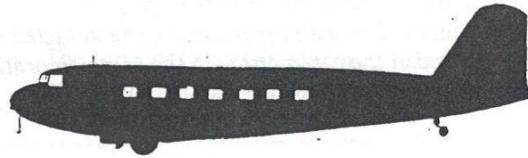


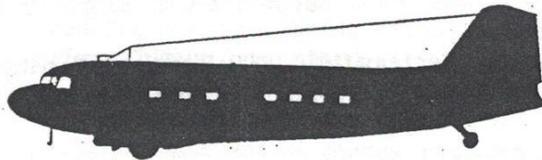
## Beyond the Sunset #8

By George Fuller

We are fortunate to have a Douglas DC-3 in Québec. The Douglas Commercial family of aircraft has made a major contribution to the development of air transport throughout the world. Let us look back at its introduction to Quebec.



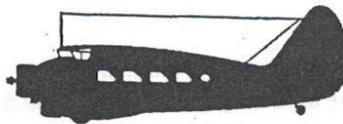
Douglas DC-2



Douglas DC-3

The DC-3 was preceded in airline service by the 14 passenger DC-2. It was first delivered to Transcontinental and Western Air (TWA) in May, 1934. The first airline serving Montréal to get DC-2s was American Airlines, which began operating them in late 1934. Canadian Colonial Airways had been flying between New York and Montréal via Albany since 1928. Its controlling holding company became part of the Aviation Corporation in 1929. The Corporation's airline holdings were consolidated in 1930 with the formation of American Airways, which was renamed as American Airlines in 1934. Its route to Montreal continued to be operated by its affiliate Canadian Colonial Airways, with joint utilization of aircraft. By 1936 it is likely that some DC-2s had been used on the Canadian connection.

Meanwhile, its successor from Douglas, the DC-3, had made its first flight in December, 1935. It was available in the DST version, with sleeper accommodation for 14 persons, or with seats for 21 passengers. American Airlines introduced the DST between New York and Chicago in June, 1936. Before the second World War it had ordered 66 DC-3s, the largest operator of the type.



Stinson Model A



Vultee V-1A

In 1937 it introduced the new airliner, advertised as the "Flagship", on a daily except Sunday service between New York and Montréal. For publicity purposes the flight went under the name

"the Mount Royal ". Passengers had a stewardess to look after them who served a complimentary meal on the southbound flight. It left from Saint-Hubert at 5:30 p.m., arriving at Newark at 7:29 pm. Return fare was \$42.10, not including the \$1.00 taxi fare from the Mount Royal or Windsor Hotel to the airport. For the other daily except Sunday flight in both directions Canadian Colonial passengers rode between Montréal and Albany in a Vultee V-1A single-engined airliner. They could continue on to Newark in a Stinson Model A "trimotor".

Surviving August 1938 timetables indicate that although the DC-3 continued to fly their non-stop runs, the DC-2 replaced older aircraft on the others. During that year Trans-Canada Air Lines was beginning to use the Lockheed 14. They would only begin operating DC-3s in 1945.

By the summer of 1939, Burlington (Vermont) had replaced Albany as the interim stop between New York and Montréal. In late August a Canadian Colonial Airways Inc. DC-2 was turned over to Canadian Colonial Airways Ltd., Montréal. CF-BPP was the only one of the Douglas Commercial series to be registered in Canada before the Second World War. That summer the company was advertising another advantage in flying with them between New York and Montréal. Quoting their 1 August 1939 timetable "...Parlez-Vous Français? Charming French Canadian stewardesses add an international flavor to your trip by Canadian Colonial, even before you reach the border...".



Sources:

Birth of an Industry..... The Official Airline Guide, Oak Brook, IL, 1969.

Davies, R.E.G., Airlines of the United States since 1914, Smithsonian Institute Press, Washington, D.C., 1982

Ellis, John R. (Comp.), Canadian Civil Aircraft Register 1929-45, Canadian Aviation Historical Society, Willowdale, ON.

Francillon, René J., McDonnell Douglas Aircraft since 1920, Putnam, London, 1979.

Note : Images not all to same scale