



Douglas DC-3

Manufacturer:	Douglas Aircraft Company
Service:	1935
Plant:	Two 1,000hp Wright Cyclone or Pratt & Whitney Twin Wasp Engines
Wing Span:	95' (28.96m)
Length:	64' 6" (19.66m)
Height:	16' 11 1/2" (5.16m)
Speed:	167 mph
Range:	2,125 miles (3,420 km)
Crew:	4
Passengers:	36

The Douglas DC-3 is still considered to be the most famous of all aircraft to see wide use throughout the world. This type of aircraft probably led to the establishment of air transport as a normal means of travel and commerce, such as smaller Alaskan communities. The Alaska DC-3 is a red version duplicated through the efforts of retired Alaska Airlines pilot and is on display at the Museum of Flight in

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Alaska Airlines Lockheed L-18 Lodestar

Manufacturer:	Lockheed Aircraft Corp./Burbank
Year Entered Service:	1940
Power Plant:	1,200 hp Wright Cyclone GR-1820-G205A 9 cylinder air cooled radial engines (2 ea.)
Wing Span:	65' 6" (19.96 m)
Length:	49' 10" (15.18 m)
Height:	11' 11" (3.62 m)
Cruising Speed:	214 mph (344 km/h)
Range:	1,700 miles (2,736 km)
Crew:	3
Passengers:	14

The Lodestar's first test flight was on September 21, 1939, and remained in service in the U.S. as late as 1959. It was a mid-wing, all metal monoplane equipped with twin 1,000 horsepower engines that had 3-bladed props. While it could carry as many as 26 in a bench seat arrangement along the fuselage walls, the Lodestar was normally configured for 14 passengers. The aircraft in this picture, dubbed "Starliner Anchorage", was flown by Alaska Airlines during the 1940's, primarily for the tri-weekly Anchorage-Juneau flights.

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Alaska Airlines Ford Tri-Motor, Model 5-AT

Manufacturer:	Ford Motor Company
Year Entered Service:	1926
Power Plant:	3 ea. 420 hp Pratt & Whitney Wasp radial engines
Wing Span:	77' 10" (23.72 m)
Length:	49' 10" (15.19 m)
Height:	11' 9" (3.58 m)
Cruising Speed:	107 mph (172 km/h)
Range:	570 miles (917 km)
Crew:	2
Passengers:	13

One of the great classic airliners of the 1920's and early 1930's was the Ford Tri-Motor "Tin Goose". This type served for more than 40 years as an effective transport, at first with big U.S. airlines, and then gradually with more remote operators in less accessible parts of the world, such as Alaskan bush routes. Examples are still in service in the U.S. and South America. Alaska Airlines (Star Airlines) employed the Tri-Motor in a variety of roles, with wheels, skis, or floats to carry passengers and freight.

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Alaska Airlines Fairchild Pilgrim Model 100-B

Manufacturer:	American Airplane & Fairchild Engine Mfg. Corp.
Year Entered Service:	1932
Power Plant:	575 hp Wright Cyclone R-1820-E
Wing Span:	57'
Length:	38'
Height:	12' 3"
Cruising Speed:	118 mph
Range:	510 miles
Crew:	1
Passengers:	9

This high-winged enclosed cabin monoplane was of large and boxy proportion for its day. Primarily designed for the shorter routes, it was used as a transport for passengers, mail, and express cargo. The elevated pilot's station high up in front gave a commanding view during take-off and landings, a feature that the early bush pilots found often made the difference between the success or failure of a flight. First operated by Star Air Service, which later took the name Alaska Airlines, the Pilgrim was in service with Alaska well into the 1940's, and continued on with small Alaskan bush carriers for many years.

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Alaska Airlines Stinson SM-8A

Manufacturer:	Stinson Aircraft Manufacturing Corp.
Year Entered Service:	1932
Power Plant:	Lycoming 210 hp
Wing Span:	35' 10"
Length:	28' 10"
Height:	10' 3"
Cruising Speed:	128 mph
Crew:	1
Passengers:	3

Purchased second hand, this black and silver single engine float plane was the first aircraft of what is today, Alaska Airlines. Original founder, Linous "Mac" McGee, launched McGee Airways in 1932, offering service between Anchorage and Bristol Bay, Alaska. McGee instilled a sense of Alaska spirit that kept the fledgling airline aloft through the toughest times. That spirit continues to thrive 65 years with the Alaska Airlines of today.

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Douglas DC-6A

Manufacturer:	Douglas Aircraft Company
Service:	1946
Plant:	2,400 hp Pratt & Whitney R-2800-CB16 Double Wasp 18-cyl. 2-row radial engines (4 ea.)
Wing Span:	117' 6" (35.81 m)
Length:	105' 7" (32.18 m)
Height:	28' 8" (8.74 m)
Speed:	315 mph (507 km/h)
Range:	3,005 miles (4,835 km)
Crew:	5
Passengers:	54-102 depending on configuration

Introduced its first pressurized aircraft, a DC-6 in April 1958 to fly the Alaska route. For its inaugural flight, the interior cabin was decked out to resemble a train, complete with honky tonk piano. Soon after, Alaska became a major airline, with this DC-6. Originally branded "Golden Nugget" and free-spirited approach was the beginning of a service that proved to be highly successful for the airline.

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Alaska Airlines Curtiss C-46 "Commando"

Manufacturer:	Curtiss-Wright Corporation
Year Entered Service:	1942
Power Plant:	2 ea. 2,000 hp Pratt & Whitney R-2800 Double Wasp 18-cyl. radial engines
Wing Span:	108' (32.92 m)
Length:	76' 4" (23.27m)
Height:	21' 8" (6.6 m)
Cruising Speed:	173 mph (278 km/h)
Range:	3,150 miles (5,069 km)
Crew:	4
Passengers:	40-62 depending on configuration

This famous plane will always be remembered for flying the "Hump" run from India to China during W.W.II. The Commando became a prime mover of material in support of every Allied theater of operations. After the war, large numbers of C-46's were acquired by civilian operators, such as Alaska Airlines, at first for passenger use, but subsequently, more as freighters. Their large fuselage and military style cargo loading door made them particularly suitable, and Alaska employed them in the late 1940's with DC-3's and DC-4's in such fashion as to become known as the world's largest non-scheduled airline. In May 1949, an Alaska Airlines C-46 was the last commercial flight out of Shanghai Airport before it was taken over by the Communist party.

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Alaska Airlines Grumman G-21A "Goose"

Manufacturer:	Grumman Aircraft Co.
Year Entered Service:	1937
Power Plant:	2 each 450 hp Pratt & Whitney R-985 Wasp Jr. radial engines
Wing Span:	50' 10"
Length:	39' 7"
Height:	12' 0"
Cruising Speed:	100-194 mph
Range:	800 miles
Crew:	1
Passengers:	8

The colorful "Goose" was legendary in the development of commercial aviation in S.E. Alaska. This rugged amphibious aircraft was in service for several decades with Alaska Coastal and Ellis Airlines prior to their merger with Alaska Airlines in 1968. Pictured on this card is a "Goose" parked at Annette Island, Alaska (circa 1973) awaiting to shuttle passengers arriving at Annette on jet aircraft to nearby Ketchikan.

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Alaska Airlines Stinson Reliant

Manufacturer:	Stinson Division, Aircraft Manufacturing Corp.
Year Entered Service:	1942
Power Plant:	300 hp Lycoming R-680-E3B, 9 cylinder radial engine
Wing Span:	41' 11"
Length:	28' 3"
Height:	8' 7"
Cruising Speed:	120 mph
Range:	575 miles
Crew:	1
Passengers:	4

This extremely rugged craft was well-suited to Alaskan bush flying in the 1940's and 1950's. Originally designed as a military trainer (AT-19), the Reliant proved very versatile on wheels, skis, or pontoons and did an admirable job all over the State of Alaska. Pictured here, the Reliant is flying past Mt. Susitna, over Cook Inlet, Alaska. This beautiful example was restored in Alaska Airlines' original colors by the Alaska Aviation Heritage Museum, in Anchorage, where it is currently on display.

Alaska Aviation Heritage Museum Photo

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Alaska Airlines Bell 47B Helicopter

Manufacturer:	Bell Helicopter Company
Year Entered Service:	1947
Power Plant:	178 hp Franklin 6V4-178-B32 engine (main rotor diameter) 35' 2"
Wing Span:	41' 5"
Length:	9' 2"
Height:	98 mph
Cruising Speed:	1
Crew:	1
Passengers:	(payload) 1,000 lbs

For a short period in 1949-1950, Alaska Airlines operated five each of these Bell 47B helicopters on the North Slope airfield. The experiment was less than successful, and they were sold to a company that eventually became Anchorage Helicopter Service. This general purpose helicopter, pictured here at Anchorage's Merrill Field (circa 1950) was produced in several different models, including a two-seat military version that was used for medical evacuations during the Korean conflict, and is also shown in the T.V. series, M*A*S*H.

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Lockheed L-382B Hercules

Manufacturer:	Lockheed-Georgia Co.
Service:	1968
Plant:	4 ea. 4,050 hp Allison 501-D22 turboprop engines
Wing Span:	132' 7" (40.41 m)
Length:	106' 1" (32.33 m)
Height:	38' 3" (11.66 m)
Speed:	361 mph (581 km/h)
Range:	2,417 miles (3,890 km)
Crew:	4-5
Cargo:	50,000 lb. payload

One of the most widely used aircraft in history, literally spanning the globe for commercial operators alike. Alaska Airlines established many firsts with the Hercules, the first commercial operator of this freighter to support North Slope oil operations. Alaska Airlines acquired 7 of these aircraft and chartered them world-wide; Alaska Airlines used them to support operations in the North Slope, Alaska, and anywhere in-between that was needed. The "Herc" pictured here, with an oil drilling rig backdrop, was used on the North Slope in the late 1960's.

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Alaska Airlines Boeing 727-90C "Golden Nugget Jet"

Manufacturer:	Boeing Commercial Airplane Company
Year Entered Service:	1966
Power Plant:	3 Pratt & Whitney JT8D-7 Turbofan Jet Engines; 14,500lbs thrust each
Wing Span:	108' (32.92m)
Length:	133' 2" (40.59m)
Height:	34' 3" (10.44m)
Cruising Speed:	570 mph (917 km/h)
Range:	2,303 miles (3,706 km)
Crew:	3
Passengers:	98 (12 first class, 86 coach)

This plane was the first Boeing-built jet to be flown by Alaska, beginning a long and mutually successful relationship between the 2 companies which lasts today. "Golden Nugget Jets" were outfitted with plush red and black "Gold Rush Gay 90's" interiors, and later featured Russian "Samovar Service," which was popular with passengers. Alaska pioneered many "firsts" with its 727's, including certification to operate on gravel runways at such places as Nome and Unalakleet, and this was the first jet to land at Sitka.

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Alaska Airlines Convair 240

Manufacturer:	Convair Division/General Dynamics Corp.
Year Entered Service:	1952
Power Plant:	2 ea. 2,400 hp Pratt & Whitney R-2800, 18 cylinder air-cooled radial engines
Wing Span:	91' 9"
Length:	74' 8"
Height:	26' 11"
Cruising Speed:	270 mph
Range:	1800 miles
Crew:	3
Passengers:	40

This medium range transport was designed as a replacement for the DC-3, and while not as numerous, it did lead to a successful series of Convair Airliners in the 1950's. Many aviation authorities consider the CV-240 to have been the most advanced twin engine passenger airliner of its day. It was the first commercial twin transport to be pressurized for cabin comfort. Alaska Airlines first acquired this aircraft type in the 1968 merger with Cordova Airlines.

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Alaska Airlines Convair 880M "Golden Arrow"

Manufacturer:	General Dynamics
Year Entered Service:	1960
Power Plant:	General Electric CJ-805-3B Engines
Wing Span:	120' 0"
Length:	129' 4"
Height:	36' 0.3"
Cruising Speed:	610 mph
Range:	3,750 miles
Crew:	3-5
Passengers:	88, including first class

Alaska Airlines inaugurated "Golden Nugget" 880 service on August 30, 1961, advertising "Four Jets Daily to Alaska", which stretched reality somewhat with its single flight with 4 jet engines! The attractive interior cabin was adorned with colorful Alaskan scenes, full first class lounge, and further embellished with draft beer bar and brass rail. It flew in a mixed class configuration primarily servicing Seattle, Portland, Anchorage, and Fairbanks.

Convair Photo

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Alaska Airlines Lockheed L-1649H Constellation

Manufacturer:	Lockheed Aircraft Corporation
Year Entered Service:	1957
Power Plant:	4 ea. 3,400 hp Wright R-3350-EA2 turbo-compound 18 cylinder radial engines
Wing Span:	150' (45.72 m)
Length:	113' 7" (34.62 m)
Height:	23' 5" (7.14 m)
Cruising Speed:	342 mph (550 km/h)
Range:	6,320 miles (10,170 km)
Crew:	5
Passengers:	75-92

In the spring of 1962, Alaska Airlines acquired two L-1649A Starliner freighters for military contract work, and the following year leased the L-1049H Super Constellation, which saw both cargo and passenger service in the Seattle, Anchorage, Nome, and Kotzebue markets. One of the classic airliners of all time, the "Connie" is widely recognized and admired throughout the world for its long graceful lines and unique 3-tail design. The aircraft pictured here was parked at Nome, Alaska in the early 1960's.

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Boeing 707-321

Manufacturer:	Boeing Commercial Airplane Company
Service:	1961
Plant:	4 ea. 18,000 lb thrust Pratt & Whitney JT3D-3 turbofan jet engines
Wing Span:	145' 9" (44.42 m)
Length:	152' 11" (45.6 m)
Height:	42' 5" (12.93 m)
Speed:	600 mph (965 km/h)
Range:	3,925 miles (6,320 km)
Crew:	3
Passengers:	Varies, up to 202

The Boeing 707 is a classic among airliners, and is still in widespread use. In 1952, the Boeing Company gambled \$16 million to build the world's first turbo-jet powered civil transport that would revolutionize air travel. It was a risky move, but it paid off. The 707 was the first jetliner to make profit-driven aircraft obsolete. In all, some 962 Boeing 707's were built. Alaska Airlines was the first to lease 707 equipment for charter flights to Russia (Khabarovsk) in response to the strong links between the native peoples of Alaska and Eastern Siberia.

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Alaska Airlines Boeing 727-90C

Manufacturer:	Boeing Commercial Airplane Company
Year Entered Service:	1966
Power Plant:	3 Pratt & Whitney JT8D-7 turbo fan jet engines with 14K thrust ea.
Wing Span:	108' (32.92 m)
Length:	133' 2" (40.59 m)
Height:	34' 3" (10.44 m)
Cruising Speed:	570 mph (917 km/h)
Range:	2,303 miles (3,706 km)
Crew:	3
Passengers:	104 (12 first class, 92 coach)

One of the four colorful logos Alaska Airlines displayed on its aircraft during the early 1970's. In this photo, a 727 departs Juneau on a crisp spring day with the rugged terrain above Mendenhall Glacier as a backdrop. Russian orthodox church spires commemorate the State of Alaska's ownership by Russia until 1867.

Jack Helle Photo

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Alaska Airlines Boeing 727-90C "Combi"

Manufacturer:	Boeing Commercial Airplane Company
Year Entered Service:	1966
Power Plant:	3 Pratt & Whitney JT8D-7 turbo fan jet engines with 14K thrust ea.
Wing Span:	108' (32.92 m)
Length:	133' 2" (40.59 m)
Height:	34' 3" (10.44 m)
Cruising Speed:	570 mph (917 km/h)
Range:	2,303 miles (3,706 km)
Crew:	3
Passengers:	98 (12 first class, 86 coach)

Alaska Airlines has long history of cargo support operations all over the State of Alaska and charters throughout the world. In particular, the airline has actively supported oil and gas exploration and development on Alaska's North Slope. Pictured here is an Alaska 727 freighter conversion being unloaded at Prudhoe Bay in the early 1970's. This totem design on the tail was one of the four logos used in the early 1970's.

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Alaska Airlines Boeing 727-90C

Manufacturer:	Boeing Commercial Airplane Company
Year Entered Service:	1966
Power Plant:	3 Pratt & Whitney JT8D-7 turbo fan jet engines with 14K thrust ea.
Wing Span:	108' (32.92 m)
Length:	133' 2" (40.59 m)
Height:	34' 3" (10.44 m)
Cruising Speed:	570 mph (917 km/h)
Range:	2,303 miles (3,706 km)
Crew:	3
Passengers:	104 (12 first class, 92 coach)

In 1972, Alaska Airlines introduced an exciting new 4-character logo and color scheme that included images of an eskimo (blue), native totem (green), Russian Orthodox church spires (purple), and, pictured here, a red Alaskan sourdough prospector. Each scheme represented an important part of the colorful heritage and geography of Alaska. The colorful logos were discontinued in the mid-1970's and the eskimo, complete with new smiling image, was settled on as a standard image for the future.

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Alaska Airlines Boeing 747

Manufacturer:	Boeing Commercial Airplane Company
Year Entered Service:	1970
Power Plant:	Pratt & Whitney JT9D-3 (4 ea)
Wing Span:	195' 8" (59.64m)
Length:	231' 4" (70.51 m)
Height:	63' 5" (19.33 m)
Cruising Speed:	