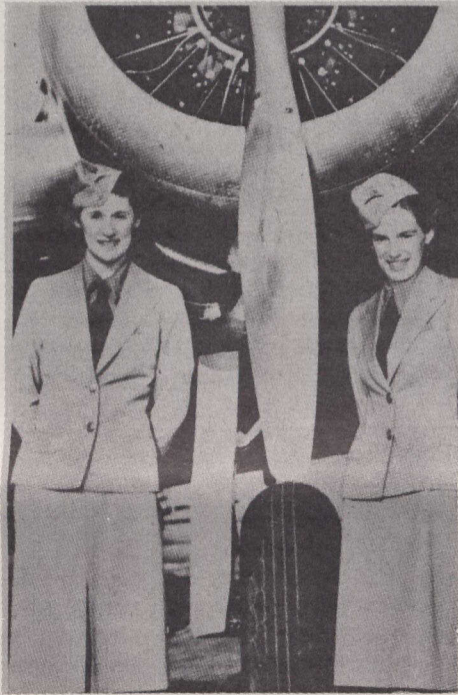


further development of its Canadian services and also added a number of United States destinations to its route map. In 1945, when the first of the DC-3s joined the fleet, the airline operated 28 aircraft with a total seating capacity of 369 – just four more seats than a modern *Boeing 747*.

Two years later, an aircraft designated DC-4M1 rolled off the Canadair assembly line into history. Known popularly as the *North Star*, the Rolls-Royce powered airliner would do more than any other aircraft to make TCA a major international carrier.

With the pressurized *North Star* as the backbone of its long-haul operations, the company looked south to expand its network. A Bermuda service was followed by links to the Bahamas, Jamaica and Trinidad and a year later, Barbados. In 1950 Tampa became the airline's first long-stage route into the United States.



TCA's first stewardesses, Lucile Garner (left) and Pat Eccleston, display what one reporter of the day called "the comeliness of *Venus* with the capabilities of *Florence Nightingale*".

Aviation in Canada

The first heavier-than-air flight in Canada took place on February 23, 1909, when J.A.D. McCurdy flew the famous *Silver Dart* for half a mile from the ice of Baddeck Bay, Nova Scotia.

Numerous Canadians were trained in aviation during the First World War, after which many ex-airmen bought war-surplus aircraft and started careers in civilian flying. By 1925, the aeroplane had established itself in such operations as forest protection and aerial photography. By 1929, the famed "bush pilots" had made possible the development of a rich mining industry throughout the Northland. Air services gradually became available in all parts of the country. By 1937, it was feasible to start a scheduled inter-city service, operating both day and night in all kinds of weather. So there came into existence Trans-Canada Airlines (TCA), Canada's first national carrier for passengers, mail and freight. The second national carrier, Canadian Pacific, was formed in 1944.

During the Second World War, Canada trained some 131,000 aviators under the British Commonwealth Air-Training Plan and established a trans-Atlantic aircraft-ferry service. These enterprises resulted in the construction of many new airports and the establishment of a scheduled international service. By the end of the war, Canada was in fourth place in world aviation.

Canada is a charter member of the International Civil Aviation Organization (ICAO) and of the International Air Transport Association (IATA), both of which recognized the country's contribution to aviation by establishing their headquarters in Montreal.

Today, Canada has two major airlines – Air Canada (formerly TCA) and Canadian Pacific –, five regional airlines and hundreds of third-level carriers. There are more than 19,000 aircraft registered in Canada, 13,500 of which are privately-owned. These small aircraft are used for training, for business trips, on farms, in such industries as fishing, trapping, forestry, construction and utilities, and for recreation.

To service domestic aircraft, as well as planes belonging to foreign airlines, the federal Department of Transport (Transport Canada) operates some 250 airports and is responsible for air-traffic control, airport security, flight services, standards, licensing and inspection, telecommunications and electronics, and air-navigational services. (From *Reference Paper 138*, Transportation in Canada, available from the Department of External Affairs, Public Relations Division, Ottawa, Ontario, K1A 0G2, Canada.)

In the 1950s, TCA acquired the *Super Constellation*, seating up to 75 passengers and with a range of 4,000 miles. With two overseas aircraft types in the fleet, the company's route structure expanded still further.

Paris was added to the routes in 1951 and the next year, Dusseldorf. Southward, it was Mexico City in 1954 and Antigua in 1958, while the Atlantic route expanded with the addition of Zurich and Brussels in 1958.

In 1955 Trans-Canada Air Lines became the first North American airline to

introduce the comfort and speed of propeller-turbine aircraft, when the first of 51 British-built *Vickers Viscounts* was introduced on Canadian routes.

Cargo business was growing too. In 1953, TCA bought three *Bristol* freighters replacing an old *Lodestar* which had been in full cargo use since 1948. In 1955, three *North Stars* were converted into cargo-liners to develop new markets.

The jet age

The commercial jet age came to Canada in 1960 when the airline introduced the



Air Canada



The First
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