping onto nose. Replacing the props in this environment would be a huge task.

Regards, Vic



Submitted Photos



Pionairs District Director for New Brunswick, **Rose-Anne Carney** sent us the following:

I am enjoying The NetLetter as it keeps us all in touch with a shared love of the airline industry. Keep up the great work!

I am writing to you with regards to a collection I received as the District Director for New Brunswick Pionairs. This TCA/Air Canada memorabilia collection came from the niece of **Ralph D. Trites** who passed away in July 2020 in his 95th year.

He was a career employee of TCA/Air Canada for over 35 years, working in Moncton, Halifax, Sydney NS, and Toronto. He retired in the Moncton area.

This collection has many pictures of aircraft, VIP customers, and other events over the earlier years. As well, there are TCA and AC promo items like glassware, key chains, tags, posters, some Horizon issues (70's) and other collectibles.

I have been able to share a display of the collection with our NB Pionairs at an event we held last year (attached a few pictures).





Remember When



Terry Baker recalls this embarrassing incident –

One of my computer programming tasks while working in Computer & Systems at Dorval was to produce a report of inventory movements. To test my program, view the output and avoid including 'YUL' in the search criteria for the report (normal output to the buyers and expeditors in the department), I had my test output directed to DVL, short for Dorval naturally!

Horror upon horrors when I found out that the IATA code DVL was already assigned to Devils Lake Regional Airport.





Women in Aviation

The National Aeronautic Association (NAA) has selected **Wally Funk** as the recipient of the 2021 **Katherine and Marjorie Stinson Trophy**.

Funk was chosen for “blazing trails for women in aviation and spaceflight and inspiring the next generation of aerospace professionals as a pioneering member of the Mercury 13, flight instructor, air safety investigator, and the oldest woman to fly in space.”

One of thirteen women to complete Lovelace’s Woman in Space Program, which tested women pilots for astronaut fitness in the early 1960's, Funk is also the first woman to serve as an Air Safety Investigator with the NTSB, has soloed more than 700 students and was a member of the first crewed suborbital mission of Blue Origin’s New Shepard capsule.

Source: [AVweb.com](https://www.avweb.com)



Air Canada News





(Artist conception)

Air Canada Eyes An Eight-Strong Dedicated Freighter Fleet

Buoyed by a strong freight performance in 2021, Air Canada is investing in its cargo capabilities and adding three Boeing freighters to its fleet this year with an eye to building an eight-strong freighter fleet.

In December, Air Canada introduced its first dedicated freighter after relying on temporary conversions of passenger aircraft to service the burgeoning demand for air cargo services throughout the pandemic.

Source: [SimpleFlying.com](https://www.simpleflying.com)

Editors' Note: Fin #637 (C-FPCA) has already been converted and is in service, however, it still needs to be painted in the current livery.

Fins 638 (C-FTCA) and 661 (C-GHLV) are presently in Tel Aviv for conversion (as per [PlaneSpotters.net](https://www.planespotters.net)).

Air Canada Undoes Airbus A220 Order Cancellation

Air Canada has reversed a November 2020 decision to cancel 12 A220-300 aircraft. The jets are now expected to begin arriving in 2024.

Source: [SimpleFlying.com](https://www.simpleflying.com)



Air Canada Continues Fostering Next Generation of Women in Aviation; Names 2022 Winners of The **Captain Judy Cameron Scholarship**.

On March 8, 2022, **International Women's Day**, Air Canada announced the 2022 recipients of the Captain Judy Cameron Scholarship as the airline continues fostering the next generation of women in non-traditional aviation careers.

This year's winners are **Tanisha Galway**, Gander, Newfoundland; **Winnie Ho**, Waterloo, Ontario; **Alissa Stirling**, Calgary, Alberta and **Madeline Ungurain**, Abbotsford, British Columbia.

Read the full article at aircanada.mediaroom.com



for the latest posts at the [Air Canada Mediaroom](#).



Click the logo to open the Air Canada YouTube channel.



Star Alliance News



Brussels Airlines supports International Women's Day.

With an all-female crew, Brussels Airlines flight SN3597 operated by Airbus A319 registered OO-SSS is on its way from Brussels to Marseille.

Captain Ann and **First Officer Mio** take place in the cockpit. **Purser Vanessa** and cabin crew members **Aurélie** and **Katrien** take care of the service and safety in the cabin. With this symbolic flight, Brussels Airlines wants to draw extra attention to gender equality in aviation.

Source: www.aviation24.be



Star Alliance Named Airline Alliance of the Year at Air Transport Awards 2022.

Continued industry leadership on the backbone of its commitment to enhancing customer experience.

News released at Singapore and Ekali, Greece – February 11, 2022.

Star Alliance has been named Airline Alliance of the Year at the Air Transport Awards for the fourth consecutive time. The Air Transport Awards recognize excellence and innovation in various categories of the global aviation sector.

A panel of aviation industry experts selected Star Alliance in recognition of its exceptional contribution to the future of air travel.

Source: www.staralliance.com



TCA/AC People Gallery



 *airOntario*

 *airNova*

 *NWT air*



2001 -

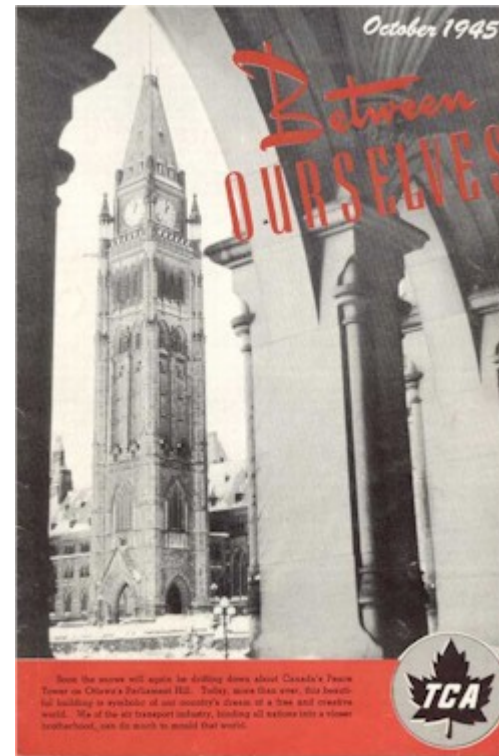
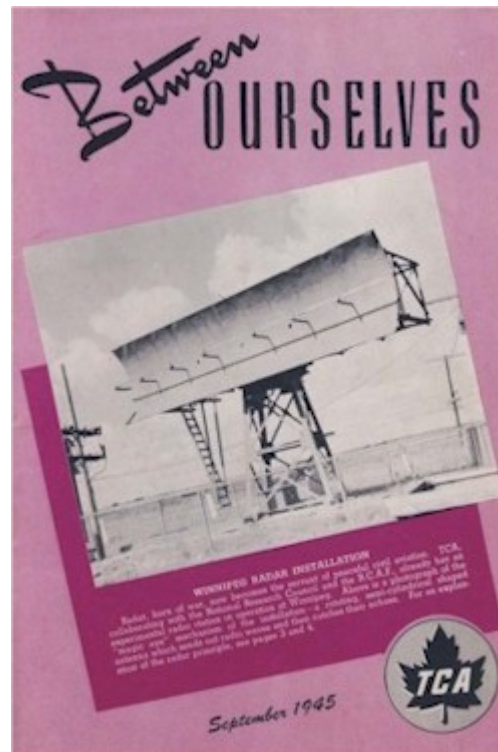
- November - Tango, Air Canada's low fare product, commenced operations using A320 equipment.
- October - AC Jetz was launched with four B-737 reconfigured to 48 seats to serve the travel needs of the sports teams and

Historic Dates

corporate clients.



Here we have more front covers of the '**Between Ourselves**' magazine from **September to December 1945**.





November



December

A recent **Pionairs Alliance** newsletter tells us that the **Pionairs** association was incorporated in 1977 with 250 members, and so it is the 45th anniversary year in 2022!!!!

We, at The NetLetter, reviewed the history of Pionairs -



Found in '**Horizons**' magazine

Issue dated **May 1977**

The Pionairs. A new retiree association.

Retirees now have a golden opportunity to keep in touch with one another with the recent formation of a Retired Air Canada Employees' Association called the 'Air Canada Pionairs'.

The idea of forming such an association was spawned at a large social gathering of retired employees, and a seven-member steering committee was elected by those present to assist in setting one up.

Because of the favourable response, an interim executive was elected to act on behalf of the Pionairs until the first annual general meeting is held.

Those elected were:

- President - **Martin Betts**
- Vice Presidents - **Cliff Seddon** and **Emily Coxon**
- Secretary Treasurer - open
- Directors **Dave Clarke, Walter Lawlor, Bill Spratt** and **Lindy Rood.**

A \$2.00 donation was suggested to help offset expenses.

In September 1977, The Company has authorized us to use the name '**AIR CANADA PIONAIRS**'.

A draft Constitution and By-Laws have been prepared and these will be further refined for presentation at the first General Meeting.

While it was the wish of the committee to hold the first General Meeting in the fall of 1977 it would have conflicted with the TCA (Retired) Alumnae Meeting so it was now planned to hold the first social/business get together in the spring (late April or early May) of 1978 probably in the Miami area where there are large motels with suitable accommodation and reasonable rates.

In March 1978, the official notice of the meeting advising the dates of May 4, 5 and 6, 1978 to be held at Miami Beach.

'Horizons' issued dated May 1978 gave a detailed report of the first AGM of the Air Canada Pionairs.

The meeting also elected its first executive (pictured below):

- President - **Martin Betts**
- 1st Vice President - **Bill Spratt**
- 2nd Vice President - **Denny Brendon**
- Secretary - **Dave Clarke**
- Treasurer - **Scott Bradell**

All lived in the Vancouver area.



The newly-elected first executive of the Pionairs is shown, from the left front row: Dave Clarke, secretary; Martin Betts, President; Bill Spratt, first vice president. Back row: Denny Brendon, second vice president and Scott Bradell, treasurer.

HORIZONS

Issue dated **November 2000**

Serving up another successful ACRA tennis tournament.

From September 21 - 27, over 40 people enjoyed great weather at the Lake Okanagan Resort, home of the 2000 ACRA Tennis tournament.

Here they are enjoying a little après-tennis "as they smile for the camera - not the birdie.

Editors' note: Unfortunately, no names were provided, we count 39 people , perhaps the 40th was taking the photo.



Early days of de-icing our aircraft.

Article by **George Brien**, retired Passenger Service Supervisor, Halifax

Yesterday's de-icing equipment seems archaic when compared to today's drive-through de-icing systems and reclaimable fluids. Although my experience dates to 1953, I suspect methods used at the time were similar to those of the previous 10-15 years.

Low tech

Spraying the low-slung DC-3 was easy. Stations had a good supply of brooms and mops to brush wings and control surfaces clean. If required, we'd complete the job by mopping them with cold Standard De-icing Fluid (SDF) or glycol.

Going high tech

Holding two-three gallons of fluid, the backpack sprayer was the first step toward high technology. With a co-operative tailwind, an operator could hand pump a tiny spray - four or five feet in diameter. An unfortunate headwind meant a shower of de-icing fluid.

Once, in Fredericton, we had a tough time keeping up with the falling snow. The captain suggested we use wing covers to protect surfaces from accumulating snow or freezing rain. We weren't sure how this would get the flight airborne, but were willing to try.

Covers were slipped on and tied down, customers boarded, and the captain requested start up. The ground crew followed the slow moving taxiing aircraft. The captain nodded, the ground crew quickly removed the covers, power was applied, and away it went. Then, like now, spraying was an important part of our standard operating procedure.



CP Air, Canadian People Gallery



From the "**InfoCanadi>n**" magazine.

Issue dated **July 1993**

In [NetLetter #1480](#), we had an article on the A310 conversion for the DND, here we have a follow up article.

Leaves and grass aren't the only things sprouting in the summer. This year, 1993, Maintenance & Engineering has budded a new 24-person base in Trenton, a city of 17,000 snuggled up to Lake Ontario two hours east of Toronto.

Canadi>n Airlines' fledgling outpost sprang up to provide service for four A310's recently purchased by the Department of National Defense (DND), three of which were purchased from the Canadian Airlines. DND maintains the country's largest Canadian Forces transport base in Trenton.

The A310's, will be used for armed forces personnel movements and diplomatic flights around the world. The four year old aircraft will replace DND's aging fleet of B-707's, whose maintenance costs after 25 years of service were becoming impractical.

Canadi>n's base was overseen at Trenton by Project Manager **Roger Coe**, Maintenance Supervisor **Stewart MacLellan**, Airworthiness Administrator **Dale Crawford** and Contracts Administrator **Diane Collier**.

We have these photo essays by **Howard Leihman**, Contact News.



One thing that surprised the Canadi>n crew was the amount of training on the military base.

When we got there, we each went through a two-day driving course," said **Garry Kagerbauer**, Avionics Technician and a former Calgary line staffer. "We have serious training at Canadi>n, but

nothing as time-consuming as the military."

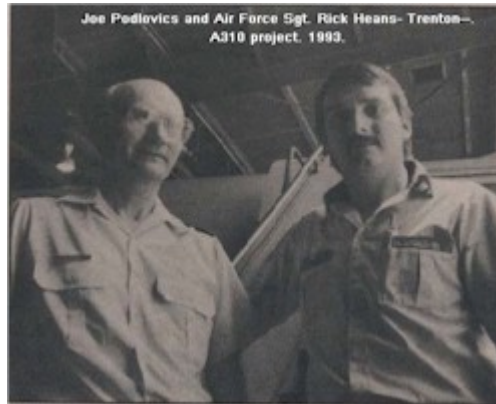


Draining unwanted water from the auxiliary centre fuel tank water drain is Air Engineer, **John Janas**, formerly of the Edmonton ramp, with Aircraft Maintenance Planner **Jan Klyve**, who oversees planning from Toronto.



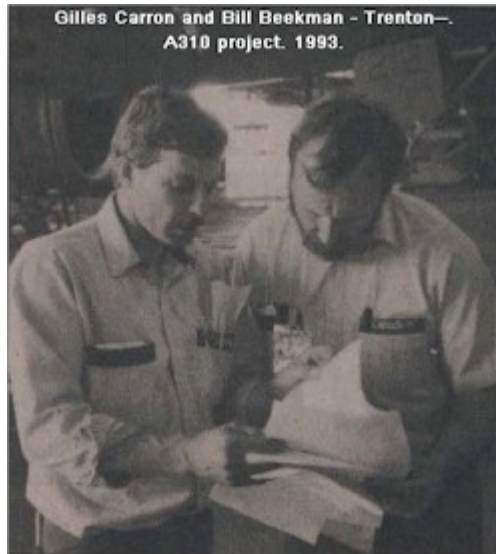
For Line Engineer **Ted Hawke**, bidding Trenton from Toronto brought the best of both worlds.

"I like being able to live in a quiet place close to work. And it feels good to be a part of the military again, where I served for 11 years as an Airframe Mechanic before joining Canadi>n."



The Trenton group were warmly received by the DVD. Contrary to their expectations of remaining a separate entity, members had been invited to participate in local sports teams and in a family day during which the A310's and Hercules transports flew brief tour flights.

Line Engineer **Joe Podlovics** and Air Force Sergeant **Rick Heans** toured one of the aircraft. Podlovics says he loves life at the base and noted the military's full cooperation at stations across the country. His wife had recently given birth in Trenton.



Staffing Trenton brought a new set of priorities.

"Here we have just the one aircraft type and we get to know it well," said **Gilles Carron**, left, Line Engineer formerly based at Mirabel, here with **Bill Beekman**, Inspector Crew Chief from Vancouver. "We even flew with the aircraft and observed it in operation, the learning process is much faster," Carron said.



Featured Video(s)



Montreal based videographer, **Mark Brandon**, posted this video of Chrono Aviation's first B-737-800(SF) (registration C-GVZB) at Montreal Saint-Hubert Longueuil Airport.

Chrono plans on using this B-737 for cargo charter flights, including bringing food from Winnipeg to Iqaluit twice a week.

Editors' Note: This aircraft was originally delivered to Miami Air International (as N738MA) in March 2004.



Odds and Ends



NetLetter subscriber, **Laszlo Bastyovanszky**, drew our attention to this article after asking himself this question -

One keeps learning something new, even at our age. If asked "who flew the Atlantic first", I would have always answered "Lindbergh." Well it seems I have been living under this illusion for many years.

Here's what Laszlo found -

The Story Of The Cuatro Vientos: Spain's Forgotten Aviation Feat.

During the 15th and 16th centuries, Christopher Columbus made five trips to America. Four hundred years later, the Italian mariner's voyages were replicated by air.

In 1933, Captain **Mariano Barberán** and Lieutenant **Joaquín Collar** managed to do it onboard a plane, without stops, a milestone in world aviation history.

The idea to replicate the historic feat accomplished by Columbus was cooked up in 1926 when the Spanish seaplane, 'Plus Ultra', managed for the first time to unite the old and the new continent by air.

The aircraft took off from Palos de la Frontera on January 22, 1926, and arrived in Buenos Aires, Argentina, on February 10, 1926. The Plus Ultra became a symbol of aviation, and King Alfonso XIII donated it to the Argentinian Navy, serving as a mail plane until it was withdrawn from service.

Editor's Note by Ken Pickford:

Alcock and **Brown** flew the Atlantic nonstop from Newfoundland to Ireland in 1919, 8 years before Lindbergh and 7 years before the Spaniards. Lindbergh was the first to do it **solo**.

More details available at:

www.history.com/news/first-transatlantic-flight-nonstop-alcock-brown



The Spirit of St. Louis overshadowed the Spanish achievement.

While a fantastic feat of aviation, its notoriety was short-lived when the following year, American aviator Charles Lindbergh crossed the Atlantic from New York to Paris in just 33 hours.

The flight of the Spirit of St. Louis overshadowed what had been achieved by the Spanish Navy and had them desperate to set a new record.

Source: SimpleFlying.com

Latest from the **Larry Milberry** blog -

If you are interested in Larry Milberry's considerable catalogue of work, CANAV Books has just released a list of titles available for Spring/Summer 2022.



Click the icon to view/download the complete list.

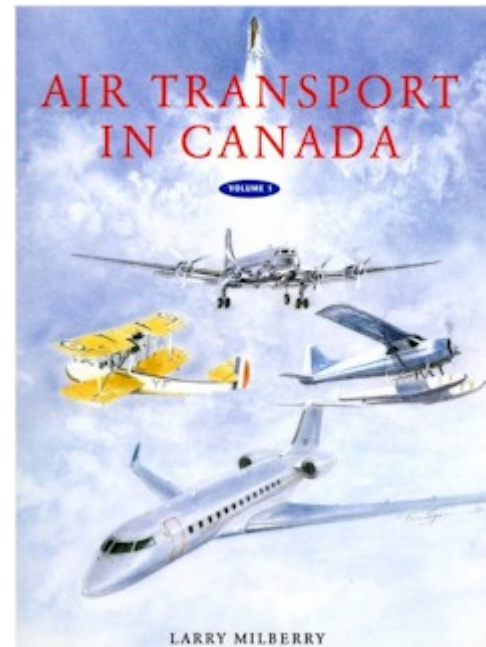
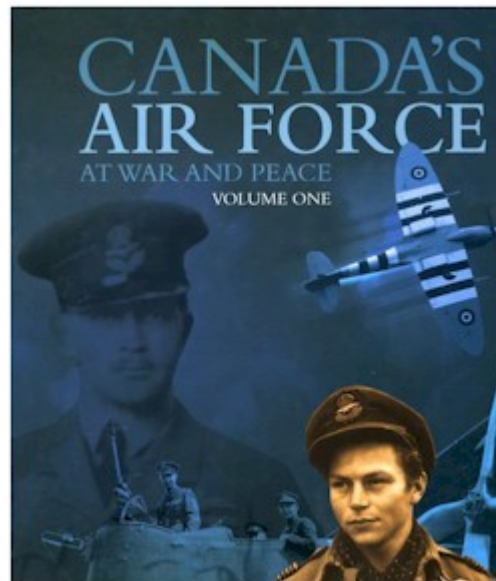
Additionally, you can view Larry's catalogue at:

canavbooks.com/collections/books-by-larry-milberry

For more info, contact Larry directly at larry@canavbooks.com.

Visit canavbooks.wordpress.com/join to sign up for the CANAV newsletter and and more deals on aviation books.

Below are a few sample titles included in the list.



Wayne's Wings





**Wayne
Albertson**

Special Purpose B-747 Preservation - The 'Party Plane'

Although the 'Queen of the Skies' may be disappearing from the skies, it will always be beloved by aviation enthusiasts. Unfortunately, many young people, such as videographers who post on YouTube, will probably not ever enjoy the experience of flying on a B-747. I certainly have fond memories of every trip, including my only 'First Class' flight, on board these beautiful

aircraft.

When I came across an article about B-747's preserved for special purposes such as hotels, restaurants or general tourism, I had to investigate. These aircraft may be the only opportunity for future generations to view these remarkable achievements in aviation.

One particular aircraft has found a new function as a 'Party Plane'.

British Airways' B-747-400 registration [G-CIVB](#) was originally delivered in February 1994 and named 'City of Lichfield'. It served its entire 26-year career with BA until withdrawn from service in October 2020. Along with other retired aircraft from the BA fleet, it was stored at Cotswold Airport (GBA)

Cotswold Airport bought the plane from British Airways for £1 (\$1.35) and converted it into a 'party plane' that rents it out for £1,000 per hour (\$1,340) or €12,000 for 24 hours (\$16,100).

Read the full story at: www.businessinsider.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.

January 1, 2002 The EURO currency was introduced.

Travel testing just got easier.

Order a Switch Health Rapid Antigen test kit for your next trip.

As of February 28, if you are fully vaccinated you can present a negative antigen test result (from a test conducted within 1 calendar day of your scheduled departure) or a molecular test result (from a test conducted within 72 hours of your scheduled departure) to enter Canada.

Previously, antigen tests were not accepted for entry into Canada. Test from wherever you're staying with the Switch Health Rapid Antigen Test Kit (2 pack).

These portable test kits are a convenient travel companion.

Available from [Aeroplan](#).

Source: Air Canada communications.

Derek MacPherson entered in the photo contest organized by the Skies magazine, and captured a first in the up close category.

Derek MacPherson is a 22-year-old from Vancouver who has been in love with aviation since he was a kid. He recently completed his



flight training through the University of Waterloo aviation program, along with his flight instructor rating.

Derek started plane spotting in 2013, and it's been his favorite hobby ever since. "It's cool to be able to take something most people see as ordinary and try to find the beauty in it."

Source: skiesmag.com the photo contest issue

The hobby of plane spotting isn't for everyone but on a stormy day in the U.K. recently hundreds of thousands of Brits were glued to their screens watching the telephoto compressed bob and weave of airliners trying, and mostly succeeding, to get into Heathrow Airport.

We've all seen the videos and many of them are from **Jerry Dyer's** [Big Jet TV YouTube](https://www.youtube.com/channel/UCv8v8v8v8v8v8v8v8v8v8v8) channel. Whenever there's rough weather at what is his neighborhood airport, Dyer sets up on the threshold of the arrivals runway and supplies spirited sports event-type commentary to his livestream of the sometimes-exciting kisses on the asphalt. But Storm Eunice, was a little different and, well, turned out to be the perfect storm for Dyer's fans old and new.

Eunice packed hurricane-force winds of up to 122 MPH that caused billions in damage to buildings and infrastructure, removing the roofs from soccer stadiums and London's O2 Arena.

A weather emergency was declared and people were told to stay home, even as Heathrow stayed open and continued to recover airliners from all over the world. As Britons huddled inside, Dyer's

channel started trending on social media and a few hours into the storm viewership of the livestream hit more than 200,000. The third and finally successful attempt by a Qatar A380 was seen live on 230,000 devices. At the same time 53,000 people were tracking the flight on Flight Radar 24. The full livestream (almost eight hours of it) has been viewed 7.5 million times.

The U.K. was hit a day later by the less intense but still lively Storm Franklin and Dyer's coverage attracted 350,000 clicks.

Source: www.AVweb.com



Click the icon to view the video entitled **Storm Eunice at London Heathrow Airport.**



Smileys



Found on the [EPA Facebook](#) page -



The caption reads "Good-day, Ladies and gentlemen. I'll bet you thought this was your captain speaking!

Well, actually the captain was late, and I was up here cleaning the windshield, and I figured - "Oh what the hell!" so



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.