



CanMilAir DECALS

Set #

406

Douglas Dakota - TCA

Markings for a Dakota operated by Trans Canada Air Lines in 1946.



INSTRUCTIONS - Please Read Carefully

- CanMilAir Decals are printed on very high-quality clear decal paper with a continuous film. It is highly recommended the decals be given a top coat of **MicroScale Liquid Decal Film** before use. Each element must then be trimmed from the sheet as closely as possible.
- Dip the decal in lukewarm water for 10 seconds. Remove and let it sit for 30 seconds.
- Before applying decal, wet the area with **MicroScale Micro SET**. This will to soften the decal film, improve surface adhesion and prevent air bubbles.
- The carrier film is extremely thin, so to prevent the decal from folding, *you must slide the decal off its backing paper onto the model*, preferably nudging it along with a small wet brush. You can then easily reposition it and smooth out any wrinkles after it is in its final position.
- Use a tissue to soak up excess water, then allow decal to set up. Once firmly anchored, brush a small amount of **MicroScale Micro SOL** over the decal. Do not touch the decal as it is now very soft and could be easily damaged. Leave it alone and let it work. Let decals dry.
- For particularly troublesome areas, a repeat application of **MicroScale Micro SOL** may be necessary. Allow to dry.
- Once all decals are in place and snuggled down, gently wipe with fresh lukewarm water to remove any remaining residue and then let dry.
- You should protect the finished decals with a few light applications of Testors Dullcote or Glosscote.

Photo sources include (but are not limited to) the following: Patrick Martin Slides, National Defence Imagery Library, Airliners.net, JetPhotos.net, MyAviation.net, and various other sources.

	Gloss White	Gloss Black
CGSB 1-GP-12:	513-101	512-101
Federal Standard:	17875	17038
Testors MM:	1745	1747
Humbrol:	22	21
Tamiya:	X-2	X1, X18
Gunze Sangyo:	H21, H1	H2

1:200
 1:144
 1:100
 1:72
 1:48
 1:35
 1:32
 1:18
 1:

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Trans-Canada Airlines (TCA), was created by legislation of the federal government as a subsidiary of Canadian National Railway (CNR) on 10 April 1936. The newly created Department of Transport under Minister C. D. Howe desired an airline under government control, which linked the Atlantic Ocean to the Pacific Ocean. Using \$5 million in government seed money, two Lockheed L-10 Electras and one Boeing Stearman biplane were purchased from Canadian Pacific Airlines. Experienced airline executives from United Airlines and American Airlines were brought in.

Passenger operations began on 1 September 1937, with an Electra carrying two passengers and mail from Vancouver to Seattle, a \$14.20 round trip. Transcontinental routes from Montreal to Vancouver began on 1 April 1939, using 12 Lockheed L-14 Super Electras and six Lockheed L-18 Lodestars.

On 1 July 1938, TCA hired its first flight attendants, (1,000 young women applied for about 12 positions) and by January, 1940 the airline had grown to about 500 employees.

In 1942, Canadian Pacific Airlines suggested merging with TCA. Prime Minister Mackenzie King rejected the proposal and introduced legislation regulating TCA as the only airline in Canada allowed to provide transcontinental flights. With the increase in air travel after World War II, CP Air was granted one coast-to-coast flight, and a few international routes.

The immediate post-war period saw an unprecedented rate of TCA growth. Many ex-service personnel were brought into the airline and were trained as pilots, mechanics, radio operators and other specialists.





change the name of the airline from “Trans-Canada Airlines” to “Air Canada”. This bill failed, but it was later resubmitted and passed, with the name change taking effect on 1 January 1965. In the late 1970s, with reorganization at CNR, Air Canada became an independent Crown corporation.



From 1945 to 1947, a total of 31 Douglas DC-3 Dakotas were acquired by TCA with the last retiring in 1963.

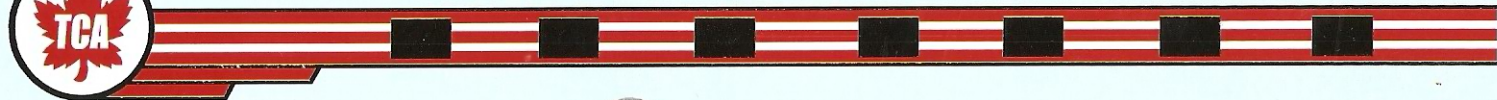


Originally headquartered in Winnipeg, which was also the site of the national maintenance base, the federal government moved the TCA headquarters to Montreal in 1949; the maintenance base later also moved east. With the development of the ReserVec in 1953, Air Canada became the first airline in the world to use a computer reservation system with remote terminals.

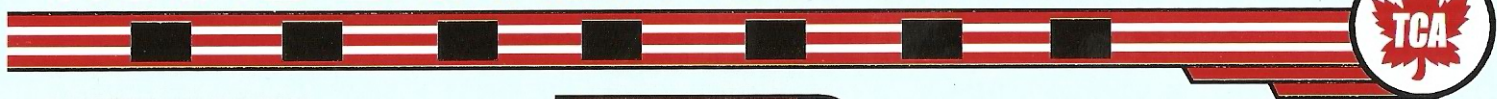
By 1964, TCA had grown to become Canada's national airline, and in that same year MP Jean Chrétien submitted a private member's bill to



TRANS-CANADA AIR LINES



TRANS-CANADA AIR LINES



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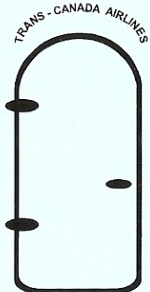
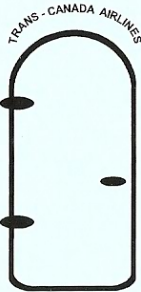
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