

The NetLetter # 1548



Aviation Memorabilia Newsletter

Since 1995

December 28, 2024



NWT Air Lockheed Hercules L-100-30

Registration G-GHPW

at Amsterdam September 1999

Photo courtesy of Martijn Koetsier

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 archives and for more info about The NetLetter.

 **NETLETTERS** **ABOUT US!**



NetLetter News



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 and select 'NetLetter Archives'.

Restoration and posting of archive issues is an ongoing project.



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!



Subscriber Feedback

Submitted by **Michael Dyrenfurth**,

Professor Emeritus, Purdue University -

Hello and many thanks for the interesting array of facts and history you share via your NetLetter.

Please help, in order to complete a family history narrative, I need to know and hopefully one of you many readers can illuminate.

Did Wardair's B-727 ever fly to Europe using Reykjavik or Sondrestrom (now Kangerlussuaq), Greenland (SFJ) as its stopover? My question pertains to a summer of 1967 flight to England. My wife and I flew on this aircraft on our honeymoon.

I was sure that we landed in Reykjavik, however, the time passage since 1967 has obscured some of the details.

My difficulty is identifying details about the Sondrestrom Fjord refueling stop. Was it at the US Airforce base near there? I was not aware that civilian flights were permitted use of such facilities or, if not there, was it at Sondrestrom, Greenland?

Thanks in advance to anyone who can help answer this question.

Collegially,

Michael Dyrenfurth

Our **Terry Baker** responded:

Hello Michael,

The following info can be found at:

www.canadianaviationmuseum.ca

The B-727, registration CF-FUN, owned by Wardair flew to Europe, was spotted at Copenhagen on July 1, 1967, Gatwick October 13, 1967 and April 18, 1968 and Dusseldorf 1972.

Refueling stops were made at either Gander, Newfoundland, or Sondrestrom Fjord, Greenland.

Yes, Sondrestrom was a US forces base originally named **Bluie West-8**.

TCA/Air Canada used that refuelling stop when ferrying their Vickers Viscounts to Canada.

Scandinavian Airlines (SAS) used the stop on their Copenhagen/Winnipeg/Los Angeles route.

At London Gatwick, CF-FUN arrived at 11:00 am local and departed again for Western Canada at 10:00 pm local. It was known as the “Clockwork Mouse”- never delayed due to mechanical issues.



Submitted **by Jack Miles Jr.**

I would like to add some comments to Tony Connolly's reference, in [NetLetter #1547](#), to the Lockheed Hercules L100-30 C-GHPW.

There are some steps missing in the history of this aircraft. It was indeed sold to NWT Air in 1984/85 (I was involved at PWA at the time) and they commenced operating the aircraft in the North and at times overseas.

However, Air Canada purchased NWT Air in late 1980s and NWT Air changed their logo with a subtle influence of Air Canada's ownership. I did some brief contract work for NWT Air in 1992 going overseas to seek work from the Red Cross in Geneva, without success.

The President of the NWT Air at the time was from Air Canada. The point that I make is that Air Canada was actually an owner and operator of this Lockheed L-100-30, through NWT Air.

No such record of having owned this aircraft type seems to exist in Air Canada history. It was Air Canada that sold NWT Air to First Air in June of 1997 and, in that sale, C-GHPW was included. I thought that this might be of interest to your readers.

Editors' Note: Mr. Miles comments certainly tweaked our curiosity. See Wayne's Wings section for our research of the period when NWT Air was one of Air Canada's connectors.



Photo courtesy of **Freek Blokzijl**
at Amsterdam Schiphol Airport, January 23, 1989



Submitted Photos

Subscriber **Paul Goodman** sent in a few photos from his personal collection –



British Airways Concorde visiting Vancouver during Expo 86.



Unidentified CP Air DC-8-63 at Honolulu 1971

Two recent photos of Air Canada A320s spotted at Saint Hubert airport (YHU) by **Pierre Gillard**.



C-FKOJ - Fin #226 - September 26, 2024.



C-FMSX - Fin #212 - October 30, 2024.

Editors' Note: Both aircraft are part of the '**Jetz**' sports charter fleet that carry the Montreal Canadiens.



Remember When



A memory from **Bill Norberg** sent to us in October 1998 -

Trans-Canada Air Lines plans flights to the Caribbean

Once the North Star aircraft arrived on the scene, TCA had the fleet capacity to expand its operations. The North Atlantic service was in operation and plans were being made to start services south to the Caribbean.

To explore these possibilities in greater depth a familiarization flight was planned for the fall of 1948. A North Star with a team of airline specialists was to head south and touch down at all the main Caribbean Islands as far south as Port of Spain, Trinidad.

I was a line maintenance shift foreman at the time responsible for radio, electronics and instruments and was selected to accompany this flight as technical support. I was quite naturally thrilled at the thought and immediately went about getting the necessary passport and all the medical shots needed for tropical areas.

I was on the midnight shift when all this readiness was going on and after completing my shift in the morning would go over to the Dorval Medical Clinic and get my daily batch of shots from Dr. Violette and his nurses before going home to get some sleep. Some of the shots in those days were rather unpleasant and after one session I spent most of the day in a state.

My wife told me that all I was worried about was that my insurance premium hadn't been paid.

My excitement over this trip was short lived however when my place on the team was taken by a chap from the office named Tammy Johnson. I was disappointed but it was probably the best decision.

The aircraft completed its tour successfully and TCA started its flights to the Caribbean which have proven to be so successful. The ending to the flight, however, was rather interesting.

As I recall it F. M. McGregor was on the flight, maybe even flying the aircraft. When it was returning it was a flight planned into Dorval and as I heard it, Customs Branch were all ready for this one.

I guess the flight got wind of those plans and at the last minute it was diverted to Toronto where it cleared customs without any problems. The flight then flew domestically to Dorval from YYZ.



TCA / AC People Gallery



✳ *airOntario*

✳ *airNova*

✳ *NWT air*



Found in 'Horizons' Magazine

Issue dated **June 1986**

A flight with a view.

Sudbury Airport, normally deserted at midnight, was, during the spring of 1986, the scene of excited chatter as people from all over Ontario prepared to board a DC-9 aircraft that would take them in search of Halley's Comet.

The expedition, organized by Air Canada, Science North museum and the Sudbury Astronomy Club, was not destined for outer space. By flying 75 minutes southwards to a point east of Cincinnati, the seven-degree latitude advantage and the flight's 35,000-foot altitude would bring the comet more than eight degrees above the horizon — well up into clear, dark sky for easy visibility.

Passengers were fully briefed and presented with logbooks for recording observations, data and impressions of the flight. As the aircraft lifted off at 02:30 and headed south the excitement mounted.

At 03:38 several passengers spotted the comet, and Captain Newcombe slowly turned the aircraft, enabling passengers on one side and then the other to have a good view of Halley's Comet.

At about 4:20 the aircraft turned northwards and as soon as the cabin lights were turned back on, the flight attendants served a special gourmet dinner and passengers circulated their logbooks for autographing by their companions. Back on the ground at 05:30, the crowd broke into enthusiastic applause for the pilots, flight attendants and all those who organized the trip. The successful venture was repeated 24 hours later, with 100 more comet watchers embarking on a once-in-a-lifetime flight.

Many people were involved in making the expedition successful. **Bernie Reid**, Manager, Sudbury, worked closely with a local travel agency and representatives from Science North. **Judi Parker**, Charter Coordinator, Montreal was extremely helpful as were **Mike Walker**, Manager, Current Operations Planning and **Marg Guimond**, Coordinator, Current Operations Planning who took care of logistical considerations such as the use of U.S. air space and crew manning.

John Petrilli, Area Commissary and Catering Manager and **Phil Carson**, Sales and Service Manager, Sudbury made the arrangements for the meal service. Not to be forgotten are those in Toronto Aircraft Routing and Maintenance who made a clean aircraft available.

Captain **Jim Newcombe** and First Officer **Mike Beatty** flew both missions and added a special dimension to the flight with detailed briefings. On the first flight the Flight Attendants were: **Karl Kriese**, **Jane Manktelow** and **Karen Sheehan**.

Those on the second flight were: **Doug Kennedy**, **Caroline Lancaster** and **Ken Robbins**. In the photo the crew and passengers of Flight #2 gather by their red and white 'spaceship'.



Issue dated July 1986

Four overseas '**Award of Excellence**' recipients honoured for 1986.



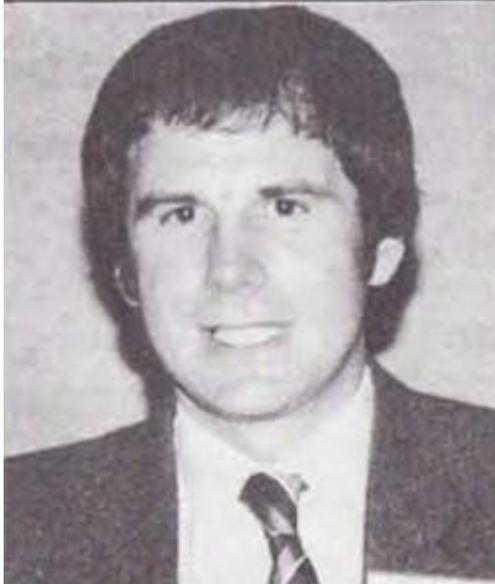
Owen David, Baggage Coordinator, London, England.



Marie-Claude Maille,
Senior Customer Service
Agent, Guadeloupe.



Reiko Sonoyama, Sales
Agent, Tokyo.



Ian Thornton, Senior
Passenger Agent, London,
England.

Customer Service Agents in Bombay participated in an intensive training program, conducted by **Mike Dwelly**, Passenger Training and Development Supervisor, Europe and Asia.

During the day, Mike trained ten students in the complexities of fares and ticketing. And, as if that wasn't enough, the trainees spent their evenings in the reservations office working on CRT sets.

In the photo below Mike is shown, centre rear, surrounded by the Bombay Customer Service Agents.

From the left are: **Charan Notani, Yezdi Divecha, Vijay Ullal, Simone Ginwalla, Shamira Reubens, Ashwini Malhotra, Melissa Drego, Carol D'Souza, Ashutosh Handa and Gangadhar Krishna.**





CP Air / Canadian People Gallery



Issue dated **October 1997**

Revealing secret hand signs at their YUL ramp lunchroom are, left to right: Station Attendants **John Cameron, John Bryant, Gordie Stephenson, Yves Cuillerier** and **John Blair**.



Issue dated **January 1964**

Two New Year's Eves brought double kisses for DC-8 Captain **Cec McNeal** from stewardesses **Ina Laesecke**, left, and **Kumi Miyama**, as **Althea Young**, left, and **Eileen Suen** kibitz behind. The situation resulted from crew crossing the International Date Line on December 31, 1963, during the Tokyo-Vancouver flight.

Photo was used to publicize Asian routes, received wide coverage across Canada and overseas.



Issue dated March 1964

Head-high in manuals during a traffic training course in Vancouver was Prince George passenger agent Rita Thornthwaite.

Kibitzing, from left, were: **Mickey Webster**, Winnipeg Reservations; **Peter Kimpton**, Traffic Instructor, Headquarters; **Dana Fraser**, Instructor at Vancouver Reservations; **Rod Allen**, Traffic Instructor, headquarters and **Pierre Cos**, Training Department, Montreal.



Found on Facebook

Posted by **Janet Harrison-Draper** on the Nordair page December 2, 2024. Let the holiday celebrations begin!

Sue Scola, Kim Boyd, Gail Carson, Linda Jackson, Nancy Leger, Janet Harrison-Draper and Debbie Beaupre.





Odds & Ends



The Canadian Aerospace Artists Association Chapter of the Canadian Aviation Historical Society

Excerpt from AerialViews Volume 18 No.04

The Ultimate Wind Vane

By **Layne Larsen**

Most organizations acquire a surplus aircraft for various purposes and are usually content to mount it on a pedestal near the entrance road i.e. a 'gate guard'.

However, when Roy Harker of Princeton, British Columbia was offered a T-33 Silver Star, he wanted to go a step further and turn it into a wind vane at the Princeton Regional Airport (YDC).

Until the CL-41 Tutor was introduced in 1963, The 'T-bird' was used as the advanced trainer for the RCAF pilots. Developed by Lockheed from its P-80 Shooting Star fighter in the late 1940s, Canadair built 656 CL-30 Rolls-Royce powered versions of the T-33, designated CT-133 Silver Star in RCAF service.

When the RCAF disposed of much of its fleet in the 1960s, 20 aircraft were sold to the Bolivian Air Force which used them for more than three decades.

Rather than retire them, Bolivia contracted Kelowna Flightcraft to rebuild and modernize the airframes, but they only had enough money to cover 18 of the aircraft, leaving the parts for the other two to Flightcraft.

Dave Focott of Flightcraft saved these derelicts from the scrap yard and offered one to Mr. Harker. With the help of volunteers and \$7,000 in goods and services from the community, the wind vane project was dedicated on May 4, 2013.

Source: aviationartists.ca (Scroll down to page 14)





Wayne's Wings



**Wayne
Albertson**

NWT Air - Air Canada connector

Subscriber **Jack Miles** has a very interesting observation that, for whatever reason, there does not seem to be much information regarding the brief period when NWT Air was among the group of airlines acquired (at least majority ownership) to be 'Connectors' for the main airline. Our team went to work to find related info regarding the relationship between AC and NWT Air and to confirm that AC did indeed (at least briefly) own a Hercules L-100-30.

As per Horizons magazine dated March 30, 1988 (researched by **Terry Baker**):

NWT Air launches new service

"Northwest Territorial Airways has changed its name to **NWT Air** and added a new destination, Inuvik, to its network.

The Yellowknife-based carrier, which has been in operation for the past 26 years, has had an operating and marketing relationship with Air Canada since 1981. The two airlines signed a cargo marketing agreement in 1986 and since April of last year, the northern carrier has offered limited 'connector' features on a section of its network.

Effective March 27, 1988, NWT Air joins Air BC, Air Ontario, Air Nova. Air Alliance and Commuter Express as a fully-fledged Connector carrier. All NWT Air flights are now displayed in Reservec II with the 'AC' designator (with flight numbers ranging from 1950 to 1999).

The carrier's fleet, which consists of five Lockheed Electras, five Douglas DC-3s and one all-cargo Lockheed L-100 Hercules aircraft will be refurbished in the red, white and grey Connector livery, displaying the now familiar stylized red maple leaf logo. Aircraft interiors will feature the Air Canada Hospitality Class colour scheme."

Ken Pickford adds:

"I show that AC owned NWT Air (legally Northwest Territorial Airways) from 1988 until 1997 (or 1998) when it was sold to First Air. Looks like the sale by AC to First Air was agreed in mid-1997. Probably had to wait until 1998 for government approval. Another item refers to AC owning 90% of NWT Air so original owner Bob Engle may have retained 10%.

The Transport Canada registration database shows C-GHPW as being registered to Bradley Air Services (then parent company of First Air) on June 24, 1998. Registration cancelled March 15, 2015, soon after it went to Safair in South Africa as ZS-OPS. Went to Alaska-based Lynden Air Cargo in 2022. Still registered to them as N411LC per FAA database, although I found one reference mentioning that it may have gone to Uganda last year."

When I went looking for photos to accompany this piece I found three photos, this issue's header, Reader Feedback section and below, of the Hercules in AC Connector livery. All these photos were taken by various photographers at Amsterdam (AMS). I asked photographer **Martijn Koetsier** if he knew why the aircraft made stops in AMS and he responded:

"C-GHPW was in Amsterdam for a couple of months flying Cargo for KLM. Mostly in the night. So this picture was taken by daylight on his parking spot the Romeo ramp. After the contract KLM used more L-100s including the PH-RMH from Schreiner Airways".



Click the icon for more info on the extensive usage of the Hercules.

Terry Baker dug through our library of airline magazines and found a list of destinations published in PWA's 'Keeping Posted' from August

1969.

Editor's Note: Photos in AC Connector livery are identified at the original sources as having been taken in 1999, after the sale from AC to First Air. Possibly the aircraft had not yet been re-painted.

See also [NetLetter #1436](#).



Photo courtesy of **Danny Grew**
at Toronto, November 3, 1983



Photo courtesy of **Joop de Groot**
from the **René Buschmann Collection**
at Amsterdam, January 1999



Terry's Trivia & 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.

At Toronto Pearson, we're implementing innovative digital solutions to streamline passenger experience.

The Advance CBSA Declaration technology helps returning travellers to expedite customs and immigration, the U.S. Mobile Passport Control App:

www.cbp.gov/travel/us-citizens/mobile-passport-control

allows travellers to expedite U.S. customs by submitting personal information in advance of travel.

Visiting Cancun (CUN).

The VISITAX amount is USD\$17 per person, or CAD\$22.50 or GBP13.50. Earlier reports suggested scammers were asking tourists to pay up to USD\$68 upon arrival.

VISITAX agents are now stationed at all terminals at Cancun airport arrivals and departures, located in all airside and landside areas in the airport. They are easily identifiable, and if they approach you, it is MANDATORY TO STOP.

Source: travelkore.com

Edmonton, Cooking Lake Airport.

Flashback to 1937 - Inaugural airmail flight to the Yukon

The summer of 2024 marked the 87th anniversary of the inaugural airmail flight from Cooking Lake Airport to the Yukon. The flight left Cooking Lake at 0815 on July 5, 1937 and arrived at Dawson City at 1230 on July 7, 1937 to deliver its' cargo of mail and good wishes. The flight made stops at Bear Lake (Grande Prairie), Fort Nelson, Nelson Forks, Lower Post (Hudson Bay Outpost on Liard River), and Whitehorse on its way to Dawson City.

For the return trip the flight departed Dawson City at 02:30 on July 8, 1937, with stops in Whitehorse, Lower Post, Fort Nelson, Charlie Lake (near Fort St. John) and arrived back at Cooking Lake at 21:15 after a long day of flying.

The aircraft used for the flight was a Ford Trimotor on floats CF-BEP (one of only 3 ever built in a seaplane configuration) and operated by United Air Transport, owned by Grant McConachie. In 1939, CF-BEP was badly damaged in a runway mishap with a Hawker Hurricane at Vancouver. The only part of the aircraft that remains today is a "blow pot" which was used to warm the engine in the winter and is on display in the Yukon Transportation Museum.

In 1995 the Alberta Government transferred ownership of the airport to the Edmonton Airport Authority with the condition that they operate it for at least 10 years.

In 2008, the Edmonton Airport Authority decided Cooking Lake Airport was no longer core to its strategy and began the devolution of the airport. Strathcona County unexpectedly decided not to exercise its right to take over the airport.

To save the airport from closure, a group of volunteers arranged to take over the airport and keep it open to the public.

Today, Cooking Lake Airport is the oldest operating public airport in all of Canada, the fifth busiest community airport in Alberta, and one of only 5 CBSA approved international (CANPASS) airports in the province.

Source: cookinglakeairport.weebly.com





Smileys



Issue dated March 30, 1988

By Toronto stockkeeper Ken Biggers



The NetLetter Team



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



Wayne, Bob & Ken
Richmond, British Columbia - December 2023
(Terry Baker 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.**
