



Air Canada mechanics check the Lockheed 10A prior to its flight.

### Original aircraft

It was the original, reconstructed CF-TCC aircraft that made the tour of 50 airports, 49 in Canada and Seattle in the US, formerly or currently served by the airline.

This memorable flight, handled by alternating crews dressed in period uniforms, with ceremonies at the various airports, has a special postal program commemorating the event, with sets of envelopes bearing the cancelled postmarks of each of the cities on the itinerary.

Air Canada likes to call the flight a "sentimental journey — en route to EXPO 86", because EXPO 86 is where the tiny Lockheed ended its trip — precisely at noon on May 10, upon arrival from Seattle. In the total flight, the plane covered a distance of some 5 040 kilometres.

The journey, which began at Saint Hubert airport near Montreal, also at noon, on April 10, was preceded by a telephone call from Vancouver, where Air Canada Chairman Claude I. Taylor and President and Chief Executive Officer Pierre J. Jeannot, at the Air Canada pavilion at EXPO 86, expressed

their best wishes to the two pilots seated in CF-TCC. Captains Ray Lank and Jean Gilbert took the Lockheed on its first leg of the flight. On board also, was Lucille Grant (*née* Gardner), who was TCA's first stewardess in 1938.

### Sentimental routing

The first part of the trip was to St. John's, Newfoundland. Then the plane began its trek westward, across a country the old aircraft has not seen for quite some time, for it has had a varied career in many places after being sold by TCA.

The Lockheed was first bought in 1939 by the government which turned it over to the Royal Canadian Air Force as part of the war effort. Then it was sold again and changed owners frequently over some 40 years.

With its fiftieth anniversary in mind, Air Canada purchased the aircraft and had it refurbished at the airline's Winnipeg maintenance base. Pratt & Whitney Canada arranged for the complete overhaul of its two engines and for furnishing accessories and spares. Other contributors to the project include

Esso Petroleum Canada, B.F. Goodrich Inc. and Canadian Warplane Heritage Inc.

At EXPO 86, the centre-piece of Air Canada's pavilion is the sister ship CF-TCA, which is no longer capable of flying. It, too, was sold to the government in 1939 and resold to several owners before Air Canada purchased it again and offered it to the National Aviation Museum in Ottawa, where it was on view prior to EXPO 86 and where it will return after the exposition.

The third "sister", CF-TCB, was dismantled for spare parts many years ago.

### History unfolded

Besides participation at EXPO 86 and the nostalgic flight across the continent, Air Canada is marking its jubilee with publication of a 368-page illustrated book. *It Seems Like Only Yesterday* by Philip Smith is the story of Air Canada's first 50 years.

### Cabin crew criteria, 1938

Trans-Canada Air Lines hired its first stewardesses in 1938, when requirements were rather exacting. All stewardesses had to be single, have 20/20 vision, be under 5 feet 5 in height (owing to small aircraft cabins) and weigh less than 125 pounds. Parental permission in writing was also required and all recruits had to be registered nurses.

Eight of TCA's pioneer flight attendants returned for the historic flight of the L-10A and replaced each other as cabin personnel during the coast-to-coast tour.

### Commemorative covers

Air Canada's golden anniversary is being marked by Canada Post with a souvenir package of 50 commemorative covers with cancellations noting the 50 stop-overs on the nostalgic flight of the Lockheed L-10A. The package includes 49 envelopes bearing Canadian stamps and cancellations and another bearing an American stamp with a United States Postal Service Seattle, Washington, cancellation.

Covers for the first part of the flight feature a 34-cent stamp issued March 7 marking EXPO 86 and depicting the Canada Pavilion. On the second leg of the flight, the first stamp was replaced by another, issued on April 28.

The covers are marketed by Air Canada and retail at \$50 a pack of 50 envelopes. Because a total of only 5 000 packs will be available, a maximum of three souvenir packs has been set for each customer.



Lucille Garner-Grant, Trans-Canada Air Lines' first stewardess, smiles as she boards the Lockheed L-10A for the cross-country commemorative flight.