

550-mile-an-hour DC-8. Vancouver to Montreal became a five-hour flight; Montreal to London just six hours. The *North Star* and *Super "Connie"* era was ended.

It was in 1960 that the company opened its maintenance base at Montreal's Dorval Airport and, in the ensuing years, the airline concentrated its maintenance in the complex, phasing out its major overhaul work from Winnipeg.

The name of Trans-Canada Air Lines became history when the airline changed its identity on January 1, 1965 to a more descriptive name, Air Canada.

In 1966, Air Canada became the first North American airline to serve Moscow. At the same time a schedule was inaugurated to Copenhagen. A Canada-U.S.



Air Canada and the Royal Canadian Mint have designed and struck a series of ten commemorative coins featuring the airline's 40-year fleet. Limited editions will be available in silver and a larger number of nickel medallions are also being struck for numismatists.

bilateral agreement concluded that year enabled the airline to begin serving Miami, and in 1967 Los Angeles was added to the route map.

It was during the Sixties, too, that Air Canada retired many of its early piston-engined aircraft and became the first airline in North America with an all-turbine fleet, the latest addition to which was the DC-9.

The Seventies

The Seventies began for Air Canada with the inauguration of service to Prague. Early in 1971, the first of the wide-body jetliners, the huge *Boeing 747*, was delivered and put into service on long-haul

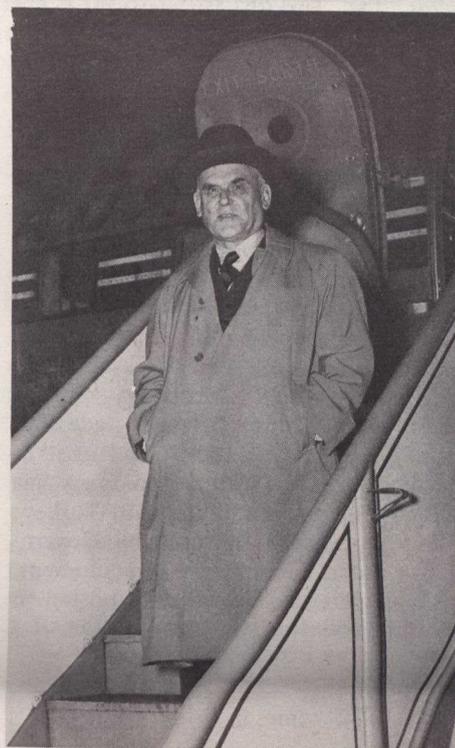


Forty years after the original TCA flight in 1937, Air Canada's sleek Boeing 727 adds a touch of sophistication to the Vancouver-Seattle run.

domestic and Atlantic routes.

A year later, the company introduced its Rapidair commuter service between Toronto and Montreal, featuring up to 50 flights a day on the heavily travelled route. In 1973, Air Canada launched its Lockheed L-1011 *TriStar* on a number of Canadian routes, bringing "wide-body" service to major Canadian centres for the first time.

Canada and the United States signed a major agreement in late 1973, opening up 18 new trans-border routes to Canadian carriers over the period 1974 to 1979. As a result, San Francisco became an Air Canada port-of-call in 1974 and Dallas, Fort Worth-Houston were added the next year. A new southern route also began in 1975 with service to the French Antilles islands of Guadeloupe and Martinique. Service to Cuba was initiated a year later.



C.D. Howe, Minister of Transport in 1937, who became known as "the father of TCA", was the person mainly responsible for the airline's inauguration and development.



Claude I. Taylor, President and Chief Executive of Air Canada.

The future

The national carrier recorded its first billion-dollar revenue year in its fortieth year of operation. It now employs well over 20,000 men and women.

Electronic reservations systems and computer technology are common-place in today's Air Canada and so is the dedication to the objective of the 1937 TCA Act — to provide "speedy and efficient" air transportation and to serve Canada's interests at home and abroad.