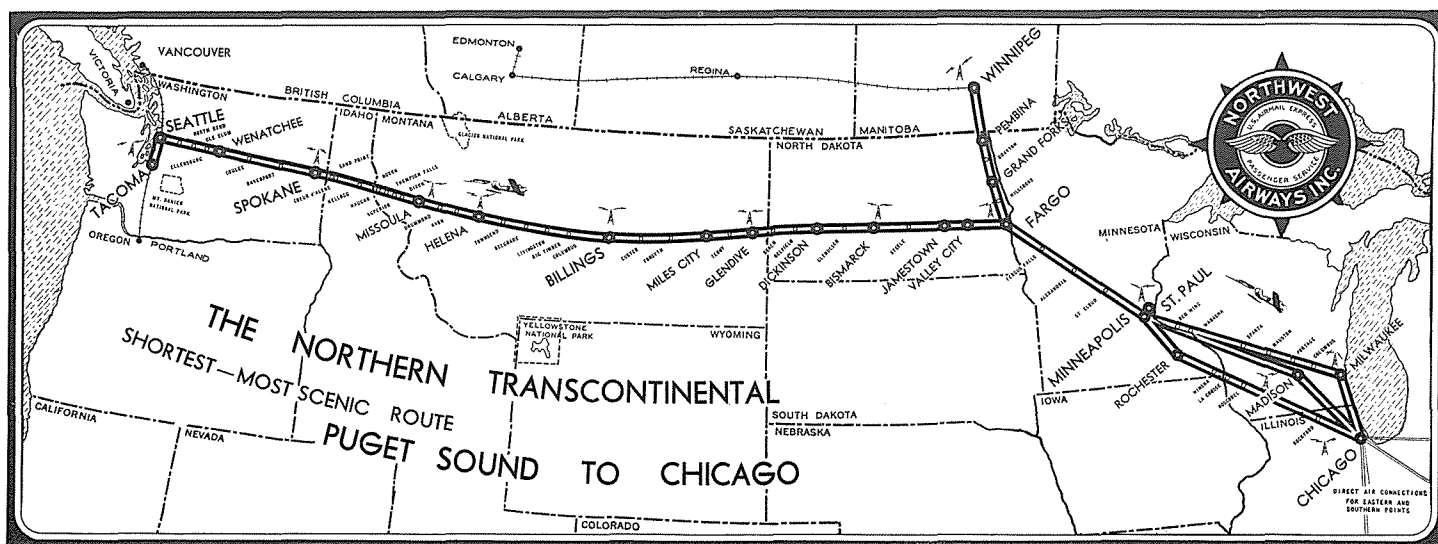




THE AIRCRAFT HISTORY of NORTHWEST AIRLINES

by David Galbraith

Northwest Airlines marked the 50th anniversary of its operations on October 1, 1976. The following chronology of those 50 years illustrates the dynamic impact of progressive technology upon the air transport industry, and presents in detail the aircraft operated by Northwest.

The origin of Northwest Airlines and its early operations revolve around C.A.M. 9, the airmail route between Chicago and Minneapolis-St. Paul. The initial contract was acquired by Charles Dickinson in March of 1926, and flights began on June 7 with three Lairds and two other biplanes built by pilots employed by Dickinson. One of these, a cabin biplane built and piloted by Elmer Partridge, crashed just after takeoff the first day of operations. After only one month of continued misfortune, Dickinson filed for suspension of the contract.

The 90-day lead time of Dickinson's filing put him out of business on October 1, 1926, and gave St. Paul businessman Col. L.H. Brittin time to form his own corporation and assume the contract. With financial backing from 29 Detroit and St. Paul stockholders, Northwest Airways was incorporated in Michigan in August 1926.

The airmail contract was awarded to Northwest on September 4 and operations officially began on October 1, 1926. William A. Kidder owned the Curtiss Northwest Airplane Company, and leased a Curtiss K-6 Oriole to Northwest Airways as its first aircraft. An OX-5 powered Thomas-Morse Scout, also leased, was the other half of the fleet. A second Oriole was leased from Kidder, but only used for a few flights late in October.

Col. Brittin had ordered three Stinson Detroiders, and after compensating other customers who had earlier delivery dates, Brittin persuaded Eddie Stinson to deliver the first three production aircraft to Northwest. The first arrived on November 1, piloted by Dave Behncke, and was put into service immediately. The leased aircraft were returned, and the next day the other two Detroiders arrived, being flown to Minneapolis by Charles "Speed" Holman, noted racing and stunt pilot who was Northwest's chief pilot, and by Eddie Stinson himself. The Detroiders were originally all black, but later sported gold wings, stabilizers and trim stripes, aluminum cowls, and red, white and blue wheel discs. The four-place Detroiders, nicknamed "Blackbirds," flew only mail until passenger service began on July 5, 1927.

A number of Wacos were acquired in 1928 and 1929 for mail flights, allowing the Detroiders to be used primarily for passenger

operations. Several Hamilton Metalplanes and Ford 5-AT Tri-motors were also purchased to meet the increasing demand for passenger service, which by 1930 had expanded into Rochester, Minnesota; Madison, Wisconsin; and Rockford and Elgin, Illinois. The Fords and Hamiltons, known respectively as "Grey Eagles" and "Silver Streaks," were used in the first schedule-coordinated Air-Rail Service beginning on September 1, 1928. Aircraft and train were brought within a few yards of each other for easy transfer of mail, express parcels and passengers.

Control of Northwest Airways shifted to a group of Twin Cities businessmen in May 1929, and a year later the general offices were moved to the new St. Paul airport. Some hangar and maintenance facilities remained at Wold-Chamberlain field in Minneapolis, which was Northwest's original home base.

By this time, the black Laird "Speedwing" flown by Northwest's chief pilot, "Speed" Holman, was a familiar sight. Holman compiled an enviable record, which included winning the 1927 New York to Spokane National Air Derby, the 1928 Los Angeles to Cincinnati Air Derby, the 1929 National Air Races at Cleveland, and the 1930 Thompson Trophy National Air Race. The Thompson race was flown in a Laird "Solution," owned by B.F. Goodrich Co., but Holman usually flew the black and gold "Speedwing," owned by Northwest. Holman was killed in a crash at an Omaha airshow on May 17, 1931.

Several of the Stinsons, Wacos, and Hamiltons could be fitted with skis to cope with upper Midwest winters. On more than one

With its authorization to serve points in the Far East from the United States, Northwest Airlines immediately began to seek ways to effectively promote its new routes.

The November, 1946 timetable appeared with the company identified as Northwest Oriental Airlines. Within two or three years, the word 'Oriental' had been shortened to Orient, and since that time the company has promoted its service under the banner of Northwest Orient Airlines.

For corporate purposes, however, the company retained the name, Northwest Airlines, Inc. Thus, on legal documents, financial reports, contracts and formal agreements, the use of the corporate name, Northwest Airlines, continues.



1927—Northwest Airways' first corporate insignia appeared when the formerly all black Detroiters were repainted for the inaugural of passenger service. Gold wings were centered on a blue-black, white, and red roundel. Small ring around center was gold.

occasion, Northwest was the only airline operating in and out of Chicago because of snow. The city of Duluth presented a somewhat different equipment problem: it had no airport. Northwest acquired two Sikorsky S-38 amphibians, and utilized the boat harbor on Lake Superior for service between the Twin Cities and Duluth starting May 30, 1931.

Northwest's attempts to expand north to Winnipeg and west to Seattle had met with government resistance, but after several partial route extensions in those directions, service finally reached Winnipeg in 1931, and Seattle in 1933. The Seattle survey flight was made in a Ford in January 1933, with Amelia Earhart in the party as an observer. The northern transcontinental route from Chicago through to Seattle became a reality on May 26, 1934. Faster aircraft were desired for the Twin Cities to Spokane segment, and Northwest worked closely with Lockheed on the development of the Model 10 Electra. Three Lockheed Orions were purchased in the interim, with almost twice the 105 mph cruising speed of the Hamiltons and Fords. The Hamiltons served the Western Division in Spokane-Seattle-Tacoma, and the Fords were used between the Twin Cities and Chicago.

About the time of the airmail contract cancellations by the Postmaster General, Northwest Airways reorganized its corporate structure on April 16, 1934 under the name of Northwest Airlines, the name it carries today.

The Orions performed well on the routes mentioned, but Northwest recognized the limited life of the wooden construction and wanted more capacity than the five-passenger seats offered by the Orions. The first Electra was delivered on May 24, 1934, and four more followed by the end of the year. The Orions were phased out in 1935 with the CAA's prohibition of single-engine passenger equipment, and the Electra became the key link in the northern transcontinental route.

So successful were the Electras that Northwest ordered its successor, the Model 14 Super Electra long before the prototype had flown. Although the prototype was often photographed in Northwest markings, it was retained by Lockheed. The first eight production aircraft were delivered to Northwest, and service began between the Twin Cities and Chicago.

The Sky Zephyrs, as Northwest called the Model 14s, started scheduled operations in October 1937, but were phased out of service in less than two years by the DC-3s. The Model 10s, ironically, were retained for secondary routes and outlasted the Zephyrs by several years.

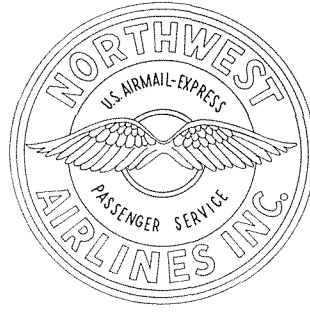
An unknown DC-3 was leased from American Airlines for crew training, and was used to inaugurate Twin Cities to Chicago DC-3 service in March 1939. Deliveries of Northwest's own DC-3s began in April of 1939, and before wartime production halted commercial deliveries, Northwest had built a fleet of 13.

The DC-3 brought back the familiar Northwest emblem, gold wings on a blue, white and red roundel. The Electra and Zephyr had dropped the round logo in favor of the letters "Northwest"



1939—Roundel reappeared in streamlined form on DC-3s. Roundel did not appear on Lockheed 14s and was also omitted from Electras in 1937. Wings and "U.S. Airmail" lettering was yellow-orange.

1934—Insignia change reflected only the name change to Northwest Airlines. Outer ring of black was added to better define insignia on corrugated fuselages of the Hamiltons and Fords.



over the windows in red on a horizontally stylized pair of blue-black wings. Northwest also hired its first stewardesses to serve aboard the plush new DC-3s. It was the duty of the pilot or copilot to aid and comfort passengers as best as he could on pre-DC-3 equipment.

World War II affected Northwest as it did most major airlines in 1940-1942. Several key personnel were called to active duty, new aircraft deliveries were halted, flights were cut back drastically, and military cargo and personnel received priority. By mid-1942 Northwest had sold two DC-3s and the last four Electras to the Army. Two additional DC-3s were sold to United to boost their wartime capacity, and Northwest's fleet was reduced to just seven DC-3s for passenger operations.

Other Northwest Airlines contributions to the war effort included the construction and operation of bomber modification plants at its home base in St. Paul, by then named Holman Field, and in Vandalia, Ohio. At least 3,000 bombers, most of them B-24s and B-25s, were test flown by Northwest pilots after modification. The Army also recognized Northwest's cold weather operational experience, and called upon the carrier to establish an Alaskan supply route that eventually stretched across the Aleutians to Adak. Wartime employment peaked at over 10,000 from a pre-war level of about 900.

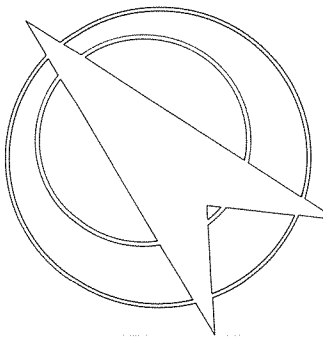
The war found Northwest on the verge of major expansion, and the end of hostilities allowed that expansion to occur at a rapid rate. Sixteen additional DC-3s were acquired by 1946, several before the war was actually over. Route requests to New York via Milwaukee and Detroit were granted, and on June 1, 1945 Northwest became the fourth domestic coast-to-coast carrier.

By the end of 1946, 18 of the now-abundant DC-4s had been added to the fleet. Three were new postwar DC-4s and all but one of the others were converted C-54s which had been purchased or leased from the government. The range and capacity of the DC-4 was ideally suited for Northwest's lounge routes, and teamed with the DC-3 for short hauls, presented an ideal combination. Wartime experience in the far north proved invaluable as Northwest was granted routes to Alaska and several cities in the Orient in quick succession. Service began to Anchorage in September 1946; Edmonton, Alberta, in January 1947; and Tokyo, Seoul, Shanghai and Manila on July 15, 1947. In two short years, Northwest added over 12,000 miles to its route structure, and had become an international transocean carrier.

Although the Martin 202 was developed primarily for American Airlines, Northwest ordered 10 with an eye toward replacing their DC-3s when American dropped the Martin in favor of the Convair 240. Fifteen more shifted to Northwest when Pennsylvania Central canceled its Martin purchase as well. Northwest received its first 202 on August 2, 1947, but the Martin's lateral instability did not meet with CAA approval. The aircraft was returned to Martin, where a larger dorsal fin was installed, and

1946—Highly simplified wings and roundel appeared just after Northwest became a coast-to-coast airline. Wing outline and roundel center was black, then blue. Outer ring was red, all lettering was white. Insignia appeared on DC-3s, DC-4s, and the early Martins.





1949—This insignia was the third used on the DC-3s, the second on the DC-4s and Martins, and the only one used on the Stratocruiser, DC-6, DC-7, and Constellations. Paint scheme featured an all red tail, today almost a Northwest trademark.

dihedral was increased to 10 degrees from the original three. All subsequent aircraft were so configured.

In 1947, the first of Northwest's 202s arrived from the Martin plant in Baltimore. Difficulties with the 202s prompted Northwest to phase out the Martinliners in 1951, and several DC-3s and DC-4s were acquired on a temporary basis to take their place. Five 202s were sold to California Central, who traded six DC-3s in partial payment. Transocean bought three and leased 12 more. The leased aircraft were sold to Pioneer upon their return from Transocean.

Route expansion continued with scheduled service beginning into Washington, D.C., Cleveland and Pittsburgh on March 15, 1948, and to Honolulu in December. Northwest's long-awaited Stratocruisers had been delayed by production setbacks, and Hawaiian service from Seattle was initiated with DC-4s.

Northwest's Stratocruiser service finally began on August 1, 1949 between the Twin Cities and Chicago. By the end of the year, all 10 aircraft were flying Northwest's routes. Seattle and New York service was inaugurated in September, while passengers between Hawaii and the mainland enjoyed their first Stratocruiser service in November.

The 377s became a favorite aircraft with both passengers and crew members. The spacious cabin and the unique downstairs lounge provided a level of comfort never before experienced on a commercial airliner. The pilots, too, thoroughly enjoyed the large cockpit and excellent visibility the 377 provided.

It was an expensive aircraft to operate, however, and a costly aircraft to maintain, and in December 1959, the Stratocruisers were traded to Lockheed at the time Northwest announced its purchase of the L-188 Electras.

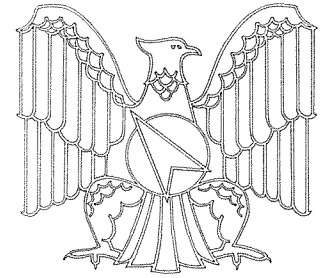
But the Stratocruisers were not quite finished at Northwest. When a modification was later required on NWA's Electra fleet, the 377s once again saw service on NWA's routes. They were finally retired in the fall of 1960.

Northwest became a primary contractor in the Korean Airlift, and leased several additional DC-4s in 1950 and 1951. Many were not painted in Northwest colors, although operated by Northwest for up to three years.

In the early 1950s, NWA president Croil Hunter became the airline's chairman of the board. He was succeeded as president by retired General Harold R. Harris, who remained with Northwest for only 14 months, then by Donald W. Nyrop in the fall of 1954. Nyrop immediately sold two of six undelivered 1049G Constellations which had been ordered by Harris. He favored the DC-6B for NWA's route structure and bought two from Mexicana before the end of 1954.

The four remaining Constellations were delivered early in 1955, and used exclusively for Pacific routes. This allowed several Stratocruisers to be shifted from the Hawaiian run to the New York-Seattle service, where they were extremely popular. As the DC-6B fleet grew, the "Connies" were sold to a South American

1958—The Regal Imperial bird was not a corporate insignia as such, but was used primarily to promote Florida service. It was used only on the Electras, and appeared in white outline on the red tail.



operator after only two years with Northwest. A total of 17 DC-6Bs and seven DC-6As were operated by Northwest, the last being sold in 1965.

Nyrop's confidence in the Douglas aircraft carried over to the DC-7C, and orders for eight and six were placed in quick succession. Ideally suited for the long Alaska and Orient routes, at least five were converted to DC-7F configuration and remained with Northwest until as late as 1968. The DC-7C deliveries allowed DC-4s and DC-6Bs to finally replace the DC-3s, which ironically outlived their planned replacement, the Martin 202.

An interchange agreement with Eastern in 1954 allowed through-plane service from the Twin Cities to Miami via Chicago, but on December 6, 1958, Northwest began its own service to Tampa, St. Petersburg, Clearwater and Miami, Florida.

In 1959, 10 Lockheed L-188 Electras were delivered to Northwest and were placed in service on the airline's transcontinental and Florida routes. Northwest operated a total of 18 Electras, several of which were in service until 1971.

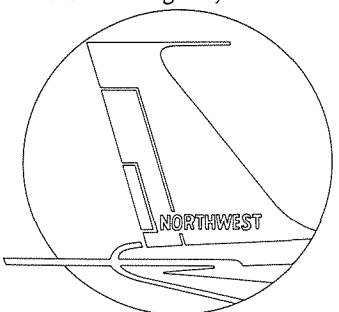
Northwest's first jets, the Douglas DC-8s were ordered in 1958, however, production delays prevented service until July 12, 1960. Although 10 DC-8s were ordered, five were canceled before delivery, and the remaining DC-8s were sold when Northwest made the decision to buy the Boeing 720Bs and 320B/Cs.

The first 720B was delivered in May 1961, and by the end of the year, eight more were in service. The last two were leased, but were purchased within a few months. Four more that had been built to Northwest specifications, but leased by Boeing to TWA for a year, were received in 1962. These were also initially leased from Boeing, but were purchased in 1968. Four more were delivered in 1963-1964.

A fleet of 707-320Bs and 320Cs that eventually totaled 36 was acquired from 1963 to 1968. The last DC-6B was retired on May 20, 1965, and except for a few DC-7CFs, Northwest was an all jet-powered airline. The 320s served the Orient and the longer transcontinental routes while the 720Bs and the Electras worked the shorter routes.

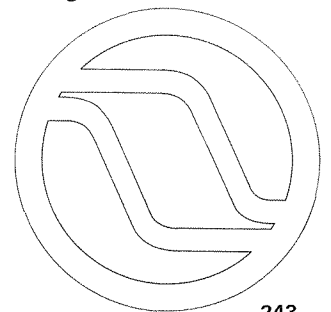
Eleven 727-100s were ordered early in 1964, and three more soon after. As the short-range tri-jets were delivered, the Electras were replaced. Several convertible cargo-passenger 727-100s were acquired in 1966, and the DC-7CFs were finally retired. One of the last was donated to a trade school at Alexandria, Minnesota.

New high-density route awards such as Cleveland to Chicago, Cleveland to Philadelphia, and Philadelphia to Detroit, coupled with tremendous success on the Florida routes, produced annual growth rates well above the industry average, and required further fleet expansion. Late in 1966, a \$239 million order was placed with Boeing for 10 747s and six additional 320s. Just a year later, Boeing received a \$104 million order for 16 727-200s, two more 727-100s, and an additional 320B. The 320s were all delivered by the end of 1968, and the 727s were all in the Northwest fleet by the end of 1969, including an additional eight 727-200s ordered



1962—The symbolic red tail insignia never applied to any aircraft, but used on printed material. Fuselage outlines were dark blue. The paint scheme used on the DC-8, 720B, and initially on the 320 and 727 did not include a corporate insignia, but relied on the red tail itself for recognition.

1969—Northwest's new image for the '70s includes a simplified logo in red and white as part of current paint scheme. Although "Northwest Orient" name is prominent on all aircraft, corporate name is officially Northwest Airlines, and "Orient" is used strictly for promotional purposes.





(Upper left) Pilot Billy Brock and Matty Laird with Laird LC "Commercial" used by Charles Dickinson's airmail venture that preceded Northwest Airways in 1926. (Smithsonian Institution)

(Above) Chief pilot Charles Holman, photographer T.K. Kelly and his assistant with Holman's Laird LC-B "Commercial." Ship owned by L.J. Shields of National Battery, who hired Holman to fly it. C240 registration was changed in 1928. (Mrs. C.W. Holman via James Borden)



(Left) Northwest's original passenger terminal and hangar located in the center of Twin City Speedway Field. The structure was shifted at least once to make room for a runway then dismantled in the late Thirties and moved to a small airfield north of the Twin Cities where it still stands. (Northwest Airlines)

early in 1969.

After considerable negotiation with McDonnell Douglas, 14 DC-10s were ordered in January 1969. The Northwest DC-10s were a new series which had intercontinental range. The added fuel capacity required a slight increase in wingspan, and a third main landing gear in the fuselage to provide additional support and braking. Whereas the original DC-10 was powered by GE CF6s, Northwest ordered theirs with P&W JT9Ds, similar to those on the 747. Several other airlines ordered the longer range DC-10, but stayed with the GE powerplants. They were designated DC-10-30s, and Douglas designated Northwest's as DC-10-40s.

San Francisco and Los Angeles became part of Northwest's route structure on August 1, 1969, and January 6, 1970, and through-plane service from the Twin Cities to Honolulu and the Orient via California, long sought by Northwest, became a reality.

Northwest's new 747s began service on June 22, 1970 on the New York to Twin Cities route. Service was extended soon after to other major cities, domestic and in the Pacific, as the fleet increased to 10.

Northwest wished to standardize its fleet on the 727, 747 and DC-10, and began selling 720Bs and 320s in 1971. Almost all manufacturer's suggested updates and modifications had been performed, and Northwest had built an excellent reputation as a source of used equipment. Aircraft were generally sold one or two at a time as they became surplus, and were usually available for revenue service until shortly before handover. By early 1974 all 16 remaining 720Bs were sold, and only eight 320s remained in mid-1976.

DC-10 service began on December 13, 1972 between the Twin Cities and Tampa via Milwaukee. Options on eight additional DC-10s were exercised, and all 22 were in Northwest service by the end of 1974. The powerplant compatibility between the DC-10-40 and the 747 allowed Northwest to maintain only three-engine types: the JT9D for the wide-bodied aircraft; the JT8D for the 727 series; and the JT3s for the remaining 320s. Engine commonality and other standardizations enabled Northwest to carry spares worth about nine percent of the fleet's value, versus an industry average of nearly 20%.

Five advanced 747-200Bs were added in 1971, and the first 10 were brought up to -200B standard. Northwest's routes had become quite profitable for cargo, and three 747-200F freighters were purchased in 1975. Additional passenger capacity was still required, and both of National's 747s were purchased in July 1976. Orders were also placed for a fourth 747 freighter and four more 727-200s.

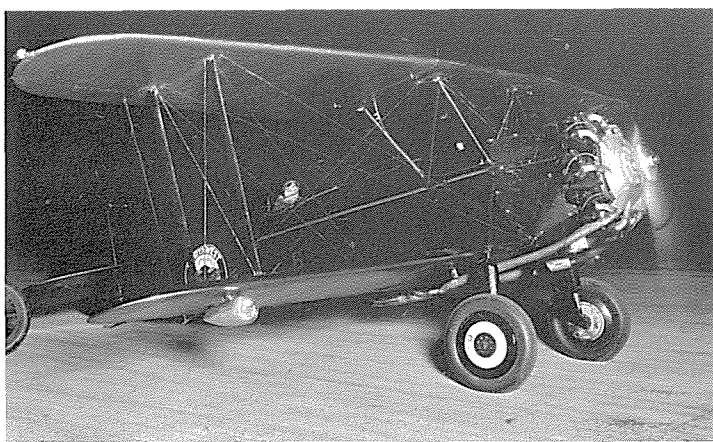
Fifty years of history have witnessed the remarkable progression from a 3200-pound Stinson Detroiter that cost \$11,000, to a giant Boeing 747 weighing 230 times as much and costing 3,000 times that of Northwest's first airliner. Although impressive, these contrasts are shared by the airline industry in general. To Northwest's credit is the fact that no one aircraft in its fleet of 113 is lease-financed, and largely through intelligent acquisition and efficient utilization of its aircraft, Northwest has become the most consistently profitable and efficient airline in America today.

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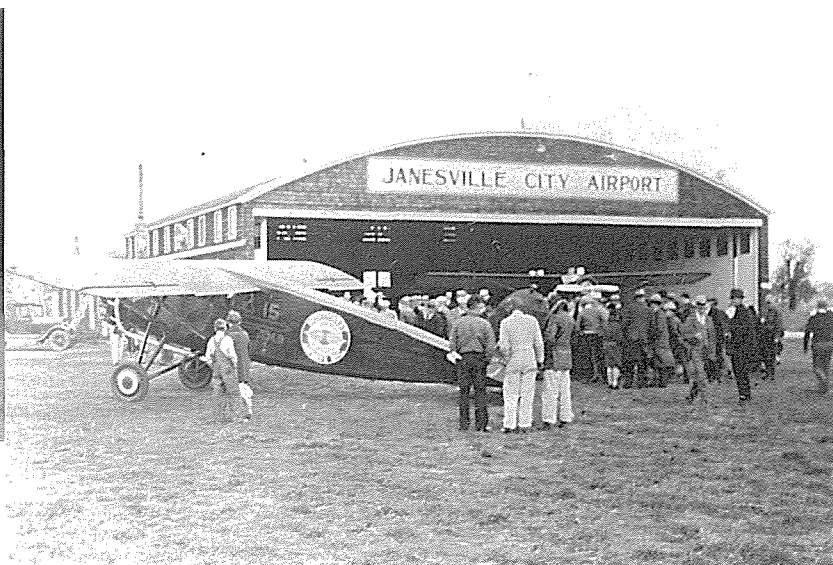
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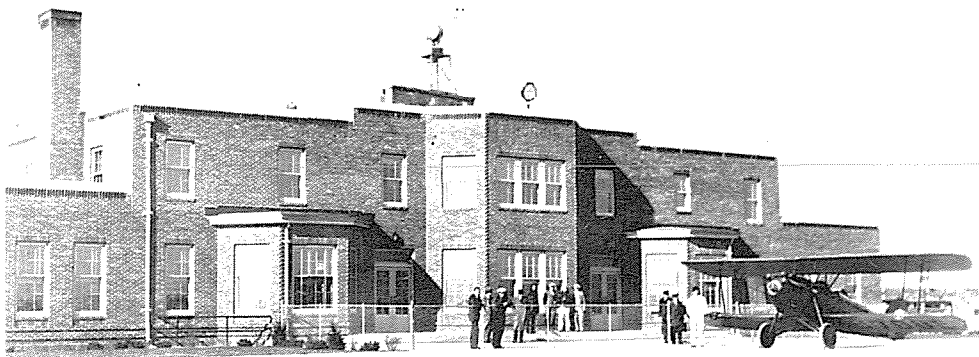


(Above) Waco NR731K piloted by Mal Freeburg leaves for night flight to Chicago. (Smithsonian Institution)

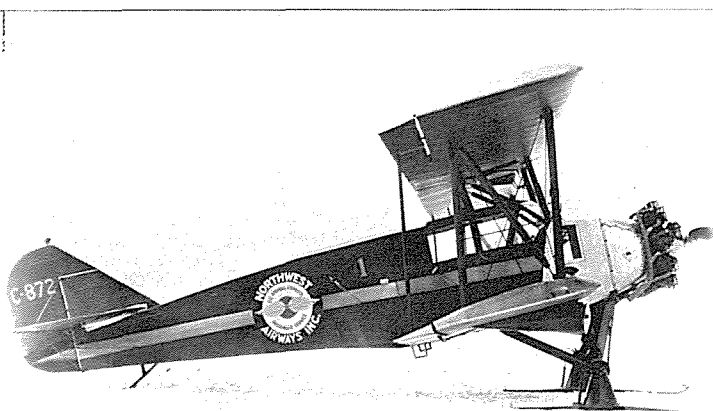
(Below) Minneapolis Terminal and NC708E, a Waco DSO-150 in the early thirties. Contrast airport security with that of today! (Ray Johnson via James Borden)



(Above) Stinson SM-2AB "Junior" NC443H purchased in 1930 to replace a Detroit destroyed in Chicago hangar fire. The 3-passenger J-5 Whirlwind powered monoplane was destroyed in a fog-shrouded landing after running out of fuel. Photo taken at Janesville, Wisconsin in 1931. (Dick Palen via James Borden)



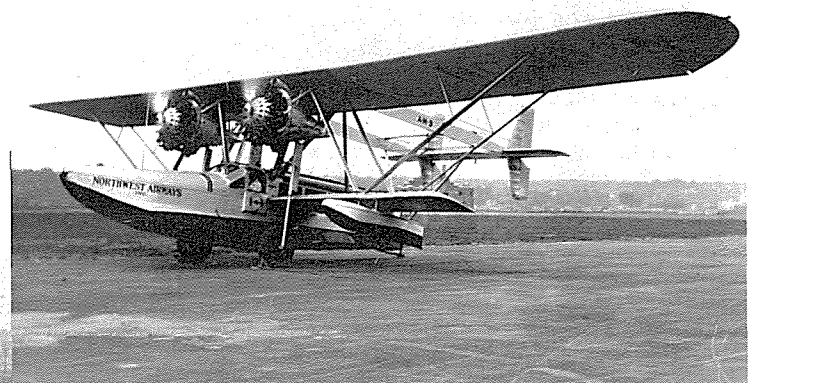
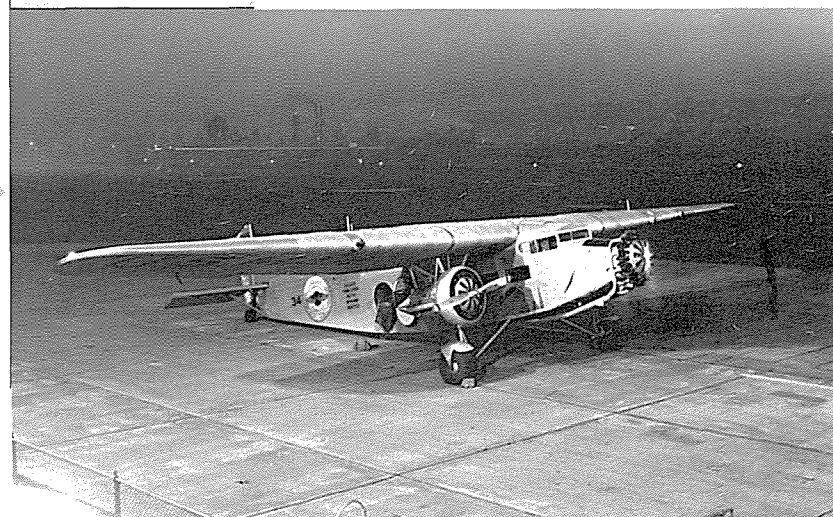
(Below) Ford 5-AT NC9676 at Seattle's Boeing Field on September 14, 1934. Ford 5-AT-A carried 11 passengers, -B carried 13, and the -C carried 14 passengers in addition to the pilot and steward. (G. Williams via James Borden)



(Above) Stinson SB-1 Detroit C-872 with new paint scheme and Northwest logo. The Detroit cruised at 100 mph and had range of 600 miles. Its Wright J-4B delivered 200 hp. C-872 was retained by Northwest until 1945, when it was burned as junk. (George Johnsen via James Borden)

(Right) S-38B NC303N was purchased for \$15,000, and cruised between the Twin Cities and Duluth at 110 mph. Ten passengers were carried in the S-38B, only 8 in Northwest's S-38C. (Al Opsahl via James Borden)

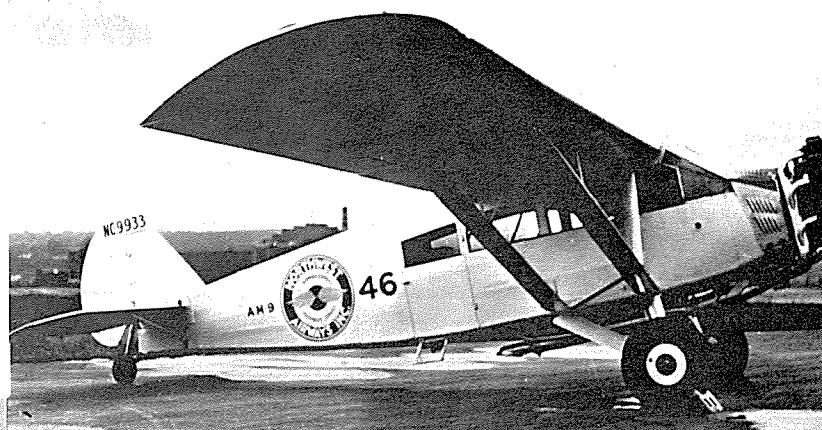
(Below) Hamilton H-47 NC538E at Boeing Field in Seattle. Hamiltons carried seven passengers at a cruise of 121 mph. Normal gross weight was 5750 pounds, but several of Northwest's Hamiltons were licensed for up to 6836 pounds. (G. Williams via James Borden)



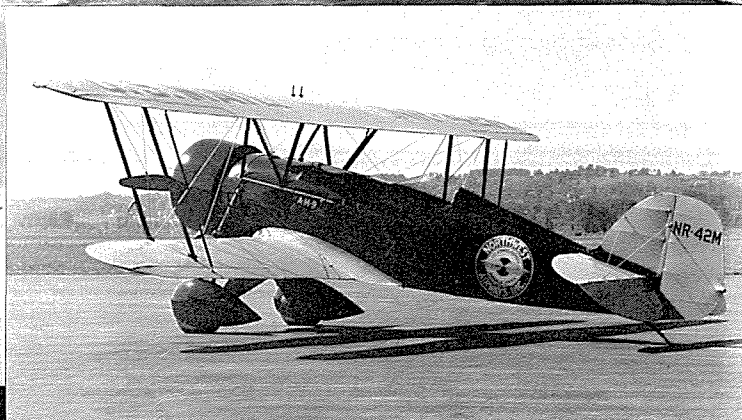
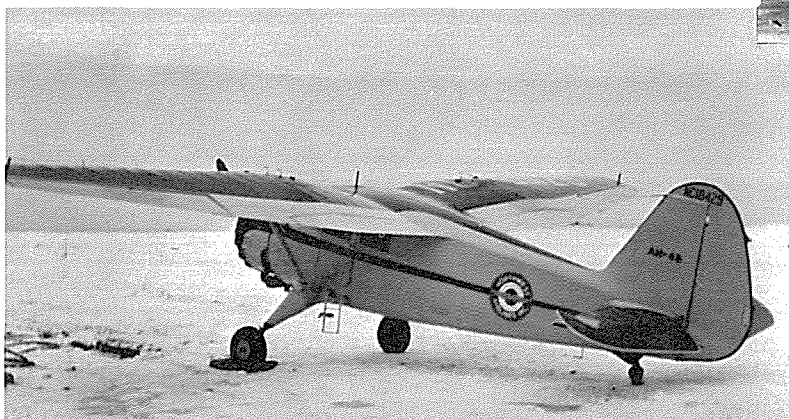


(Above) Hamilton NC7522 trades mail and parcels with a Rock Island Express train at the St. Paul Airport in 1933. Coordinated service was begun on September 1, 1928. (Northwest Airlines)

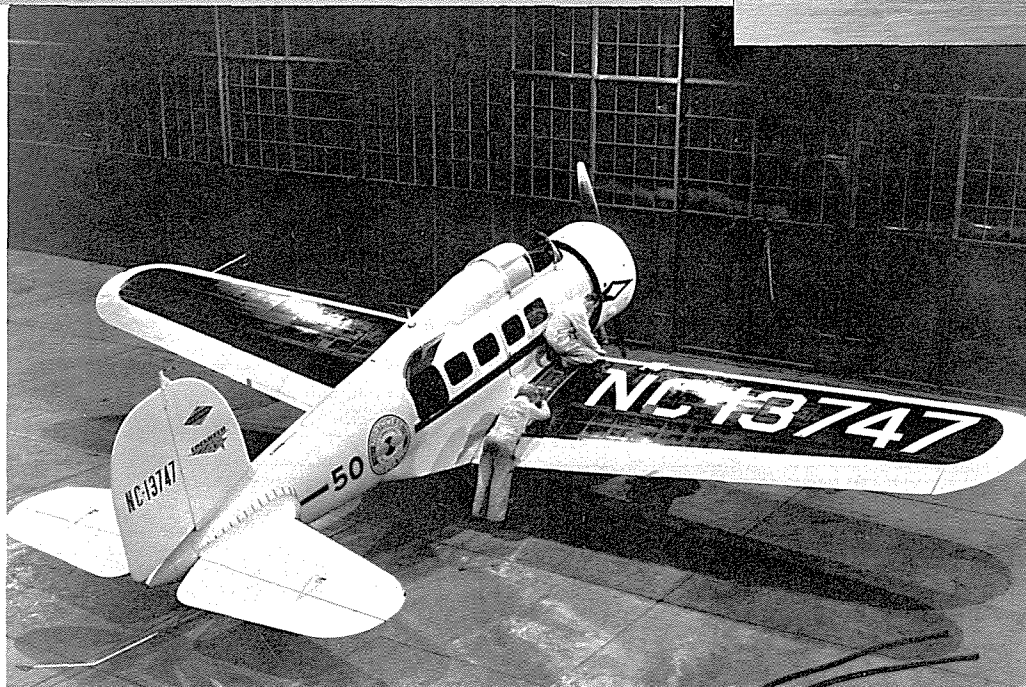
(Right) NC9933 was one of three Travelaire A-6000-As purchased from American Airways in 1931. The silver 6 passenger monoplanes cruised at 120 mph with a range of 680 miles, and were used to serve smaller cities between Minneapolis-St. Paul and Chicago. An unidentified fourth Travelaire was owned briefly in 1932. (Northwest Airlines)



(Below) Stinson SR-9D NC18429 was used for airmail service between Minneapolis-St. Paul and Duluth-Superior. Paint scheme of cream and red was a contrast to rest of Northwest fleet. (Mrs. H. Kittelson via James Borden)



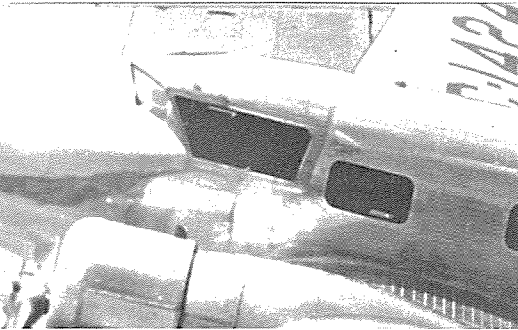
(Above) NR42M, a Waco JYN, was operated in several combinations of wheel pants, cowl, and dorsal fin shape. Front cockpit was covered for mail flights. When photographed at St. Paul in August 1933, NR42M was black with gold wings and tail. This Waco was used exclusively by chief pilot Fred Whittimore. (George Johnsen via James Borden)



(Left) Lockheed Orion NC13747 in St. Paul hangar early in 1934. The Orion cruised at over 200 mph, and cut the Twin Cities to Spokane schedule time to a mere 13 hours. Aircraft were white with black trim and wing panels. (George Johnsen via James Borden)



(Above) All 3 Lockheed Orions pose at St. Paul on January 8, 1934. Fleet number 50 and 51 have 3-blade props, while 52 carries a 2-blade. Other photos show varying combinations. The wooden Orions weighed up to 5800 pounds at takeoff, and cost \$19,500 each. (George Johnsen via James Borden)

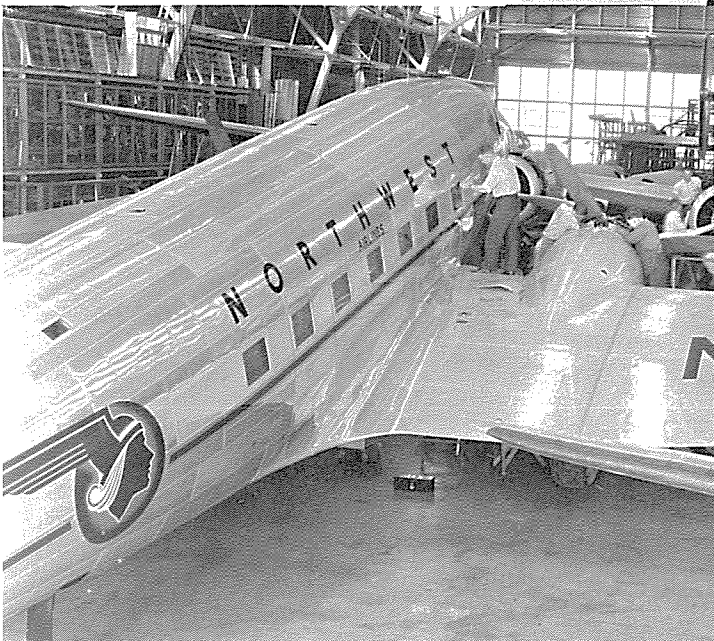


(Above) The first 3 Electras delivered to Northwest had reverse slope windshields. The first and third were modified soon after, as ice build-up became a serious problem. (Northwest Airlines)

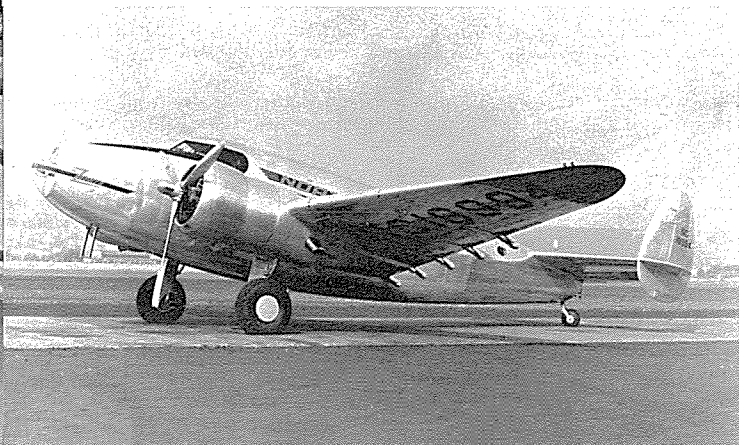
(Right), Lockheed 10A NC14262 was one of 7 to wear the new dark blue and red trim introduced in 1939. By this time the Minneapolis Terminal included a control tower complete with rigid dirigible type wind direction indicator. (Northwest Airlines)



(Below) Northwest's first DC-3, NC21711, is readied by Douglas personnel for delivery to Northwest on April 22, 1939. Photo, taken on April 11, shows winged head insignia used for pre-delivery publicity. (Douglas Aircraft)



(Below) Lockheed 14-H2 NC18994 was last of 11 Super Electras delivered to Northwest, and bore the c/n 1439A. It replaced NC17394 (c/n 1439) which crashed prior to delivery. Balance panels are evident on the rudder. (G. Williams via James Borden)





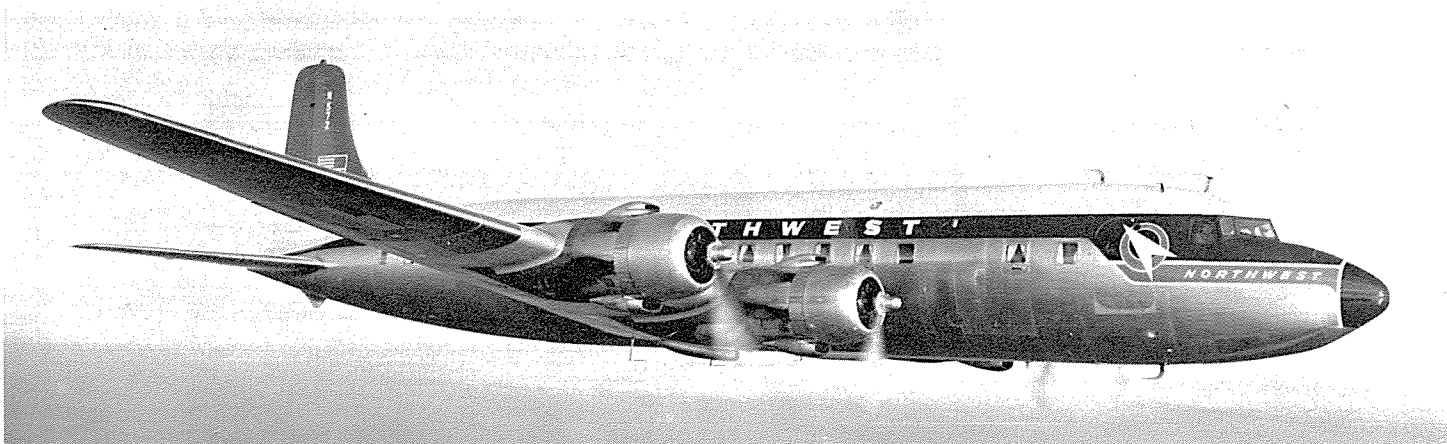
(Above) N28679 was one of 16 DC-3s acquired end of WW II, and shows the "New Look" of 1949 before white fuselage top was added in 1951. Altogether, 36 of the 21 passenger DC-3s were operated between 1939 and 1958. (Mike Myers via James Borden)



(Right) A Cessna Bobcat was obtained in June 1945, probably from the government. It was used for training and route survey work until April 1948. Photo is only one known of Bobcat in Northwest paint scheme, which was dark blue trim on silver. (James Borden)



N95413, Northwest's third of over 40 DC-4s, was a modified C-54 purchased shortly after WW II. Passenger capacities varied from 32 to 66, but most were configured for 50 or 62. (Northwest Airlines)



Probably the most efficient piston engine airliner ever built, the DC-6B was just over a foot longer than the DC-6A freighter. N572, delivered in January of 1957, sports a nose radome as well as a newer paint scheme than the DC-6A. (Northwest Airlines)

(Below) N34957 was one of four DC-6A freighters leased from Flying Tiger in late 1953, and remained with Northwest until late 1961. (Northwest Airlines)



(Below) Greatly increased dihedral and modified tail of Martin 202 is illustrated by NC93047 during run-up test. Only 25 of order for 40 were delivered. (Northwest Airlines)





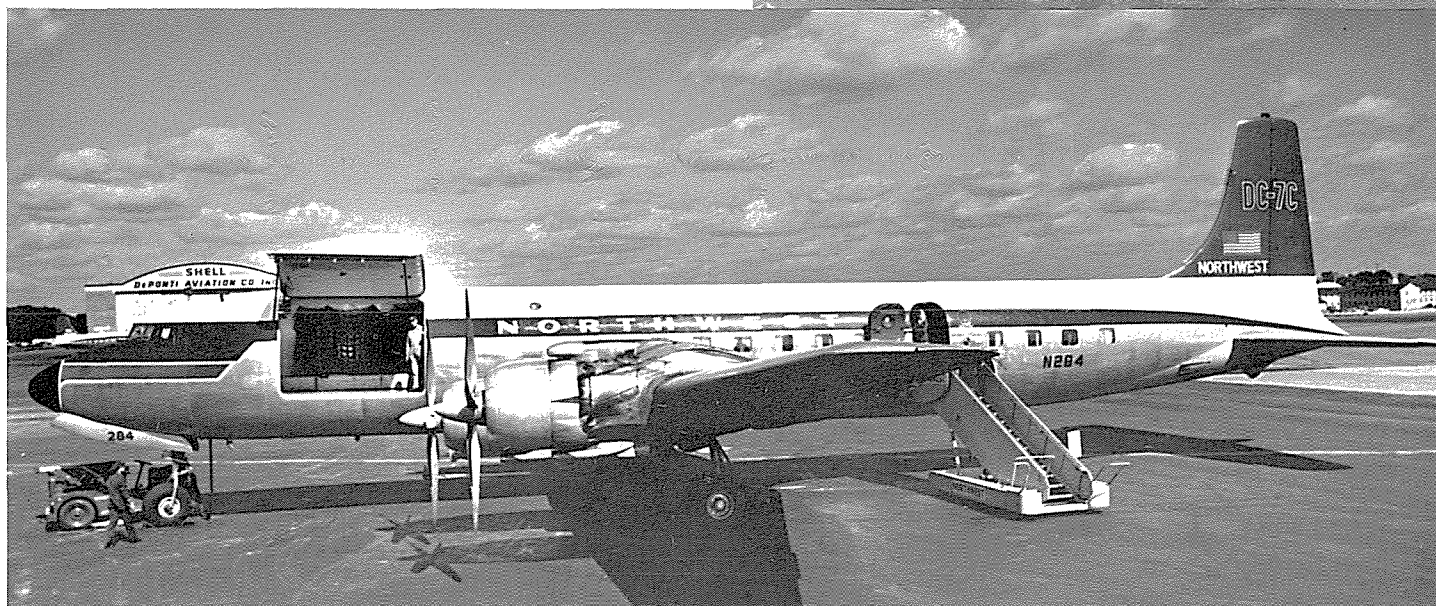
(Above) Northwest was the first airline to receive Lockheed 1049G Constellations, but only operated four in period of 1955-1957. N5174V receives attention at Seattle open house in 1955. (Northwest Airlines)



(Left) The bulk of the Stratocruiser's fuselage is graphically shown by N74601 "Stratocruiser Manila" while being serviced in Seattle. Earlier paint scheme lacked white top on fuselage and "Orient" lettering. (Northwest Airlines)



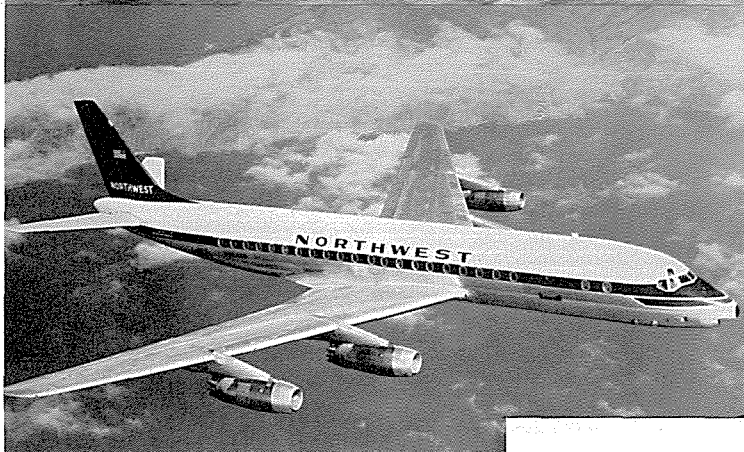
(Below) The DC-7C could range up to 6000 miles with 96 coach passengers at 345 mph. They were well suited to the Orient routes. N284, shown at Minneapolis in 1962, was one of five modified to DC-7CF convertible configuration. (Northwest Airlines)





(Left) The 727-251 is becoming the short-range work horse of Northwest's fleet as the shorter 727-51s become surplus. N272US, the 22nd of 36 stretched 727s ordered by Northwest, is seen taking off from Minneapolis-St. Paul on June 28, 1975. (Charles Mayer)

(Below) Seventeen Boeing 720-051Bs were operated by Northwest between 1961 and 1973. N722US, the second of the 107 passenger fan-jets delivered to Northwest, is shown receiving food service at Minneapolis-St. Paul. (Northwest Airlines)



(Above) Only 5 DC-8-32s were operated by Northwest until sold in 1963-1964. (Northwest Airlines)

(Above, right) All 22 of Northwest's DC-10-40s are powered by P&W JT9D engines that are interchangeable with the 747 fleet. (Northwest Airlines)

(Right) N351US, a convertible Boeing 707-351B, is first of 36 320B/C intercontinental aircraft for Northwest. (Boeing Aircraft)





N613US, a Boeing 747-251B, departs Minneapolis-St. Paul on June 17, 1972. Northwest's 747s, introduced in 1971, are configured for 32 first class and 337 economy seats. (Charles Mayer)

C/N	Reg/N	Del.Date	Source	Disp. Date	Disposition	Remarks
NORTHWEST STINSON SB-1 DETROITER						
1	C-872	11-2-26	Purch. fr. Stinson A/P Synd	-45	Scrapped	FN 1
2	C-873	11-1-26	Purch. fr. Stinson A/P Synd			FN 2
3	C-874	11-2-26	Purch. fr. Stinson A/P Synd			FN 3
	NC2707	2-30	Purch. fr. L.S. DeLong	11-31	Sold to G. Gabriel Lamlord	FN 4
NOTE: Either C873 or C874 was destroyed in a hangar fire at Chicago on 6-2-30.						
NORTHWEST WACO						
1377	C4774	3-14-28	Probably Waco			10-90 GXE
1378	C4775	3-14-28	Probably Waco			10-90 GXE
1392	C4776	3-14-28	Probably Waco			10-90 GXE
1474	C5274	4-20-28	Probably Waco			10-90 GXE FN 22
A-79	NC708E	-29				DSO-150
A-19	C7446			-32		10W CTO FN 5
D-2	NR731K	7-29	Purch. fr. Waco	5-35	Sold to A.J. Davis	JYM FN 6
3001	NR 42M	8-29	Purch. fr. Waco	4-36	Sold to Duponti Aviation	JYM FN 7
J3183	NR631N	2-32	Purch. fr. W.R. Bullock	1-36	Sold to Duponti Aviation	JYM FN 8
NOTE: Northwest also held a Waco dealership. Model 10-90s were probably sold before seeing revenue service.						
NORTHWEST FORD 5-AT TRIMOTOR						
5-AT-2	NC7416	8-30-28	Purch. fr. Ford	6-25-29	W/O—St. Paul, Mn.	-A FN 30
5-AT-3	NC7739	10-28	Purch. fr. Ford	6-2-30	W/O—Chicago Hangar Fire	-A FN 31
5-AT-48	NC8410	7-29	Purch. fr. Ford	4-35	Sold to Charles Babb	-C FN 32
5-AT-58	NC8419	4-18-31	Purch. fr. Ford	8-34	Sold to Northern A/T	-C FN 33
5-AT-42	NC9676	8-1-31	Purch. fr. Standard Oil	5-16-35	Sold to KNILM	-B FN 34
NORTHWEST HAMILTON H-47 METALPLANE						
48	C7523	9-1-28	Purch. fr. Hamilton Co.	2-33	W/O—Fire	FN 20 (H-45)
50	C7791	11-28	Purch. fr. Hamilton Co.	3-37	Sold to Chas. Babb	FN 21 (H-45)
54	NC537E	5-29	Purch. fr. Hamilton Co.	12-41	Sold to Reeve	FN 22
56	NC134E	4-30	Purch. fr. C.H. Keller	1-37	Sold to Chas. Babb	FN 23
63	NC538E	2-31	Purch. fr. Boeing	9-36		FN 24
62	NC854E	2-31	Purch. fr. Boeing	1-37	Sold to M. Cafferello	FN 25
52	NC69E	6-31	Purch. fr. D.W. Norris	1-35	Sold to H.L. Plummer	FN 26
69	NC879H	5-31	Purch. fr. Hamilton Co.	7-35	Sold to Chas. Babb	FN 27
45	NC7522	6-31	Purch. fr. American A/W	8-37	Sold to R.V. Clute	FN 28
NORTHWEST STINSON SM-2AB JUNIOR						
1088	NC443H	7-30	Purch. fr. E.L. Cord	1-21-32	W/O—Genoa, Ill.	FN 15
NORTHWEST SIKORSKY S-38						
414-1	NC303N	4-31	Purch. fr. Grigsby Grunow	5-35	Sold to H.L. Plummer	FN 40 (S-38B) P \$15,000
214-3	NC199H	12-32	Purch. fr. D.W. Norris	12-34	Sold to H.L. Plummer	FN 41 (S-38C)
NORTHWEST TRAVELAIRE A-6000-A						
981	NC8704	6-31	Purch. fr. American A/W	7-34	Sold to Bluebird A/S	FN 45
1084	NC9933	6-31	Purch. fr. American A/W	7-34	Sold to Bluebird A/S	FN 46
892	NC8122	6-31	Purch. fr. American A/W	5-33	Sold to Mike Cafferello	FN 47
		6-32	Purch. fr. Pittsburgh P/G	7-32	Sold to Canadian A/W	FN 48

C/N	Reg/N	Del.Date	Source	Disp. Date	Disposition	Remarks
NORTHWEST STEARMAN C3B						
151	NC6255	8-32	Purch. fr. S.T. Bungls	5-35	Sold to Wallace Air Svc.	FN 9
NORTHWEST LOCKHEED ORION 9D						
205	NC13747	12-15-33	Purch. fr. Lockheed	5-35	Sold to Oil Field Airlines	FN 50
206	NC13748	12-19-33	Purch. fr. Lockheed	8-35	Sold to Wyoming Air Svc.	FN 51
207	NC13749	12-30-33	Purch. fr. Lockheed	8-35	Sold to Wyoming Air Svc.	FN 52
NORTHWEST ELECTRA 10A						
1001	NC2332	5-24-34	Purch. fr. Lockheed	7-36	Sold to Hanford A/L	FN 60
1002	NC14243	8-4-34	Purch. fr. Lockheed	8-7-34	W/O—Milwaukee	FN 61
1003	NC14244	8-17-34	Purch. fr. Lockheed	6-40	Sold to Chas. Babb	FN 62
1010	NC14263	10-12-34	Purch. fr. Lockheed	6-40	Sold to Chas. Babb	FN 63
1011	NC14260	12-1-34	Purch. fr. Lockheed	11-37	Sold to Hanford A/L	FN 64
1013	NC14261	2-8-35	Purch. fr. Lockheed	6-40	Sold to Chas. Babb	FN 65
1014	NC14262	2-28-35	Purch. fr. Lockheed	5-42	Sold to USAAF	FN 66
1015	NC14900	3-7-35	Purch. fr. Lockheed	5-42	Sold to USAAF	FN 67
1020	NC14907	4-19-35	Purch. fr. Lockheed	5-42	Sold to USAAF	FN 68
1021	NC14915	4-29-35	Purch. fr. Lockheed	2-38	S. to Boston & Maine A/W	FN 69
1023	NC 14934	5-18-35	Purch. fr. Lockheed	5-42	Sold to USAAF	FN 70
1024	NC14935	5-25-35	Purch. fr. Lockheed	12-18-36	W/O—Kellogg, Idaho	FN 71
1025	NC14936	6-4-35	Purch. fr. Lockheed	1-38	Sold to Charr Bros.	FN 72
1036	NC14958	7-37	Purch. fr. N.A. Avn.	9-38	Sold to National A/L	FN 73 (Model 10B)
NORTHWEST STINSON RELIANT						
9270A	NC14170	2-36	Purch. fr. Wyoming A/S	2-46	Sold to Max Conrad	SR-5B FN 10
9251A	NC13872	2-36	Purch. fr. Wyoming A/S	8-39	Sold to H.D. Smith	SR-5C FN 11
	NC18429	6-42	Purch. fr. Wallace A/S	6-45	Sold	SR-9D FN 36
	NC17129		Leased			SR-9D
NORTHWEST LOCKHEED 14-H						
1402	NC17383	9-12-37	Purch. fr. Lockheed	7-8-38	W/O—Billings, Mont.	FN 83
1403	NC17384	9-25-37	Purch. fr. Lockheed	4-39	Sold to T.A.C.A.	FN 84
1404	NC17385	10-19-37	Purch. fr. Lockheed	5-39	Sold to Lockheed	FN 85
1405	NC17386	10-29-37	Purch. fr. Lockheed	6-39	Sold to T.A.C.A.	FN 86
1406	NC17387	11-9-37	Purch. fr. Lockheed	5-39	Sold to T.A.C.A.	FN 87
1407	NC17388	12-2-37	Purch. fr. Lockheed	1-10-38	W/O—Bozeman, Mont.	FN 88
1408	NC17389	12-28-37	Purch. fr. Lockheed	1-13-39	W/O—Miles City, Mont.	FN 89
1409	NC17382	1-4-38	Purch. fr. Lockheed	4-39	Sold to Continental	FN 90 S—\$80,000
1431	NC17392	5-5-38	Purch. fr. Lockheed	6-39	Sold to Continental	FN 92 (14H2) S—\$80,000
1432	NC17393	5-7-38	Purch. fr. Lockheed	6-39	Sold to T.A.C.A.	FN 93 (14H2)
1439A	NC18994	7-10-38	Purch. fr. Lockheed	7-39	Sold to T.A.C.A.	FN 94 (14H2)
NORTHWEST DC-3						
2123	NC21711	4-22-39	Purch. fr. Douglas	10-17-49	Sold to Turner A/L	City of Bismark P—\$125,000 FN 1, then FN 301 S—\$25,000
2124	NC21712	4-25-39	Purch. fr. Douglas	10-30-41	W/O—Moorhead, Mn.	FN 2, then FN 302
2125	NC21713	4-28-39	Purch. fr. Douglas	10-17-49	Sold to Turner A/L	FN 3, then FN 303
2129	NC21714	6-4-39	Purch. fr. Douglas	5-12-42	W/O—Miles City, Mont.	FN 4, then FN 304
2130	NC21715	6-7-39	Purch. fr. Douglas	4-48	Sold to CATC—China	FN 5, then FN 305
2131	NC21716	6-12-39	Purch. fr. Douglas	2-20-50	Sold to Turner A/L	City of Rochester FN 6, then FN 306
2146	NC21777	9-1-39	Purch. fr. Douglas	10-49	Sold to Turner A/L	FN 7, then FN 307
2183	NC25608	1-13-40	Purch. fr. Douglas	4-48	Sold to CATC—China	FN 8, then FN 308
2184	NC25609	1-13-40	Purch. fr. Douglas	-48	Sold to CATC—China	FN 9, then FN 309
2185	NC25610	1-17-40	Purch. fr. Douglas	6-8-42	Sold to USAAF	FN 10, then FN 310
2227	NC25621	5-14-40	Purch. fr. Douglas	6-9-42	Sold to United A/L	FN 321
2270	NC25622	9-3-40	Purch. fr. Douglas	6-9-42	Sold to United A/L	FN 322
3276	NC25623	11-29-40	Purch. fr. Douglas	7-12-41	Sold to USAAF	FN 323
1954	NC33324	7-44	Purch. fr. US Govt.	7-48	Sold to CATC—China	FN 324
4859	NC33325	4-11-44	Purch. from US Govt.	9-47	Sold to CATC—China	FN 325
4127	NC33326	7-8-44	Purch. fr. US Govt.	1-16-48	S. to Mid Continent A/L	FN 326
4128	NC33327	7-4-44	Purch. fr. US Govt.	3-15-48	S. to Mid Continent A/L	FN 327
7400	NC19928	8-44	Purch. fr. US Govt.	1-48	S. to Mid Continent A/L	FN 328
11651	NC33329	4-45	Leased from USAAF	9-49	Returned	FN 329
7394	NC33331	3-45	Leased from USAAF	10-49	Returned	FN 331
7355	NC33332	4-45	Leased from USAAF	8-49	Returned	FN 332
	NC33333	8-45	Leased from USAAF	8-49	Returned	FN 333
11674	NC33334	5-45	Leased from USAAF	8-49	Returned	FN 334
6325	NC12935	5-45	Leased from USAAF	9-49	Returned	FN 335 (see also FN 350)
11663	NC14236	10-45	Leased from USAAF	11-48	Returned	FN 336
11701	NC13437	11-45	Leased from USAAF	9-49	Returned	FN 337
	NC45339	1-46	Leased from USAAF	7-48	Returned	FN 339
4700	N59409	11-2-45	Purch. fr. Govt. (RFC)	9-54	Sold to R.S. Rheem	FN 380
10035	N28679	12-24-45	Purch. fr. Brown & Bigelow	2-28-51	S. to Mid-Continent A/L	FN 381
11699	N39544	5-22-51	Purch. fr. John Mack Ind.	6-10-58	Sold to Central A/L	FN 344
20195	N79056	11-26-51	Purch fr. Calif. Central A/L	10-1-58	Sold to Ozark A/L	FN 345
4919	N19925	9-8-51	Purch fr. Calif. Central A/L	10-2-58	Sold to Ozark A/L	FN 346
20171	N79055	10-26-51	Purch fr. Calif. Central A/L	10-1-58	Sold to Ozark A/L	FN 347
11772	N17397	9-27-51	Purch fr. Calif. Central A/L	6-7-57	Sold to Central A/L	FN 348
6330	N45333	5-3-52	Purch fr. Calif. Central A/L	5-10-56	S. to Compania Nacional	FN 349
6335	N12935	10-8-51	Purch fr. Calif. Central A/L	9-3-58	Sold to Ozark A/L	FN 350 (see also FN 335)
NORTHWEST FAIRCHILD F-24-W-41						
2684	NC15087	10-14-42	Purch. fr. 1st Natl. Bank	9-43	S. to Fire Protection Co.	FN 87
2904	NC16870	10-21-42	Purch. fr. C. Schwartzback	10-23-43	S. to G.B. Vandre	FN 70
NORTHWEST CESSNA UC-78						
6044	NC50197	6-45		4-48		FN 12

C/N	Reg/N	Del.Date	Source	Disp. Date	Disposition	Remarks
NORTHWEST DC-4						
18375	N95411	10-14-45	Purch. fr. US Govt. (RFC)	4-15-61	Sold to Aircraft Holdings	FN 411
18330	N95412	10-45	Purch. fr. US Govt (RFC)	6-1-47	W/O—Chicago, Ill.	FN 412
18382	N95413	12-26-45	Purch. fr. US Govt. (RFC)	2-57	Sold to Universal A/L	FN 413 (also leased later)
18356	N95414	12-26-45	Purch. fr. US Govt. (RFC)	9-53	Sold to Flying Tiger	FN 414
18369	N95415	12-26-45	Purch. fr. US Govt (RFC)	4-15-61	Sold to Aircraft Holdings	FN 415
27244	N95416	2-20-46	Purch. fr. US Govt. (RFC)	1-30-61	Sold to A.R.E.A.	FN 416
10452	N95407	2-20-46	Purch. fr. US Govt. (RFC)	6-57	Sold to K. Herfurtner	FN 407 'City of Spokane'
18355	N95408	2-20-46	Purch. fr. US Govt. (RFC)	4-15-61	Sold to Aircraft Holdings	FN 408
42911	N6402	3-9-46	Purch. fr. Douglas	12-19-57	Sold to Trek	FN 402 Leased back 12-19-57/3-58
42913	N6403	3-18-46	Purch. fr. Douglas	12-19-57	Sold to Trek	FN 403 Leased back 12-19-57/3-58
42914	N6404	4-23-46	Purch. fr. Douglas	4-15-61	Sold to Aircraft Holdings	FN 404
3118	N88844	5-26-46	Leased from PCA	9-22-49	Returned	(Also purchased later)
36077	N95419	9-26-46	Leased from USAF	1-54	Returned	FN 419
36078	N95420	9-26-46	Leased from USAF	12-53	Returned	FN 420
36086	N95421	9-26-46	Leased from USAF	12-53	Returned	FN 421
35966	N95422	11-13-46	Leased from USAF	3-12-48	W/O—Mt. Sanford, Alaska	FN 422
36015	N95423	11-13-46	Leased from USAF	1-54	Returned	FN 423
36038	N95424	11-13-46	Leased from USAF	2-54	Returned	FN 424
7459	N95426	4-9-47	Purch. fr. LAV	8-57	Sold to K. Herfurtner	FN 426
10270	N95425	4-11-47	Purch. fr. LAV	6-23-50	W/O—Lake Michigan	FN 425
18353	N88818	6-47	Leased from Braniff	1-29-49	Returned	(Also purchased later)
10406	N88785	4-48	Purch. fr. Matson A/C	10-27-48	W/O—Edmonton, Alberta	FN 427
10394	N49528	11-48	Purch. fr. Pacific O/S	-49	Sold to Mexicana	FN 428 (see also FN 467)
10325	N49529	11-16-48	Purch. fr. Pacific O/S	4-15-61	Sold to Aircraft Holdings	FN 429
18339	N88709	6-50	Leased from Braniff	10-50	Returned	FN 609 never in NWA colors
10513	N37473	6-50	Leased from Delta	8-50	Returned	FN 673 never in NWA colors
43071	N37684	8-50	Leased from National	11-52	Returned	FN 684 never in NWA colors
10394	N67067	8-9-50	Purch. fr. Guest	11-2-60	S. to L.B. Smith Corp.	FN 467 (see also FN 428)
27279	N45342	12-50	Leased from TWA	1-19-52	W/O—Sandspit, Brit. Col.	FN 601 never in NWA colors
10454	N34537	12-50	Leased from TWA	4-51	Returned	FN 607 never in NWA colors
10297	N88706	4-3-51	Purch. fr. L.A. Air Svc.	3-56	Sold to IAMCO	FN 430 leased back 4/26-56/9-60
10320	N48762	4-23-51	Leased fr. Transocean	10-28-60	W/O—Missoula, Mont.	FN 431 Purchased 3-1-53
18328	N88817	7-51	Leased from PAA	7-54	Returned	FN 617 never in NWA colors
3118	N88844	7-27-51	Purch. fr. Calif. Cent. A/L	10-24-52	Sold to Japan A/L	FN 434
18353	N88818	8-16-51	Purch. fr. Calif. Cent. A/L	4-15-61	Sold to Aircraft Holdings	FN 435
3107	N68969	9-6-51	Purch. fr. Transocean	2-58	Sold to C.D.A.	FN 432 P—\$500,000
17233	N350E	11-5-51	Leased fr Transocean	4-15-61	Sold to Aircraft Holdings	FN 433 Purchased 8-26-52
10513	N37473	8-5-52	Purchased from Delta	12-54	Sold to Great Lakes	FN 473 Badly dmg. in Tokyo gale, Repaired, then sold
3123	N88852	5-53	L. from L.A. Air Svc.	12-53	Returned	FN 452
10539	N86575	3-15-54	Leased from Braniff	6-55	Returned	FN 475
3058	N79000	8-54	Leased fr. Eastern	10-54	Returned	FN 400
10447	N30063	4-16-56	Leased fr. Riddle	6-17-57	Returned	FN 463 SVC 5-12-56
42907	N33679	-56	Leased fr. Riddle	12-56	Returned	FN 479
18382	N95413	10-1-58	L. fr. Universal A/L	9-27-60	Returned	FN 413 (also purchased earlier)
NORTHWEST MARTIN 202						
9158	N93037	8-2-47	Purch. fr. Martin	10-13-50	W/O—Almelund, Minn.	FN 537
9159	N93038	9-4-47	Purch. fr. Martin	5-8-52	Sold to Pioneer	FN 538 L. TAL 4-29-52/5-8-52
9160	N93039	9-22-47	Purch. fr. Martin	11-5-51	W/O—Tucumcari, N. Mex.	FN 539 L. TAL 9-51/11-5-51
9161	N93040	9-28-47	Purch. fr. Martin	11-7-50	W/O—Butte, Mont.	FN 540 SVC 10-12-47
9162	N93041	10-9-47	Purch. fr. Martin	8-15-51	Sold to T.A.L.	FN 541
9163	N93042	10-19-47	Purch. fr. Martin	8-15-51	Sold to Calif. Cent. A/L	FN 542
9164	N93043	10-25-47	Purch. fr. Martin	8-15-51	Sold to T.A.L.	FN 543
9165	N93044	11-8-47	Purch. fr. Martin	8-29-48	W/O—Fountain City, Wisc.	FN 544
9166	N93045	11-12-47	Purch. fr. Martin	8-15-51	Sold to Calif. Cent. A/L	FN 545
9167	N93046	11-21-47	Purch. fr. Martin	4-14-52	Sold to Pioneer	FN 546 L. TAL 9-51/4-14-52
9133	N93047	12-23-47	Purch. fr. Martin	10-23-51	Sold to Calif. Cent. A/L	FN 547
9128	N93048	12-23-47	Purch. fr. Martin	4-29-52	Sold to Pioneer	FN 548 L. TAL 9-19-51/4-29-52
9132	N93049	12-23-47	Purch. fr. Martin	8-15-51	Sold to T.A.L.	N93004 at first FN 549
9134	N93050	5-6-48	Purch. fr. Martin	3-7-50	W/O—Minneapolis, Minn.	FN 550
9136	N93051	5-18-48	Purch. fr. Martin	4-1-52	Sold to Pioneer	FN 551 L. TAL 9-51/4-1-52
9142	N93052	5-19-48	Purch. fr. Martin	8-15-51	Sold to Calif. Cent. A/L	FN 552
9143	N93053	5-22-48	Purch. fr. Martin	4-1-52	Sold to Pioneer	FN 553 L. TAL 9-51/4-1-52
9144	N93054	5-29-48	Purch. fr. Martin	1-16-51	W/O—Reardean, Wash.	FN 554 SVC 6-6-48
9145	N93055	6-9-48	Purch. fr. Martin	5-14-52	Sold to Pioneer	FN 555 L. TAL 10-51/5-14-52
9146	N93056	5-29-48	Purch. fr. Martin	4-1-52	Sold to Pioneer	FN 556 L. TAL 10-51/4-1-52
9135	N93057	6-18-48	Purch. fr. Martin	9-6-51	Sold to Calif. Cent. A/L	FN 557
9147	N93058	6-17-48	Purch. fr. Martin	4-29-52	Sold to Pioneer	FN 558 L. TAL 10-51/4-29-52
9148	N93059	6-24-48	Purch. fr. Martin	5-1-52	Sold to Pioneer	FN 559 L. TAL 9-51/5-1-52
9149	N93060	6-30-48	Purch. fr. Martin	8-26-52	Sold to Pioneer	FN 560 L. TAL 9-21-51/8-26-52
9150	N93061	6-30-48	Purch. fr. Martin	8-26-52	Sold to Pioneer	FN 561 L. TAL 10-51/8-26-52
NORTHWEST 377 STRATOCRUISER						
15947	N74601	7-29-49	Purch. fr. Boeing	7-11-60	Traded to Lockheed	FN 701 'Manila'
15948	N74602	6-22-49	Purch. fr. Boeing	7-14-60	Traded to Lockheed	FN 702 'Mpls-St. Paul'
15949	N74603	7-10-49	Purch. fr. Boeing	7-13-60	Traded to Lockheed	'Seattle-Tacoma'
15950	N74604	8-11-49	Purch. fr. Boeing	10-26-59	Traded to Lockheed	FN 703 'Chicago', 'New York', 'Seattle-Tacoma'
15951	N74605	8-28-49	Purch. fr. Boeing	7-14-60	Traded to Lockheed	FN 704 'New York', 'Detroit'
15952	N74606	9-13-49	Purch. fr. Boeing	9-23-60	Traded to Lockheed	FN 705 'Chicago', 'Newark'
15953	N74607	9-21-49	Purch. fr. Boeing	8-14-59	W/O—Minneapolis	FN 706 'Washington'
15954	N74608	10-21-49	Purch. fr. Boeing	4-2-56	W/O—Near Seattle	FN 707 'Honolulu'
15955	N74609	11-18-49	Purch. fr. Boeing	9-22-60	Traded to Lockheed	'Rudolph with the Radar Nose'
15956	N74610	12-21-49	Purch. fr. Boeing	9-21-60	Traded to Lockheed	FN 708 'Tokyo'
						FN 709 'Alaska', 'Portland'
						FN 710 'Orient Express', 'Formosa', 'Shanghai'

C/N	Reg/N	Del.Date	Source	Disp. Date	Disposition	Remarks
NORTHWEST DC-6A						
44071	N34955	9-1-53	L. from Flying Tiger	9-19-61	Returned to Lockheed	Flying Tiger Sold to Lockheed 1-17-56 FN 655 SVC 12-2-53
44072	N34956	9-8-53	L. from Flying Tiger	8-29-61	Returned to Lockheed	FT sold to LAC 1-17-56 FN 656 SVC 12-20-53
44073	N34957	9-13-53	L. from Flying Tiger	8-24-61	Returned to Lockheed	FT sold to LAC 1-17-56 FN 657 SVC 12-23-53
44074	N34958	1-26-54	L. from Flying Tiger	1-2-62	Returned to Lockheed	FT sold to LAC 1-17-56 FN 658 SVC 3-28-54
44064	N566	6-23-54	P. fr. Canadian Pacific	1-20-61	Sold to Braathens	FN 666 S—\$725,000
44890	N571	2-3-56	Purch. fr. Douglas	8-24-61	Sold to Zantop	FN 671 SVC 4-30-56
45499	N11565	4-19-59	P. fr. Canadian Pacific	7-1-61	Sold to World A/W	FN 665 SVC 4-23-59 S—\$750,000
NORTHWEST DC-6B						
43836	N567	10-28-54	Purch. fr. Mexicana	5-22-63	Sold to Sterling A/W	FN 667 S—\$325,000
43837	N568	12-3-54	Purch. fr. Mexicana	6-20-63	Sold to Sterling A/W	FN 668 S—\$325,000
44698	N569	6-16-55	Purch. fr. Douglas	6-8-62	Sold to Pacific Western	FN 669 SVC 7-23-55
44699	N570	9-20-55	Purch. fr. Douglas	8-31-62	Sold to Air Viet Nam	FN 670 SVC 10-21-55
45197	N572	1-19-57	Purch. fr. Douglas	2-14-64	Sold to Sterling A/W	FN 672 SVC 1-22-57
45198	N573	2-8-57	Purch. fr. Douglas	5-20-64	Sold to Sterling A/W	FN 673 SVC 4-12-57
45199	N574	2-27-57	Purch. fr. Douglas	4-20-64	Sold to Sterling A/W	FN 674 SVC 3-2-57
45200	N575	3-12-57	Purch. fr. Douglas	8-28-58	W/O—Minneapolis, Minn.	FN 675 SVC 3-16-57
45201	N576	5-4-57	Purch. fr. Douglas	10-15-64	S. to United Arab A/L	FN 676 SVC 5-9-57 S—\$357,250
45202	N577	10-5-57	Purch. fr. Douglas	6-12-64	Sold to Finnair	FN 677 SVC 10-11-57 S—\$345,000
45319	N578	12-5-57	Purch. fr. Douglas	1-15-65	S. to United Arab A/L	FN 678 SVC 12-9-57
45320	N579	1-24-58	Purch. fr. Douglas	3-2-65	S. to United Arab A/L	FN 679 SVC 1-27-58
45501	N581	3-12-58	Purch. fr. Douglas	2-1-65	Sold to Finnair	FN 681 SVC 3-18-58 S—\$325,000
45502	N582	5-16-58	Purch. fr. Douglas	6-1-65	S. to United Arab A/L	FN 682 SVC 5-21-58
43822	N91302	11-15-58	P. fr. Pacific A/M (WAL)	8-22-61	S. to R.E.A.L. via Intl. A/S	FN 602 SVC 11-16-58
43824	N91304	11-28-58	P. fr. Pacific A/M (WAL)	8-22-61	S. to R.E.A.L. via Intl. A/S	FN 604 SVC 11-30-58
45505	N11564	5-14-59	L. from Canadian Pacific	7-31-60	Returned	FN 664
NORTHWEST 1049G CONSTELLATION						
4572	N5172V	4-19-55	P. from Lockheed	8-31-57	Sold to L.A.V.	FN 172 SVC 4-26-55
4575	N5173V	1-22-55	P. from Lockheed	8-31-57	Sold to L.A.V.	FN 173 SVC 3-6-55
4576	N5174V	1-31-55	P. from Lockheed	8-31-57	Sold to L.A.V.	FN 174 SVC 3-2-55
4577	N5175V	2-12-55	P. from Lockheed	8-31-57	Sold to L.A.V.	FN 175 SVC 2-15-55
NORTHWEST DC-7C						
45203	N284	2-28-57	Purch. fr. Douglas	9-6-68	Sold to Aero Intl.	SVC 3-22-57 CV to DC-7CF 1961
45204	N285	4-8-57	Purch. fr. Douglas	10-22-62	W/O—Near Sitka, Alaska	SVC 4-16-57 CV to DC-7CF 1961
45205	N286	4-27-57	Purch. fr. Douglas	3-11-66	Sold to Gulf Land Corp.	SVC 5-3-57
45206	N287	7-3-57	Purch. fr. Douglas	3-25-66	Sold to Gulf Land Corp.	SVC 7-9-57
45207	N288	7-16-57	Purch. fr. Douglas	9-6-68	Sold to Aero Intl.	SVC 7-21-57 CV to DC-7CF 1962
45208	N289	8-16-57	Purch. fr. Douglas	9-1-67	Donated to Alex. Mn, School	SVC 8-24-57 CV to DC-7CF 1962
45209	N290	8-30-57	Purch. fr. Douglas	6-3-63	W/O—Nr Annette Is, Pacific	SVC 9-4-57 CV to DC-7CF 1962
45210	N291	9-20-57	Purch. fr. Douglas	9-24-65	Sold to Transair	SVC 9-24-57
45462	N292	1-17-58	Purch. fr. Douglas	7-14-60	W/O—Nr. Philippines	SVC 1-20-58
45463	N293	2-1-58	Purch. fr. Douglas	10-28-61	Returned to Douglas	SVC 2-4-58 Sold to Douglas 9-29-60 Leased back immed.
45464	N294	2-26-58	Purch. fr. Douglas	2-16-61	Returned to Douglas	SVC 3-4-58 Sold to Douglas 10-24-60 Leased back immed.
45465	N295	2-27-58	Purch. fr. Douglas	2-21-61	Returned to Douglas	SVC 3-12-58 Sold to Douglas 1-31-61 Leased back immed.
45466	N296	4-1-58	Purch. fr. Douglas	2-22-61	Returned to Douglas	SVC 4-15-58 Sold to Douglas 8-27-60, Leased back immed.
45467	N297	4-19-58	Purch. fr. Douglas	5-3-61	Returned to Douglas	SVC 4-27-58 Sold to Douglas 8-27-60, Leased back immed.
45127	N2281	12-10-58	L. from Camaero Inc.	11-19-60	Returned	
45128	N2282	12-14-58	L. from Camaero Inc.	10-27-61	Returned	
45129	N2283	12-17-58	L. from Camaero Inc.	10-27-61	Returned	
NOTE: Fleet number is same as last 3 digits of registration number.						
NORTHWEST L-188C ELECTRA						
1057	N121US	7-21-59	Purch. fr. Lockheed	3-17-60	W/O—Tell City, Ind.	SVC 8-21-59
1077	N122US	7-29-59	Purch. from Lockheed	6-16-66	S. to American Flyers	SVC 8-21-59
1082	N123US	8-11-59	Purch. from Lockheed	2-21-69	S. to Aztec A/C Corp.	SVC8-31-59
1085	N124US	8-30-59	Purch. from Lockheed	9-25-66	S. to American Flyers	SVC 9-1-59
1101	N125US	10-22-59	Purch. from Lockheed	11-15-66	S. to American Flyers	SVC 10-25-59
1105	N126US	11-14-59	Purch. from Lockheed	1-24-67	S. to American Flyers	SVC 11-16-59
1108	N127US	11-25-59	Purch. from Lockheed	12-30-69	Sold to Intl. Jet Air	SVC 11-30-59
1111	N128US	12-10-59	Purch. from Lockheed	11-4-71	Sold to Intl. Jet Air	L. to Sen. Muskie for 1972 Campaign SVC 12-13-59
1112	N129US	12-15-59	Purch. fr. Lockheed	1-19-70	Sold to Intl. Skyways	SVC 12-18-59
1113	N130US	12-30-59	Purch. fr. Lockheed	3-21-72	Sold to Nordair	SVC 1-1-60
1131	N131US	3-9-61	Purch. fr. Lockheed	4-19-71	S. to Ben & Fred Sessions	SVC 3-15-61
1132	N132US	3-10-61	Purch. fr. Lockheed	4-5-72	Sold to Nordair	SVC 3-16-61
1137	N133US	3-14-61	Purch. fr. Lockheed	5-15-70	Sold to Varig	SVC 3-18-61 CV to L-188 CF
1138	N134US	3-29-61	Purch. fr. Lockheed	1-19-71	S. to Allarco Development	SVC 4-1-61 CV to L-188 CF
1139	N135US	4-7-61	Purch. fr. Lockheed	6-2-70	Sold to Varig	CV to L-188 CF
1141	N136US	5-23-61	Purch. fr. Lockheed	12-30-69	S. to Allarco Development	CV to L-188 CF
1142	N137US	6-22-61	Purch. fr. Lockheed	9-17-61	W/O—Chicago, Ill.	
1144	N138US	6-23-61	Purch. fr. Lockheed	8-31-71	S. to FPE Travel Club	
NOTE: Beginning with the Electra, Northwest Fleet Numbers are same as numerics in registration number.						
NORTHWEST DC-8-32						
45602	N801US	5-17-60	Purch. fr. Douglas	9-15-63	Sold to National A/L	SVC 7-12-60
45603	N802US	7-3-60	Purch. fr. Douglas	10-14-63	Sold to National A/L	SVC 7-29-60
45604	N803US	8-11-60	Purch. fr. Douglas	10-3-62	Sold to UTA	SVC 8-31-60
45605	N804US	9-22-60	Purch. fr. Douglas	10-27-63	Sold to National A/L	SVC 9-24-60
45606	N805US	1-5-61	Purch. fr. Douglas	6-30-64	Sold to National A/L	SVC 1-12-61

18351	N721US	5-26-61	Purch. from Boeing
18352	N722US	6-22-61	Purch. from Boeing
18353	N723US	7-12-61	Purch. from Boeing
18354	N724US	7-26-61	Purch. from Boeing
18355	N725US	9-1-61	Purch. from Boeing
18356	N726US	10-5-61	Purch. from Boeing
18420	N727US	10-25-61	Purch. from Boeing
18421	N728US	11-15-61	Leased from Boeing
18422	N729US	12-13-61	Leased from Boeing
18381	N730US	10-31-62	Leased from Boeing
18382	N731US	9-21-62	Leased from Boeing
18383	N732US	9-29-62	Leased from Boeing
18384	N733US	10-26-62	Leased from Boeing
18687	N734US	10-22-63	Purch. from Boeing
18688	N735US	1-23-64	Purch. from Boeing
18792	N736US	6-26-64	Purch. from Boeing
18793	N737US	7-24-64	Purch. from Boeing

NORTHWEST 720-051B

9-24-71	Sold to Formosan Govt.
3-5-72	Sold to Olympic A/W
3-30-72	Sold to Olympic A/W
2-12-63	W/O—Everglades, Fla.
4-19-72	Sold to Olympic A/W
3-15-72	Sold to Olympic A/W
2-6-72	Sold to Olympic A/W
2-7-73	Sold to Maersk Air
3-8-73	Sold to Maersk Air
9-15-71	Sold to Monarch A/L
1-25-72	Sold to Monarch A/L
3-23-72	Sold to Monarch A/L
1-11-73	Sold to Maersk Air
6-28-72	Sold to Olympic A/W
1-17-73	Sold to Olympic A/W
2-20-74	Sold to Maersk Air
1-16-74	Sold to Maersk Air

SVC 7-2-61 S. via Templewood
SVC 7-1-61
SVC 7-15-61
SVC 7-31-61 4685 hrs
SVC 9-1-61
SVC 10-6-61
SVC 10-26-61
SVC 11-15-61 Purchased 10-5-62
SVC 12-13-61 Purchased 5-29-62
SVC 11-22-62 Purchased 7-1-68
SVC 10-1-62 Purchased 7-1-68
SVC 12-14-62 Purchased 7-1-68
SVC 11-10-62 Purchased 7-1-68
SVC 7-2-64
SVC 7-28-64

18584	N351US	6-5-63	Purch. from Boeing
18585	N352US	6-19-63	Purch. from Boeing
18586	N353US	7-30-63	Purch. from Boeing
18693	N354US	9-9-63	Purch. from Boeing
18710	N355US	10-13-63	Purch. from Boeing
19633	N377US	3-26-68	Purch. from Boeing
19634	N378US	3-29-68	Purch. from Boeing
19635	N379US	5-10-68	Purch. from Boeing
19636	N380US	7-24-68	Purch. from Boeing
19872	N381US	8-30-68	Purch. from Boeing

NORTHWEST 707-351B

7-1-71	Sold to Cathay Pacific
12-27-71	Sold to Cathay Pacific
8-28-72	Sold to Cathay Pacific
4-29-72	Sold to Cathay Pacific
3-5-71	Sold to China A/L

18746	N356US	4-10-64	Purch. from Boeing
18747	N357US	4-18-64	Purch. from Boeing
18748	N358US	6-18-64	Purch. from Boeing
18888	N359US	5-22-65	Purch. from Boeing
18889	N360US	6-12-65	Purch. from Boeing
18921	N361US	8-14-65	Purch. from Boeing
18922	N362US	9-15-65	Purch. from Boeing
18964	N363US	11-15-65	Purch. from Boeing
19034	N364US	1-8-66	Purch. from Boeing
19163	N365US	5-17-66	Purch. from Boeing
19164	N366US	6-24-66	Purch. from Boeing
19168	N367US	7-11-66	Purch. from Boeing
19209	N368US	7-19-66	Purch. from Boeing
19210	N369US	8-12-66	Purch. from Boeing
19263	N370US	8-19-66	Purch. from Boeing
19411	N371US	12-6-66	Purch. from Boeing
19412	N372US	3-18-67	Purch. from Boeing
19434	N373US	3-21-67	Purch. from Boeing

NORTHWEST 707-351C

3-2-73	S. to Pacific Western
4-18-74	Sold to Cathay Pacific
3-28-74	Sold to Cathay Pacific
8-2-74	Sold to Cathay Pacific
5-31-74	Sold to Cathay Pacific
8-6-73	Sold to Cathay Pacific
11-18-72	Sold to Cathay Pacific
5-26-73	Sold to Cathay Pacific
11-14-73	Sold to Cathay Pacific
5-18-73	Sold to Olympic A/W
3-23-73	Sold to Olympic A/W
12-30-73	Sold to Bangladesh Air
2-15-74	Sold to BWIA
4-9-74	Sold to JAT
6-30-75	Sold to Zambia
4-15-74	Sold to JAT
7-12-74	Sold to BWIA
10-15-74	Sold to Transair

SVC 4-26-64
SVC 4-25-64
SVC 6-19-64
SVC 1-14-66
SVC 5-21-66
SVC 7-1-66
SVC 7-15-66 (S. via Templewood)
SVC 7-22-66
SVC 8-16-66
SVC 8-30-66
SVC 12-10-66
Ext. Dmg. in Yokota AFB Fire
6-13-67 but repaired

19443	N374US	8-12-67	Purch. from Boeing
19631	N375US	10-14-67	Purch. from Boeing
19632	N376US	11-21-67	Purch. from Boeing
19773	N382US	5-3-68	Purch. from Boeing
19774	N383US	5-11-68	Purch. from Boeing
19775	N384US	7-18-68	Purch. from Boeing
19776	N385US	7-24-68	Purch. from Boeing
19777	N386US	8-28-68	Purch. from Boeing
18797	N461US	11-12-64	Purch. from Boeing
18798	N462US	11-24-64	Purch. from Boeing
18799	N463US	12-23-64	Purch. from Boeing
18800	N464US	2-11-65	Purch. from Boeing
18801	N465US	3-1-65	Purch. from Boeing
18802	N466US	3-3-165	Purch. from Boeing
18803	N467US	4-22-65	Purch. from Boeing
18804	N468US	7-23-65	Purch. from Boeing
18805	N469US	9-10-65	Purch. from Boeing
18806	N470US	10-7-65	Purch. from Boeing
18807	N471US	10-22-65	Purch. from Boeing
18942	N472US	11-9-65	Purch. from Boeing
18943	N473US	12-2-65	Purch. from Boeing
18944	N474US	12-17-65	Purch. from Boeing
19121	N475US	5-5-66	Purch. from Boeing
19122	N476US	9-28-66	Purch. from Boeing
19123	N477US	11-12-66	Purch. from Boeing
19124	N478US	12-16-66	Purch. from Boeing
19125	N479US	1-25-67	Purch. from Boeing
19126	N480US	1-1-67	Purch. from Boeing

NORTHWEST 727-51

In svc 2-12-65
In svc 3-5-65
In svc 4-1-65

18898	N490US	4-11-66	Purch. from Boeing
18899	N491US	5-9-66	Purch. from Boeing
18945	N492US	5-12-66	Purch. from Boeing
18946	N493US	5-27-66	Purch. from Boeing
18947	N494US	8-13-66	Purch. from Boeing
19206	N495US	8-24-66	Purch. from Boeing
19287	N496US	3-12-67	Purch. from Boeing
19288	N497US	3-28-67	Purch. from Boeing
19289	N498US	4-22-67	Purch. from Boeing
19290	N499US	5-27-67	Purch. from Boeing
19867	N488US	1-9-68	Purch. from Boeing
19868	N489US	2-7-68	Purch. from Boeing

NORTHWEST 727-51C

Svc 4-23-66
Svc 5-11-66
Svc 5-16-66
Svc 5-31-66
Svc 8-20-66
Svc 8-26-66
-151C
-151C L. Burma A/W 7-11-69/7-10-70

C/N	Reg/N	Del.Date	Source	Disp. Date	Disposition	Remarks
NORTHWEST 727-251						
19970	N251US	10-19-68	Purch. from Boeing			
19971	N252US	11-2-68	Purch. from Boeing			
19972	N253US	11-21-68	Purch. from Boeing			
19973	N254US	11-27-68	Purch. from Boeing			
19974	N255US	12-7-68	Purch. from Boeing			
19975	N256US	1-4-69	Purch. from Boeing			
19976	N257US	1-24-69	Purch. from Boeing			
19977	N258US	2-14-69	Purch. from Boeing			
19978	N259US	2-21-69	Purch. from Boeing			
19979	N260US	3-5-69	Purch. from Boeing			
19980	N261US	3-28-69	Purch. from Boeing			
19981	N262US	7-11-69	Purch. from Boeing			
19982	N263US	7-15-69	Purch. from Boeing			
19983	N264US	8-1-69	Purch. from Boeing			
19984	N265US	8-5-69	Purch. from Boeing			
19985	N266US	8-8-69	Purch. from Boeing			
20289	N267US	8-12-69	Purch. from Boeing			
20290	N268US	8-15-69	Purch. from Boeing			
20291	N269US	9-12-69	Purch. from Boeing			
20292	N270US	9-22-69	Purch. from Boeing			
20293	N271US	9-26-69	Purch. from Boeing			
20294	N272US	10-3-69	Purch. from Boeing			
20294	N272US	10-3-69	Purch. from Boeing			
20295	N273US	11-18-69	Purch. from Boeing	12-1-74	W/O—Harriman Park, N.Y.	
20296	N274US	12-10-69	Purch. from Boeing			
21154	N275US	10-21-75	Purch. from Boeing			
21155	N276US	10-27-75	Purch. from Boeing			
21156	N277US	10-31-75	Purch. from Boeing			
21157	N278US	11-18-75	Purch. from Boeing			
21158	N279US	12-11-75	Purch. from Boeing			
21159	N280US	12-19-75	Purch. from Boeing			
21160	N281US	12-23-75	Purch. from Boeing			
21161	N282US	12-23-75	Purch. from Boeing			
21322	N283US	5-77	Purch. from Boeing			
21323	N284US	10-77	Purch. from Boeing			
21324	N285US	10-77	Purch. from Boeing			
21325	N286US	11-77	Purch. from Boeing			

NORTHWEST 747-151						
19778	N601US	4-30-70	Purch. from Boeing			
19779	N602US	5-12-70	Purch. from Boeing			
19780	N603US	5-22-70	Purch. from Boeing			
19781	N604US	6-24-70	Purch. from Boeing			
19782	N605US	7-24-70	Purch. from Boeing			
19783	N606US	8-30-70	Purch. from Boeing			
19784	N607US	9-9-70	Purch. from Boeing			
19785	N608US	9-17-70	Purch. from Boeing			
19786	N609US	10-28-70	Purch. from Boeing			
19787	N610US	11-11-70	Purch. from Boeing			
20356	N611US	3-27-71	Purch. from Boeing			
20357	N612US	5-15-71	Purch. from Boeing			
20358	N613US	6-22-71	Purch. from Boeing			
20359	N614US	10-22-71	Purch. from Boeing			
20360	N615US	11-23-71	Purch. from Boeing			
21120	N616US	7-3-75	Purch. from Boeing			
21121	N617US	7-9-75	Purch. from Boeing			
21122	N618US	8-29-75	Purch. from Boeing			
21321	N619US	6-77	Purch. from Boeing			
19918	N620US	7-21-76	Purch. from National			
19919	N621US	7-31-76	Purch. from National			

NORTHWEST DC-10-40						
46750	N141US	6-14-73	Purch. from Mc-Douglas			
46751	N142US	2-19-73	Purch. from Mc-Douglas			
46752	N143US	11-10-72	Purch. from Mc-Douglas			
46753	N144US	12-12-72	Purch. from Mc-Douglas			
46754	N145US	1-31-73	Purch. from Mc-Douglas			
46755	N146US	5-9-73	Purch. from Mc-Douglas			
46756	N147US	6-2-73	Purch. from Mc-Douglas			
46757	N148US	7-6-73	Purch. from Mc-Douglas			
46758	N149US	7-25-73	Purch. from Mc-Douglas			
46759	N150US	7-31-73	Purch. from Mc-Douglas			
46760	N151US	10-30-73	Purch. from Mc-Douglas			
46761	N152US	11-7-73	Purch. from Mc-Douglas			
46762	N153US	11-14-73	Purch. from Mc-Douglas			
46763	N154US	11-28-73	Purch. from Mc-Douglas			
46764	N155US	12-12-73	Purch. from Mc-Douglas			
46765	N156US	3-8-74	Purch. from Mc-Douglas			
46766	N157US	5-17-74	Purch. from Mc-Douglas			
46767	N158US	7-19-74	Purch. from Mc-Douglas			
46768	N159US	8-9-74	Purch. from Mc-Douglas			
46769	N160US	9-10-74	Purch. from Mc-Douglas			
46770	N161US	11-5-74	Purch. from Mc-Douglas			
46771	N162US	12-6-74	Purch. from Mc-Douglas			



ABOUT THE AUTHOR

David Galbraith has a deep interest in all aspects of aviation history, but is particularly fascinated with commercial aviation in the United States. Compilation and maintenance of fleet histories for all U.S. airlines consumes much of Dave's free time, but enough remains to enjoy aircraft photography and scale modeling as well. Dave's 1/72 and 1/144 scale collection numbers over 300, and is frequently on display in the Twin Cities area.

He is employed by the St. Paul Companies, Inc., in the area of data processing management, and is a member of Air Britain, LAAS International, and is a past president of the Twin Cities Aero Historians, a chapter of the AAHS. His articles on American commercial aviation have frequently appeared in the TCAH newsletter.

L. to Boeing 11-11-70/
-71 Sales Tour
-251B
-251B
-251B
-251B
-251F
-251F
-251F
-251F
-135
-135