

**Flying to Montréal
(What you can expect to find)**

For **Samantha**
On her first solo flight to Montréal
July 29, 2006

Bill Reimer and Fran Shaver
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Here is a special ‘trip-tik’ for your flight to see us later this month. It will give you a few ideas about what to expect along the way.

I don’t know if you will be sitting near a window, but some the things I describe can only be seen as you fly over them. If you don’t have a window seat, perhaps someone will let you look out their window once in a while – if you ask nicely.

I have left some space at the bottom of each of page so that you can write in some notes about what is happening to you, tell some stories, or draw some pictures. You could even ask the flight attendants to sign your book for a souvenir if you would like. Sometimes the pilot is at the front of the plane when you get off, so you could even ask him or her to sign it.



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Step 1: At the Victoria Airport

I am presuming that Daegan or Steve will take you to the Victoria Airport, but I expect they will let you do all the rest, so this is sort of how it will work. When you get to the Air Canada part of the airport you will have to first get your boarding pass. When I get there, I can usually get the pass from a machine with a computer screen. I expect you will have to go to the ticket counter or special reception area, however, since you will be getting special treatment since you are a bit younger than I am.

At the ticket counter or reception area, the agent will get your information about where you are going and how many bags you would like to be checked. When they ask for the number of bags, they are only referring to the ones you want to put in the luggage container – not any bags that you will be taking with you to your seat.

Once the agent gets the information, he or she will type it into a computer and print out a long baggage tag and your boarding pass. The baggage tag goes on your bag so that it will get



to Montréal okay and you will take the boarding pass to make sure that you get here as well.

The boarding pass is an important piece of paper because there will be a number of people who want to check it before you get on the plane.

At this point, the agent will probably tell you where to go to find your escort to the plane. Since you are young, they will make a special arrangement like this. I'm not sure where you will go, but when we were putting Zachary on the plane here, we went to a small waiting room until the escort came by to pick him up – along with a couple of other people. Your Mum & Dad will probably have to sign some papers at this point – and then you will really be on your own.

Step 2: The Security Gate

The agent will take you to the boarding gate to wait for the plane. On the way, you will most likely have to go through the security check. When I go through security, I have to put all my coins, pen, and other metal objects in a tray along with my jacket, take out my computer from its bag, and put them all on a conveyer belt where they go through an X-ray machine.

If you are lucky, you can take a peek at the screen where they look inside the luggage. It's got bright colours and the objects in the bag look like a bunch of skeletons or funny drawings. If you are curious, just ask an agent if you can take a look. I expect they won't mind so long as you don't slow down their work.

They will also make you walk through a special gate that senses whether you have any metal on you. If you do, there will be a beep sound and one of the agents will ask you to stand with your legs a bit apart and your arms out so that they can scan you with a machine that looks like a big wand.



I usually make the gate beep because I have a belt with a metal buckle. That means I have to stand and wait until they check me with the wand. Often the agent will ask me to undo my belt so that they can pass the wand behind the buckle. I'm glad that my pants don't fall down when I do it!

Fran says that her bracelets often make the gate beep. Sometimes they ask her to take them off and put them through the X-ray machine.

Sometimes they even ask me to take off my shoes and they put them through the X-ray machine. That's because one of my pair of shoes has metal in the sole. It feels funny to go walking around in an airport in my stocking feet!

After the security lets you through, then your escort will take you the rest of the way to the boarding gate. You probably know all about this type of gate because you have met us at one in San Francisco. Here, you will probably have another wait while they get the plane ready for boarding.

At the boarding gate the escort will introduce you to one of the people at the gate or one of the flight attendants who will help you out while you are on the flight. They will want to see your boarding pass again and will make sure that you are settled in the seat number on your boarding pass.

Step 3: Getting on the plane

Once you are on the plane and settled, you will be able to ask any of the flight attendants for help or information. There will be a period in the beginning and near the end when they are very busy, of course, but you will notice that anyway.

I hope you get a window seat or one near a window because there are lots of things to look at outside. If you are on one side of the plane you can see the people who move the luggage into the plane. They drive little carts with a long line of trailers full of luggage. They wind their way around all the planes and trucks and people to get the bags in the right place.



My favorite machine is the one that takes the containers full of luggage and moves them into the plane. It is a big moving platform with many, many little wheels that roll the luggage containers in any direction. The operator stands on a platform above the flat area and by means of a number of levers he or she makes the container move in any direction they want. The operator can roll it on to the platform, make it spin like a ballerina, move it forward or backward and even make the whole platform move up and down to get to and from the plane. I would love to operate one of those machines.

There is often another type of baggage loader as well. It is a conveyer belt that goes from the ground up to the airplane hatch. The operator can drive it like a car or stop it and get the belt rolling to take bags up or down. This one is not as

fancy as the big platform and it needs a few baggage handlers to put the bags on and off the conveyer.

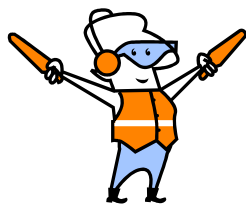
Meanwhile, the baggage trains wind their way around all the machines – coming and going with bags of all shapes and sizes.

They also have to wind around the fuel trucks in some cases. These are big trucks that pump the fuel for the airplanes to fly. The tanks are in the wings of the plane and they often have to fill them from the bottom. Can you figure out how they do this without spilling a drop? It would be like trying to fill up a pop bottle when the bottle is upside down!

You might also see the pilot walking around outside the plane. Often the pilot will give the plane one last check before getting on board – just to make sure that everything is in its place.

When everyone is on board, then they close the doors and ask everyone to make sure that their seats are up straight and their seat belts are done up. While the flight attendants are checking all the people, the pilot and co-pilot are checking all the instruments and the parts of the plane to make sure they are all working okay.

The pilots can also talk to the people in the airport tower by radio or to a person on the ground by a wire hookup. You may see this ground crew person – they carry orange flashlights and use a bunch of hand signals to guide the planes in and out of their proper parking places.



While they are in the parking place, the ground crew plugs a headset into the plane so that it is possible to talk to the pilot. Once the plane starts to move, though, they use hand signals since the cord from their headset needs to be unplugged.

Airplanes can't go backward, so they need a push out of their parking place to get turned around. The pusher is a funny car that looks like a giant stepped on it and crushed it flat. They are flat so that they can easily go under airplane wings and bodies since they have to get close enough to hook on to the plane's wheels. They have a long pole that hooks on to the front wheel and they push the plane slowly out of its parking place. You won't be able to see the one that pushes your plane out since they will be at the front of the plane, but you might see other ones that are pushing planes at different gates.

By the time the plane has been pushed back and turned around, the pilot has got the engines going and the air is blowing into the cabin through the small openings above the seats. It's often a good thing because the plane's air conditioning is usually not turned on when they are parked so it sometimes gets rather stuffy with all the people.

Step 4: Taking off

The airplane will slowly move out to the end of the runway. They call it 'taxi-ing' to the runway and usually the flight assistants will explain how to buckle up your seat and what to do if the oxygen fails or people have to get off the plane in a rush. They tell you about the oxygen because you will be flying so high that there is not enough oxygen in the air for people to breath. The air pressure is also so low at high altitudes that people would suffer severe cramps without protection, so the whole interior of the airplane is pumped with extra air to keep the pressure high enough for us.

If the air pressure should drop because a door was opened or the pump didn't work, then a small yellow mask would drop down with enough oxygen for people to breath. That is what the flight attendant will explain. Sometimes they explain all

this in a short video message on the screens that drop down from the ceiling.

Sometimes the plane has to wait for its turn once it gets to the runway. This is fun, because you often get a close-up view of another plane landing or the previous plane in the line taking off.

Eventually, you will know that your takeoff has begun because you will be able to hear the pilot rev up the engines and the plane starts going faster down the runway. This part of the trip is like being in a very fast racing car since you can feel yourself being pressed into the seat as the plane accelerates faster and faster.

When it gets going fast enough for the air to lift the wings, the pilot will move the flaps on the wings and point the nose slightly up in the air. If you are at a window where you can see the back part of the wings, you can see the flaps (the back edge of the wings) move down a bit as the pilot pulls on the 'stick'. Pretty soon you will see the ground start to move away and you might hear the sounds of the wheels being moved up into the belly of the aircraft. Now you are in the air!



As the plane gets higher and higher, I try to see if I can find some part of the ground below that I can recognize.

Sometimes when I am flying from or to Montréal I can see Ile Bigras. Taking off from Victoria airport you will see the many inlets around the airport and perhaps some of the mountains on Vancouver Island. If the plane takes off toward the East, then you will very soon be over the water whereas if it takes off toward the West, it will have to turn around before getting to the water between Vancouver Island and the Vancouver mainland. You may be able to see the place where the Vancouver Island ferry docks if you are lucky since this is right near the airport.

Can you see one of the ferries at the dock or in the water?



Your flight path will take you East – toward Vancouver, so if you keep your eyes open, you may be able to see Vancouver nestled up against the mountains. I also often see the river water of the Fraser river right near Vancouver since it is dirty brown looking in comparison to the blue water into which it flows. The blue water is called the Strait of Juan De Fuca.

It has a Spanish name since it was named by a Spanish captain who came to the area many years ago.

Step 5: Cruising across BC

As the plane gets to its cruising altitude you will hopefully be able to see the many mountains of the West Coast Range below you (if it isn't too cloudy). I like looking for the small windy roads that follow the valleys of the mountains, the lakes that are dotted across them, and the snow on the highest peaks. You can also see the many brown patches where the loggers have cleared off the trees as they cut down the timber for lumber or pulp and paper.

When the plane gets to its cruising speed, the pilot will turn off the seat belt sign and the flight attendants will begin handing out drinks and perhaps some munchies. When they come by your seat, you can ask them for a drink of whatever you want (if they have it). Sometimes they also give you a tiny snack as well, but they don't always do this.

It will be a good idea for you to pack a lunch to eat along the way. Actually, since you will be taking 3 different flights you might want to pack 3 different snacks in your lunch bag. The first flight from Victoria to Calgary will be just over an

hour, so it won't be too long. The second flight will be from Calgary to Winnipeg will be about 2 hours and the third flight from Winnipeg to Montréal will be about 3 hours.

If you get hungry on the first flight you might want to open up a bit of the food you packed, but don't eat too much since you still have 2 more flights to take before you get to Montréal.

During this part of the flight I keep my eyes open for the region of BC where the coast range ends and the Okanagan Valley begins. You can recognize it because it is much flatter than the mountains and it has a number of long lakes in it. Fran's brother Jim lives in Penticton which is a town you might fly over. You can recognize the towns and cities you pass by their shiny spots, the lines of the roads, and lack of green. At night the towns are lovely because you can see their lights and they look like little islands of light in a sea of darkness.



After flying over the Okanagan Valley you will come to another long line of mountains. These are the Rocky Mountains. Just before you get there, however, you will fly over Kaslo or Sicamous depending on the flight path taken. My brother Bob and his family live in Kaslo and Fran's sister Wilma lives in Sicamous. Both of these towns are small towns by a big lake. I don't expect you will be able to identify them without having a map, but it is fun to know that they are down there playing or working or doing something else while you are way above them.

As your plane is flying over the Rockies you will see patches of white where the snow still covers the highest peaks. About that time you may feel the plane drop a bit and the pilot will announce that they are beginning your descent into Calgary. It will only be a little after an hour since the plane took off in Victoria.

Step 6: Descending into Calgary

The seat belt sign will go on and everyone will be asked to get back in their seats for the landing.

A lovely thing about the descent into Calgary is the way in which the plane is at one moment flying over the high peaks of the Rocky Mountains and the next moment it is flying over the flat land of the prairies. Calgary is a city just where the mountains and prairies meet. It is amazing to think that the mountains are really just pushed up flat land. I will show you how this works when you get to Montréal. It's easier to see if I use a piece of cloth or thin paper.

As the plane drops down to the airport at Calgary, you will be able to see more and more detail of the land and cars below. You will see all the roads leading to Calgary and after that you will start to see the trucks and cars. If you watch

carefully, you may even see the tall buildings of the city of Calgary. Keep your eyes open for the Calgary tower. It is a high observation tower in the middle of the city where people can take an elevator all the way to the top and look at the prairies and mountains for miles around. Of course, your plane will be even higher than that so you get an even better view.



The plane may have to circle around to get pointed in the right position for landing but soon you will find it going in a straight line as the buildings, houses, cars, and trucks become larger and larger. Watch for the blue colour of the many swimming pools that people have in their back yards.

As the plane gets near the runway you can often hear the sounds of the wheels coming down getting ready to smooth out the landing. You will feel the slight bump as the plane touches down on the runway, then the engines will roar as the pilot turns on a 'reverse thrust' mechanism to slow the plane down enough to be able to use the brakes in the wheels.

Once the plane is slowed down, the pilot will turn off the main runway and taxi to the airport terminal. Once again you

may see the ground crew standing with their orange lights so that the pilot will know where to go and how to steer the plane into the terminal so that the ramp can move to the doors. Once it is in place and stopped, the seat belt light will turn off and everyone will start getting up to get their bags and move off the plane. Probably the flight attendants will ask you to stay in your seat until everyone else has left, then they will invite you to go with them to find your next flight.

When you are packing up your things to go, don't forget to check around so that you don't leave anything behind.

Step 7: Getting on to your next flight

You will have to wait in the Calgary terminal building for your next flight. If you arrived on time, you will get to Calgary at 11:15 and you will be leaving on your next flight at 12:30. That's 1 hour and 15 minutes to wait.

The time will be a bit strange if you have a watch from Victoria, however. Since the time changes by 1 hour between Victoria and Calgary your watch would indicate that the time is only 10:15 rather than 11:15.



Since the world is spinning so fast, the sunrise keeps moving from the Eastern part of Canada to the Western part. If we didn't change our time, then the sun would come up at 8:00 am in one part of the world and at 8:00 pm in another part. In order to have the sun come up about the same time in all parts of the world, we have divided it off into many time zones. When you travel from Victoria to Calgary, you cross one of those zones. By the time you get to Montréal, you will have passed 3 zones. This means that the time in Victoria will be 3 hours different from the time in Montréal. You probably know this from our telephone calls, but this time you will know it from actually traveling there.

I'm not sure where your escorts will ask you to wait a Calgary, but it won't seem like very long since it will take some time to get off the plane, then you will go to the next gate (for Air Canada flight number 8553 to Winnipeg), then they will start calling people to get on that flight. As in Victoria, they will introduce you to a flight attendant on the new flight and he or she will escort you to the plane.

By this time, you will be very familiar with the routine.

Step 8: Taking off from Calgary

I remember my first flight to Calgary because we landed in the middle of a thunderstorm. It was very exciting because the storm made the air turbulent so our plane was bouncing around like a carnival ride. It felt like one of those rides where they take you up high, then let you drop suddenly – all the time shaking the seat. The pilot must have had a difficult time keeping it straight enough to land.



Everyone must have been very relieved when we landed because as soon as the wheels touched the runway and the pilot turned on the reverse thrust, everyone in the passenger cabin clapped!

When we took off again after about an hour the worst of the storm had passed, but the pilot climbed up so fast that it felt like we were going straight up. I guess he or she wanted to make sure that we were well above the storm as quickly as possible.

I loved looking out the window and seeing how the plane headed straight into the clouds, traveled through them in a

fog, then all of a sudden burst out on the top side into bright sunlight. Looking down below I could see the tops of the clouds looking so thick that I could have stepped out and walked on them. Lucky I didn't try, though since I would have fallen right through them like a rock.

Step 9: Flying over the great Canadian prairies

When you take off from Calgary you will see that the ground below looks like a patchwork quilt. In fact, you will see this all the way to Winnipeg. It is just like a giant bedspread.

That's because all this huge area is the heartland of the Canadian prairie. Many, many years ago when the snow from the last ice age melted it made an enormous lake right in the middle of North America. Over many years the soil and dirt that was in the lake water settled out on the bottom. When the water finally receded we were left with a huge flat area in the middle of the continent from Canada to Mexico.



Since it had received all the lovely soil from the lake, it was very fertile land as well. Your Great Great Great Grandfather Reimer discovered that when he and his family came to Canada and set up a homestead – first in Manitoba and then in Saskatchewan. Like hundreds of others, he built a small house (the first one was made out of sod), plowed the prairie grassland, and planted grains like wheat, barley, and oats.

When you look down at the patchwork quilt below you, you can think of the many farmers who have made it look like that. What you are looking at are the fields they have plowed. The colours and textures of the quilt are provided by the directions they have plowed their fields, the colours of

the crops they planted, and the way they irrigate their crops. Can you see how some of them are plowed in circles, some in rectangles, some round and round, and some of them back and forth? Which way would you plant your field if you had one?

You will have plenty of time to see this quilt since it will take you about 2 hours to cross it all. We are fortunate that there is so much good growing land like this since the grains and crops grown here help to feed people all over the world.



Most likely the oatmeal I eat each morning for my porridge was grown on the farms passing beneath you. So are the oats in your cheerios, the corn in your corn flakes, the wheat in your bread and pancakes, the potatoes in your french fries, and the canola oil in your ice cream. Can you think of other things you eat that may have been grown here?

You may also be able to see the long line of the train tracks that take all this grain to the ports in Vancouver and Thunder Bay. Since the land is so flat they can make very long trains on the prairies so sometimes it is even possible to see a long line of cars moving slowly along like a tiny caterpillar. You can imagine all the grain that is in one of those trains – heading off to China, or India, or Africa, or Japan.

I love to look at the puffs of clouds that often float over the patchwork of the prairies. You can often see them way down below – along with the shadows they make on the ground. Sometimes I imagine a farm child looking up at the clouds and thinking how high they are – yet flying high over them, they look so small and tiny below us.



Step 10: Flying over your family history

About half way through your trip to Winnipeg you will fly over the farm where your Great Grandmother Reimer grew up. It was near a small town called Rocanville in Saskatchewan. It is so small that you probably won't see it, but you will be able to see the nearby city called Regina. This is a big city in the middle of the prairies. At night it is very noticeable, but during the day it's a bit harder to find.

My Mother and Father (Your Great Grandma and Great Grandpa Reimer) met each other in Regina when they were young. They were both working for a company called Eaton's – Mum was working in ladies wear (I think) and Dad was working in the mail order department.

In those days Eaton's had a catalogue that they sent to people all over the country. They didn't have internet, so people would look through the catalog, make their choices, then send a letter to the company asking for clothes, tools, or even toys. It was Dad's job to take those orders and package the items to be mailed out.

Dad had grown up in a small town called Herbert – also in Saskatchewan. I'm not too sure how he noticed Mum at

Eaton's but I bet you could get more details on the story the next time you see them. If you find out, I would like it if you would tell me too.

When Dad was a young boy he would often go with his father (your Great Great Grandfather Reimer) on his job in Saskatchewan. This job was to grade the roads so that they would be nice and flat for cars and trucks. During the summer he would take his family on road-grading trips. They would drive a big tractor that pulled the grader, their house, and their car in a long train-like arrangement. I have included a picture so that you can see what it was like. It looks to me like it would have been a lot of fun.



Step 10: Descending to Winnipeg

After about an hour and a half from Calgary, you will feel the plane start to slow down and begin descending into Winnipeg. That will be just about the point where it is passing over Sidney in Manitoba. This is a small town where Fran and her family used to live when your Grandpa Shaver was a Minister.

They lived in a house next to the church with an outdoor toilet and pump for water. Every time they wanted to get some water for cooking or a bath, they would have to go outside and pump it from the well. This would not be so bad in the summer, but in the winter it would be very a very cold way to get a drink.



Even the school had an outdoor toilet. When we visited Sidney a few years ago, the school was still there but there was a family living in it. I expect that they have installed indoor plumbing by now. Fran tells me that there were only two rooms in the schoolhouse. Grades 1 to 6 were taught in one room and grades 7 to 12 were together in the other

room.. This might have been useful, of course, since the older children could help to teach the younger ones.

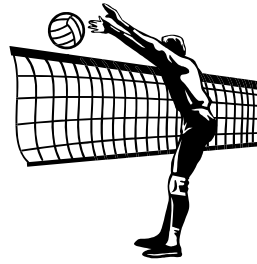
As you descend into Winnipeg you will also pass close to Plum Coolee and Winkler in Manitoba. Plum Coolee got its name from the fact it was near a coolee on the prairie. A coolee is a rise or bank that is often the result of a river or glacier many years ago. I guess that the people found plums nearby that one.

When your Great Great Great Grandfather first came to Canada from Europe he and his family came to Winkler. They lived with people we call Mennonites. They were religious people who had strict rules about how to do things so when your Great Great Great Grandfather and Grandmother didn't follow some of those rules, they had to leave the community. I don't know for sure what were the rules they didn't follow, but my Grandfather told me that it was because their clothes were too fancy.

That was when they decided to move to Saskatchewan and to set up a homestead in Herbert. If they hadn't done that perhaps my Mother and Father would never have met!

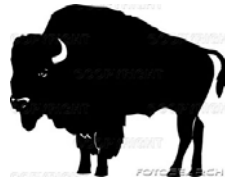
I'm not sure if JP and Lies will be able to arrange a meeting with you when your plane lands in Winnipeg, but at least

you will know that they are nearby. Winnipeg is the city where they are living during the summer while Lies practices for her volleyball team. It is also the city where my Aunt Elsie Nesbitt lives. She is my father's sister, so she is the sister of your Great Grandfather Reimer. Daegan took her first steps at Aunt Elsie's house when we were there in 1970.



Step 11: Winnipeg

Your time in Winnipeg will be about as long as your time in Calgary. If you are lucky it may even include a visit with JP and Lies, but it would probably be very short since you only have about an hour and a half before your next flight. You won't even have time to see the Manitoba bison (some people call them buffalo).



Your next flight is Air Canada flight 8568 and it leaves at 4:40 pm. Don't forget that you have moved through another time zone, however, so although the clocks in Winnipeg would say 4:40 pm, your time in Victoria would now be about 2:40 pm.

As your plane takes off from Winnipeg, you will also be saying goodbye to the prairies. Very shortly after the plane gets to its proper altitude you will see that the patchwork of the prairies starts to get broken up with trees and lakes. After about a half an hour you can look down and all you see are tiny lakes and forests.

Step 12: The Canadian Shield and the Great Lakes

These tiny lakes and forests are part of what is called the Canadian Shield. This is a huge area around Hudson's Bay where there used to be high mountains millions of years ago. That was before the ice ages. During the ice ages, the ice was so thick that it ground off the tops of the mountains as it slowly moved south. Much of that mountain rock ended up as part of the rich prairie soil as it was carried down from the mountains when the ice melted and settled in to the bottom of the huge lake that developed in the middle of the continent.

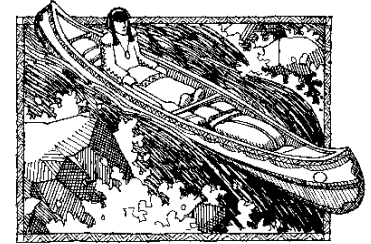
If you were traveling in a car, you would see how the rock of the Canadian Shield is smooth and rounded from the grinding it received from the ice. When we were driving

across that country with JP he kept wanting to stop and go skateboarding on the rock since it looked so smooth.

Depending on what route the pilot takes, you may see more of this Canadian Shield country or you may get a change to see Lake Superior. This is a huge lake that is one of a string of five in the Ontario part of the country. Lake Superior is the largest of them. I guess that is why it was given the name 'superior'. To me it looks like a wolf's head. You can even see an eye in it. That's actually an island named Isle Royale.



If you remember reading a book called “Paddle-to-the-sea” you may recall that the boy put his carving into the water at a Lake called Nipigon. Your plane will travel close to this lake. It is a rather small lake by comparison to Lake Superior but they are connected by a short river.



Right on the edge of Lake Superior is a city named Thunder Bay. Fran's Grandmother Hamlet (your Great Great Grandmother Hamlet) lived there and Fran often visited it when she was a young girl. It used to be 2 cities – one called Fort William and the other called Port Arthur. When they got so big that they merged into one another, the two cities were joined and given the new name Thunder Bay.

To fly from Winnipeg to Montréal will take you about 3 hours – although it will seem like 4 according to your watch. That is because you pass through another time zone, so you have to add on another hour on your watch.

Depending on the route that the pilot takes, most of this part of your trip will be over the woods, small lakes, and bogs of the Canadian Shield, or over the water of the Great Lakes.

They will also likely show you a movie on the flight since they have enough time. I wonder what the movie will be.

Step 13: Flying in to Montréal

Finally, you will once again feel the plane as it starts its descent into Montréal. The flight attendants will come by to pick up all the garbage and they will ask people to get back in their seats, straighten the backs of the seats, and do up their seat belts.

It will probably look like nothing has changed much outside the plane since you will still be flying over the lake and bog country of the Canadian Shield. Once the plane gets close to Montréal, though, you will see the St Lawrence River and the signs of cities and villages.

The St. Lawrence River is a large river that flows around the island of Montréal – and also around our island of Ile Bigras. I love watching all of the places I can recognize as the plane makes its final descent into the airport.

Most often, the plane goes slightly past Montréal, then turns around so that it can come into the airport against the westerly winds. If it does this, then you get a nice look at the houses and buildings of the city since it takes a long time to fly over them all. If you are on the left hand side of the plane, keep your eyes opened for the high peak of the Olympic Stadium. It has a high part that looks like a giant poked a big stick into the ground and the stick fell slightly over. It's right by the oval of the stadium itself.



Soon after the Olympic Stadium you will see the small mountain in the middle of Montréal called Mont Royal. It's easy to see because it is big, green, and it has a huge church on one side of it. If you see this, then you can be sure you will be landing in only 2 or 3 minutes.

Just before the wheels touch down, your plane will fly over the road where Fran and I often drive in to work. It is also the road we will be taking to pick you up, but we won't be on it when you fly over since we will be eagerly waiting your arrival in the airport terminal!

When the plane gets to the terminal, once again the flight attendant will escort you to someone who will walk with you to the baggage section. If you plane parks at a distant gate, then you will have a chance to walk on a moving sidewalk underneath the runway to get to the baggage section, but most likely you will park at the main terminal where you will be taken along a hall, then down an escalator to meet us. That's where we will be.

If they let us go into the baggage section, then we will first see you as you come down the escalator, but they might not let us go there now. They have changed the rules about where passengers and their greeters can go, so I'm not sure where we will get together, but they will have special arrangements for us to get you from the escorts.

We don't know the place, but we DO know that we will be very excited!!

