



Photo: Jerry Hobbs

When they made the pre-boarding call for Flight 50 from Toronto to Amsterdam and Milan on May 31, a special passenger was Kasun DaSilva, 2, of Colombo, Sri Lanka, going home after surgery to repair two holes in his heart. His operations, organized by Toronto friends, gave him the ability to walk, talk and breathe without difficulty. Boarding their passenger, from left, passenger agent Alex Tardecilla and purser Johnny Wong.

Teams tackling B-767 snags, they're tracking better now

A two-man "SWAT squad" has been working overtime to tame the B-767s, which made a somewhat rebellious debut with the airline.

With the aircraft now in service, the responsibility for chasing down snags to bring on-time performance up to standards belongs to the Line Maintenance Dept., which has assigned senior maintenance specialist Dave Miles and senior avionics specialist Doug Smith to the task. Backing them up is Barry Parmenter on assignment from Boeing.

While Smith and Miles are handling the line problems, a team headed up by John Brom from Central Engineering is tackling the teething and design problems, as well as highlighting areas where additional spare parts or additional training may be required.

The colourful expression SWAT (it means Special Weapons and Tactics) is "for want of a better word," says Darrel Smith, group vice president operations, but SWAT seems appropriate for the task at hand. "It means that we have dedicated these people from our Maintenance and Engineering Dept. to look into any problem with the 767 right away, day or night, to the exclusion of their other activities," Smith said.

Smith explained that it's not unusual to have some problems when new aircraft are being intro-



B-767-300ER First Flight Log

Tail no.	Delivery date		First revenue flight	
631	April 15	CP133	April 20	Vancouver - Los Angeles
632	May 3	CP160	May 5	Vancouver - Toronto
633	May 13	CP161	May 16	Vancouver - Toronto
634	May 19	CP964	May 23	Vancouver - Toronto - Montreal

duced, but Canadian has had some unusual happenings.

"One thing that I personally think is very interesting with the airplanes occurs with their BITE boxes," Smith said. "BITE stands for Built-In Test Equipment. These are electronic boxes that indicate when there is a fault in the aircraft in any one of the systems.

"Now, what was happening, these boxes were not giving us correct information. They were saying there was a fault, and when the BITE box tells us there is a fault we are compelled to troubleshoot it. Often, it's required to replace a part that the box indicates is faulty. We found, however, that new parts wouldn't correct the situation, and it was ultimately found in a few instances that the BITE box was at fault.

"In other words, these boxes are smart enough to tell you when another part isn't working, but they aren't smart enough to tell you when they aren't working. So that was really a very frustrating problem."

Other snags that have had to be dealt with involve seats, galleys, the audiovisual system, and engine parts.

"Yes, we've had problems," said Smith, "but thanks to everybody's effort, and that includes Boeing and vendors of equipment, we're tracking better now. We should be very proud of the airplane, and it's embarrassing for all of us when we have to take a delay or cancellation. Boeing has certainly been first rate with all the assistance they have provided."

Deaths

Alf Peart, 64, of Pender Island, B.C.; who was with CP Air 1946-74 and was for many years manager of Vancouver Reservations; on June 1.

Peart's era was pre-Pegasus, and when he joined the company clothes pegs and coat hangers were used to book flights. For instance, if an aircraft had 16 seats, 16 clothes pegs would be put on a hanger and every time a seat was booked, a peg would be removed. When the coat hanger was bare, everyone in the office could see that the flight was sold out.

Peart is remembered as an articulate person whose handwriting was "copper plate," that is, of banknote quality. His favourite recreational pastime was sailing.

Hal Emmerson, 59, of Yellowknife, former pilot with Transair and PWA, on Jan. 31, 1988. Poor health in the late 60s ended Emmerson's active flying career of 20 years but he remained active in the aviation community. An advisor to the N.W.T. government on flying matters, he held offices in the International Northwest Aviation Council, the Canadian Airline Pilot's Association (Vancouver), and was a member of the Canadian Aeronautics and Space Institute.

New jet-prop on Ontario routes

Canadian Partner began ATR-42 operations to Windsor, Sault Ste. Marie, Pittsburgh and Toronto on June 8.

Expansion due to the \$155 million order for eight 48-seat ATRs, built by the partnership of Aeritalia and Aerospaziale, has boosted Canadian Partner's employee list to 189 people.

Sault Ste. Marie service will complement Canadian's jet operations to Toronto.

For Windsor and Pittsburgh, introduction of the ATR-42 will provide additional seating on prime business flights. Each business day Canadian Partner links Toronto and Windsor 15 times, and Toronto and Pittsburgh with four flights.



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Canadian Partner's ATR-42