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AUGUST 2007

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Mailbag

Correspondence from readers is welcomed. Anonymous contributions will not be considered for publication, although identities will be withheld upon request. Email submissions require a city, state (country), and a telephone number. We reserve the right to edit letters for space and clarity. Because of the volume of mail we receive we regret that we are unable to acknowledge every communication, or that requests for information can always be accommodated. Letters selected for publication reflect the opinions of the authors, and not necessarily those of the editors or publisher of *Airways*.

The A380 Program

George Hamlin's speculative essay about the Airbus A380's prospects (June 2007) is remarkably similar to the kind of predictions made for the Concorde market in the Seventies, except that George's is over-negative, while those for the Concorde were always over-positive. The common denominator is the number of maybe's, might's, and possibly's that punctuate the text.

The facts are that Airbus now has, in spite of infuriating delays in the initial launching, an airliner that, in November this year, will announce the beginning of a new era in air transport. Fifty percent larger than the Boeing 747, which it will replace as the flagship of all the airlines that have ordered it, it is the logical successor to Seattle's successor to its own Boeing 707.

The 747 started off slowly, with a hiatus in sales early in the Seventies, while Douglas hesitated—far too long—in building the stretched DC-10. Thanks to short-sightedness at St Louis, Boeing recovered and finished up by selling more than a thousand 747s. The MD-11 was a case of 'too little, too late'.

The stage is set for a repetition of history. The electronics fiasco that has held up the A380 is now little more than a sad memory for the engineers at Toulouse and Hamburg. Singapore Airlines's debut in November will provide a stiff challenge to all its competitors operating between Europe and the Pacific Rim. Qantas, for example, will be quick to follow. The others on the route will be well advised to replace their existing fleets of smaller aircraft. As for the trans-ocean airlines, they too will need the big airplane to cope with the ever-expanding traffic demand, but with ever-increasing airport limitations on maximum movements.

By the time Boeing is able to build a rival to the A380, Airbus will be doing what Douglas failed to do: stretch the well-proven product. The wing is already in place to carry a payload of a thousand passengers.

R E G Davies
McLean, Virginia

In the article by Mr Crump (May 2007), he states that the A380 will emit 80g of CO₂ per passenger/km while the Toyota Prius emits 104g per kilometer (and implies that the A380 is therefore more environmentally friendly than



the Prius). It appears that this is an invalid comparison as the A380 numbers are listed as per passenger/km while the Prius numbers are listed as per kilometer only. This being the case, since the Prius can hold four passengers, the correct number for the Prius would be 26g per passenger/km resulting in the A380 emitting more than three times as much CO₂ per passenger/km as the Prius.

Name withheld by request

The statement was made by John Leahy, Airbus's chief commercial officer and chief operating officer—customers.—EC

Both Sides

I write principally to make you aware of how much I enjoy reading *Both Sides*, the regular column by Clayton Taylor. Clay's monthly reminiscences from his several aviation perspectives invariably give rise to nostalgic recollections of my own.

As we portfolio managers are wont to do (indeed, required by law in our own profession), I must make certain disclosures underlying my kudos. I flew with Clay many (too many to confess) years ago when he was still fully ensconced within instructor/charter pilot territory. Indeed, some of his stories are intimately familiar to me. For example, the late Scranton Municipal Airport (SCR) described in *Rose in Winter* (May 2007) is but a few miles from my home. More directly, I am the 'lawyer friend' whose regular commutes to the then Washington National Airport in Piper Warrior N121DL often included Clay, sometimes with unexpected challenges (see *Six Little Indians*, January 2007).

Indeed, I owe Clay not only for his instructor's rôle in aiding my advance to the IFR and multi-engine tickets, but for also being especially accommodating in so doing. I actually got to fly just about every airplane mentioned in *Six Little Indians*, including the notorious Cessna 340, courtesy of Clay and his confidence in an emerging instrument/multi-rated pilot.

My loyalties aside, I have to believe that virtually every pilot out there can share in those 'moments', be they those of terror, elation, or just the sheer joy of flying that Clay brings to your pages each month (after all, no

one started life flying a 'heavy'). He adds a healthy dose of the human.

As you may know, Clay has also published his first novel, *Dead Eyes Opened*. In it he carries forward in a novel-length tale, the same multi-dimensional charter pilot/instructor/controller/flier-of-heavies that make his *Both Sides* columns such an enjoyable read. Accordingly, I commend it to you and your readers' attention!

Richard A Yarmey
Clarks Summit,
Pennsylvania

Nigerian Geography

As a subscriber, while reading my June edition of *Airways*, I noticed on page 42 the map showing the routes of Afriqiyah Airways placed Kano in the south of Nigeria and Lagos in the north. This should be reversed, since I used to do business with Nigeria Airways some years ago and spent time in Lagos.

Raymond Connors
Toms River, New Jersey

The map we used was provided by the airline and we failed to spot the geographic glitch (since corrected on Afriqiyah's website).



This photo of Lockheed 10-E NC16080, taken at Rio de Janeiro (Santos Dumont) probably in 1937, comes from Vito Cedrini, who would like to know the identities of the three people posing in front of the aircraft. This Electra was delivered to Pan American Airways in December 1934 as a Model 10-C (XA-BEP) for Mexican subsidiary Aerovías Centrales, and transferred to Mexicana a year later. Following its return to PAA in 1937, it was transferred to Panair do Brasil as PP-PAS. VARIG took over the Electra in 1943, as PP-VAQ. On June 20, 1944, the aircraft crashed into the Guaíba River near Ponta Grossa, Porto Alegre, during a severe thunderstorm, en route from Pelotas to Porto Alegre; the nine passengers and two pilots, Capt Ricardo Lau and FO Frederico Hochwart, were killed.

Elsewhere, another Lockheed twin is the subject of a recovery project. The CF-CPA Project aims to recover the former Canadian Pacific Air Lines Lodestar CF-CPA from northern Québec, where it has lain for 47 years. This Model C-60/18-56A (MSN 2177) flew with CPAL between 1943 and 1950, and then with Hollinger Ungava Transport of Sept-Îles, Québec. In 1955 the airplane was sold to E D Bourque Aerial Photography of Ottawa. On August 20, 1960, CF-CPA suffered fuel starvation and belly-landed 100mi (160km) north of Schefferville. As a result of the pilot's skill, no one was injured and the airplane sustained only minor damage. Because of the extreme wilderness of the landing area, the owner of the aircraft did not feel it was worth recovering.

In summer 2004 the hulk was discovered by Patrick Cloutier, a pilot for Aventures Norpaq, which led to the purchase of the airplane by Marcel Deschamps in September 2006. Founder of Air Marcel, a restoration concern in Québec, Deschamps plans to restore the Lodestar to flying condition, a process estimated to take seven to ten years. First, however, the CF-CPA Project has to recover the airplane from the tundra, an extraordinary challenging prospect. For more information or to become involved, visit: www.cf-cpa.ca.