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A GLOBAL
REVIEW OF
COMMERCIAL
FLIGHT

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The Last Passenger DC-8s
Frankfurt International Airport
Air Tahiti Nui



United Airlines retired its McDonnell Douglas DC-10 fleet from scheduled service on February 14 after 30 years of operations with the tri-jet. The airline had been gradually retiring the type since January 1997 and at the end only three DC-10-30CFs, all ex-World Airways, were left.

Fifty-nine General Electric CF6-powered DC-10s (48 -10s and 11 -30s) have been flown by UA since August 14, 1971. United's

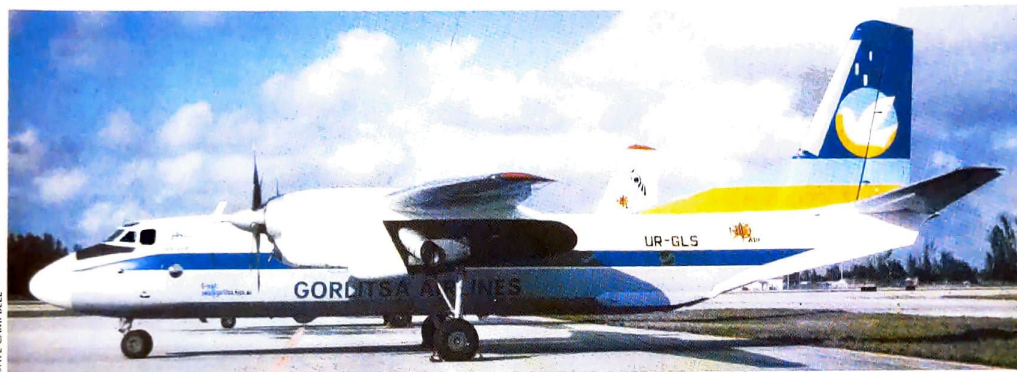
last new aircraft was one of only nine DC-10-10CFs built. Of the -30s, three were leased from CP Air, three purchased from Laker, four from World, and one from Pan Am. Four aircraft were converted to freighters and were based in Anchorage from 1997 until the end of December 2000.

The last two flights, UA700 (N1858U) from Las Vegas to Chicago and UA44 (N1857U) from Honolulu to Chicago enjoyed no special ceremonies, although extra cases of champagne were on board.

At Las Vegas (photo), the UA staff formed a line in front of N1858U for a final farewell, and the airport's fire service gave the Ten a water cannon salute. Both aircraft have now been returned to their owner, FINOVA Capital.

This was not quite the end, as DC-10-30F N1853U was brought out of storage at Pinal Air Park, Marana, Arizona, to fly a relief supply trip to India. It returned to desert storage on February 21.

W Patrick Dean



Now wearing Med-Air titles, this former Gorlitsa Antonov An-26B (UR-GLS, see Aviasvit XXI, February 2001) together with two others and an An-24RV, have recently been fitted with US-made interiors at Opa-locka, Florida, for LAN, a new Honduran airline.

Líneas Aéreas Nacionales de Honduras started operations early in March using mostly Cuban flightcrews and expects to add two Boeing 737-200s this month.

using less than planned fuel burn into the bargain. Would the backroom boys listen to the line pilots? Not on your life.

Better watch those 'who's fastest' statements. Some nitwit will read it and send you an argument.

Barry Syrett, Captain, retired, American Airlines
Gig Harbor, Washington

New Zealand?

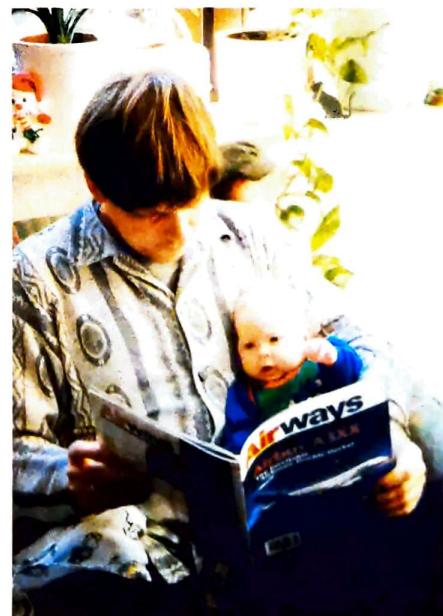
I thoroughly enjoyed reading *A Trio of DC-3s over New Zealand* (April 2001). I'm pretty sure, though, that the centerspread picture of ZK-AMS was taken over Queenstown, not over Queensland as claimed in the caption.

Kenneth S Brown, West Bloomfield, Michigan

Geographically guilty as charged—JW

Our youngest reader.

Colin Lehrke of
Recklinghausen,
Germany (born
October 23, 2000),
enjoys reading Airways
with his father, Michael.



Correction, Not Perfection

The photo of the Nacional Boeing 737-400 in *New on the Airways*, April 2001, was incorrectly credited: it was taken by Javier Rodríguez at Palma de Mallorca.

Readback

Regarding the Airbus A330 flight from Brussels to Atlanta (February 2001), Sean Carvin points out that on frequency 127.65 calling *Shanwick Oceanic*, the crew would be speaking to a controller at Prestwick. The Irish radio operator at *Shanwick Radio* would have come a little later, initially on 124.175 or 127.9, and subsequently on HF.