

LATITUDE



The In-Flight Magazine of SimAirline.net

April 2007

Lockheed Landing



ALSO INSIDE:

Designing the Pilot Roster System

Alaska 737-200C Memories

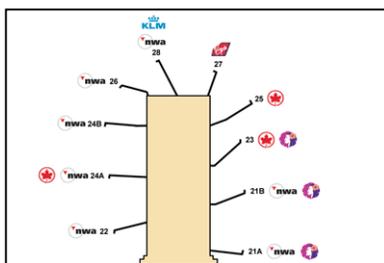
Improved Terminal Maps

7 COVER STORY

The Lockheed L-1011 makes its SimAirline.net debut as it is added to Delta Virtual's retired aircraft.

Cover Photo: Chris Coduto

Delta's final TriStar receives a water cannon salute in Victorville before being stored



6 NEW TERMINAL MAPS

Learn about the latest improvement to SimAirline.net: new and more detailed terminal maps.

Date	Pilot Name	Flight Number	Destination
Jan 25	Ali Abou-Zeid	DL 1011	New York
Jan 26	Ali Abou-Zeid	DL 1011	New York
Jan 27	Ali Abou-Zeid	DL 1011	New York
Jan 28	Ali Abou-Zeid	DL 1011	New York
Jan 29	Ali Abou-Zeid	DL 1011	New York
Jan 30	Ali Abou-Zeid	DL 1011	New York
Jan 31	Ali Abou-Zeid	DL 1011	New York
Feb 1	Ali Abou-Zeid	DL 1011	New York
Feb 2	Ali Abou-Zeid	DL 1011	New York
Feb 3	Ali Abou-Zeid	DL 1011	New York
Feb 4	Ali Abou-Zeid	DL 1011	New York
Feb 5	Ali Abou-Zeid	DL 1011	New York
Feb 6	Ali Abou-Zeid	DL 1011	New York
Feb 7	Ali Abou-Zeid	DL 1011	New York
Feb 8	Ali Abou-Zeid	DL 1011	New York
Feb 9	Ali Abou-Zeid	DL 1011	New York
Feb 10	Ali Abou-Zeid	DL 1011	New York
Feb 11	Ali Abou-Zeid	DL 1011	New York
Feb 12	Ali Abou-Zeid	DL 1011	New York
Feb 13	Ali Abou-Zeid	DL 1011	New York
Feb 14	Ali Abou-Zeid	DL 1011	New York
Feb 15	Ali Abou-Zeid	DL 1011	New York
Feb 16	Ali Abou-Zeid	DL 1011	New York
Feb 17	Ali Abou-Zeid	DL 1011	New York
Feb 18	Ali Abou-Zeid	DL 1011	New York
Feb 19	Ali Abou-Zeid	DL 1011	New York
Feb 20	Ali Abou-Zeid	DL 1011	New York
Feb 21	Ali Abou-Zeid	DL 1011	New York
Feb 22	Ali Abou-Zeid	DL 1011	New York
Feb 23	Ali Abou-Zeid	DL 1011	New York
Feb 24	Ali Abou-Zeid	DL 1011	New York
Feb 25	Ali Abou-Zeid	DL 1011	New York
Feb 26	Ali Abou-Zeid	DL 1011	New York
Feb 27	Ali Abou-Zeid	DL 1011	New York
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Feb 29	Ali Abou-Zeid	DL 1011	New York
Feb 30	Ali Abou-Zeid	DL 1011	New York

9 THE PILOT ROSTER SYSTEM

Ali Abou-Zeid explains the process of designing and programming SimAirline.net's Pilot Roster System, now one year old.



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Mark Jahnke recalls his personal experience with Alaska Airlines' 737-200C, which the airline retired last month.



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VIEWPOINT

One of the most important events in the history of international aviation will occur at the end of the month, when the European Union and United States will sign the first comprehensive open skies agreement, to enter effect on 30 March 2008. The change is similar to the advent of airline deregulation in the two, and airlines on both sides of the Atlantic are already preparing themselves for the change. Because of the significance of the upcoming change, this month's News Briefs will be twice as long to fit all the important events. There will also be several special articles in upcoming issues to discuss the history and importance of open skies.

This issue of *Latitude* also features our first guest contributions, from Ali Abou-Zeid and Mark Jahnke. Ali tells the story of designing and programming SimAirline.net's Pilot Roster System, which we began using one year ago. Mark delivers a personal tribute to Alaska Airlines' 737-200Cs, which retired from service last month. *Latitude* is intended to be an outlet for your personal experiences and knowledge as well as that of our management team, so I strongly encourage you to contact me with any ideas you have for articles you'd like to write.

Finally, I'd like to update you on the progress of several of our 2007 Operations Plan goals. One of these goals was to expand our terminal maps. This goal has been modified slightly: the end of last month saw the release of a new generation of terminal maps far superior to those we currently offer, designed by Nick Anderson. These new maps are profiled on page 6.

Another improvement that's been taking place at our virtual airlines in recent months has been the addition of flight lengths to our Flights pages. While I was originally reluctant to take the time to add this feature, it has in fact been helpful in finding mistakes in the timetables, some of which were unnoticed for years. This transition is expected to be complete by the end of the month.

Of course, one of the most popular parts of the 2007 Operations Plan was the addition of



The L-1011 is now available at SimAirline.net for the first time.

retired aircraft to fly Discontinued Flights. This month's cover story focuses on the addition of the L-1011 to Delta, the first time SimAirline.net will offer any Lockheed aircraft. I hope you enjoy the latest addition to the organization.

Happy Flying!

Aaron Robinson

aaron.robinson@simairline.net

AOL Instant Messenger: SimAirlineNet

NEWS BRIEFS

Gol Purchases Varig for \$320 Million

Gol Linhas Aéreas purchased Varig for \$98 million in cash, \$177 million in Gol stock, and the assumption of \$45 million of Varig debt. Varig will maintain a separate brand and management team, but will focus on higher yielding service than Gol's low-fare model, including longhaul flights.

Aeroflot to Order A350

Aeroflot Russian Airlines announced plans to order 22 A350s, to be delivered starting in 2014. A model was not specified, but the order will be the first A350 acquisition by a SimAirline.net airline.

Delta Selects ExpressJet for Los Angeles Routes

ExpressJet will operate ten ERJ-145XRs on Delta Connection routes from Los Angeles starting in June. The aircraft are the last of the 69 ERJs that Continental Airlines opted not to include in its latest service agreement with ExpressJet.

Continental Connection Partner Grounded by FAA

RegionsAir, which operated Saab 340s to three West Virginia cities from Cleveland on behalf of Continental, voluntarily shut down after the FAA uncovered problems in its pilot training. As a result, all Essential Air Service contracts were reassigned to other regional airlines.

ANA Temporarily Grounds Dash 8-400s after Landing Gear Accident

Following the emergency landing of an All Nippon Network Dash 8-400 in Kochi after the nose gear failed to lower, ANA grounded its 13 Dash 8-400s to inspect them for inspection. All except the aircraft involved in the accident, which had no injuries, returned to service the following day.

China Announces Intentions to Produce Widebody Aircraft

The Chinese government announced its plans to manufacture widebody aircraft by 2020 to challenge Airbus and Boeing. Chinese industry is currently producing the ARJ-21, a large regional jet, with first deliveries starting in 2009.

Airbus Shelves A380F after UPS Cancellation

After UPS' announcement that it would cancel its A380F order, Airbus suspended development of the freighter version of the aircraft in order to focus on maintaining passenger deliveries. The latest blow comes after cancellations or conversions to passenger models by Emirates, FedEx, and the ILFC, the only other customers for the freighter version.

Delta Invests in New WheelTug Technology

Delta Air Lines is partnering with WheelTug to develop a new system for taxiing aircraft. The WheelTug relies on electric power generated by the APU to taxi, reducing fuel consumption. Delta has also acquired shares to prevent other airlines from purchasing the technology.

NEWS BRIEFS

Transatlantic Open Skies Agreement Reached

After years of negotiations, EU and U.S. negotiators finally reached an accord to replace all bilateral agreements between the U.S. and Europe (including Iceland, Liechtenstein, Norway, and Switzerland) with a single comprehensive open skies agreement. European negotiators and the International Air Transport Association were quick to call the agreement an important first step, but stressed that ownership limitations and open market access must be eased in the future. The agreement will be signed at an EU-U.S. summit in Washington on 30 April, and will not include bringing U.S. airlines into the EU's Emissions Trading Scheme.

U.K. Salvages Concessions to Compensate for Loss of Bermuda II

Although unable to prevent the passage of open skies, U.K. Transport Secretary Douglas Alexander was able to achieve partial compensation for British airlines should transatlantic liberalization stall further. First, implementation was delayed from 28 October 2007 to 30 March 2008 to coincide with the opening of London Heathrow's new Terminal 5. More importantly, if a second stage of open skies, likely addressing ownership restrictions and cabotage, is not reached by 2010, then any EU signatory can suspend certain traffic rights involving its territory, allowing the British to reinstate Bermuda II restrictions.

DOT Tentatively Approves Virgin America

The U.S. Department of Transportation (DOT) approved Virgin America's plan to restructure its ownership and management structure, provided that it reduces the Virgin Group's direct and indirect control over Virgin America, including replacing CEO Fred Reid, who DOT viewed as too close to the Virgin Group. Virgin America is planning to launch in mid-summer.

Iberia a Possible Takeover Target

Speculation continues that Iberia will be the latest airline acquisition, with British Airways, Lufthansa, an unnamed Spanish investment fund, and now the Texas Pacific Group in the running. British Airways has long been known to be eyeing Iberia, and currently holds a 10% ownership stake in its oneworld partner.

BMI Future Under Open Skies Unclear

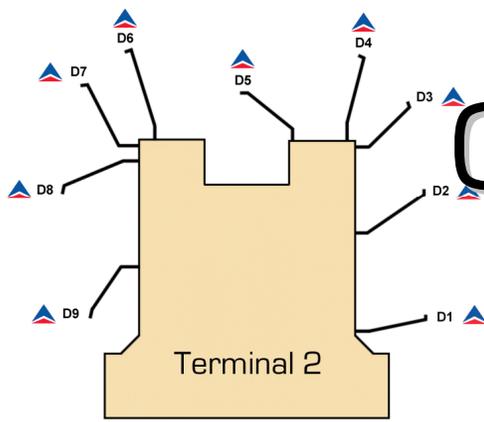
BMI, which launched longhaul services in the 1990s after expecting Bermuda II to be scrapped, faces an uncertain future. The airline has not decided whether it will expand longhaul services, and under which banner—Lufthansa owns approximately 30% of BMI. Sir Michael Bishop has repeatedly made clear his desire for an independent BMI, but British Airways and Virgin Atlantic Airways—for several years now—have both been rumored as potential bidders. British Airways recently acquired 102 of BMI's Heathrow slots for £30 million.

Virgin Atlantic Looking at Continental Europe-U.S. Routes

Virgin Atlantic Airways is considering launching service to the U.S. from gateways across Europe when open skies enters effect. Cities being looked at are Frankfurt, Madrid, Milan, Paris, and Zurich, with service starting as soon as two years from now.

British Airways Eyes U.S. Domestic Flights; American and United Fine with Opening Up Heathrow

British Airways may extend its flights from New York to serve additional U.S. markets, either with its own aircraft or through franchise partners, should additional liberalization be achieved by 2010. . . . American Airlines and United Airlines both acknowledge that open skies is inevitable and that London Heathrow would eventually become an open market, so have announced that they favor open skies as a long-run boon despite the short-run impact to their own operations. American CEO Gerard Arpey pointed out with open skies, American should receive approval for antitrust immunity with British Airways, a competitive advantage that every other airline alliance has across the Atlantic.



Gate to Gate



Late last month, SimAirline.net unveiled the first four new terminal maps, part of a plan to eventually redo all 114 currently offered maps and create maps for over 200 of the 1162 airports that SimAirline.net's virtual airlines serve. The new terminal maps feature individual airline gate assignments, while the original versions only showed areas of the terminals.

The maps are being created by Nick Anderson, whose graphical skills are well known on the Message Boards, where he has made over a hundred signature banners for regular users.

"When I first brought up the idea of more detailed terminal maps with Aaron [Robinson] in February, I didn't think we'd actually do it," says Anderson. "To not only go through with the project but to be the head designer is a great feeling, and I'm really looking forward to bringing this wonderful work to SimAirline.net's pilots."

An analysis of all SimAirline.net PIREPs from 2005 found that just under 75% of all airports that pilots flew to had a terminal map available for it. That figure is expected to increase to between 80% and 85% when the full slate of terminal maps is added.

"Most of our pilots use the terminal maps we currently have, but we'd of course like to increase usage. The more pilots use our terminal maps, the more accurate and true to life their virtual airline experience is," says Managing Director Aaron Robinson.

The list of airports that terminal maps will try to be offered for was compiled factoring in airline hubs, airport size, and levels of service by SimAirline.net airlines. "If it has longhaul service or has several sets of gates or airlines, it's probably on our list," explains Robinson.

"Making these terminal maps is not very hard once you learn how to do it and master the process, it's just very time consuming," says Anderson. "It starts with using Google Earth to create an overview of the airport. These maps are millions of pixels in size, which provides

a high level of detail.

"The next step is to trace the terminal shape and draw in the jetways. Afterwards, the gate numbers and airline logos are added, and finishing touches are applied." Complete gate information is not always available, so many pilots will be receiving emails asking for their assistance and knowledge for additional maps.

"One major problem we encountered was where to place historical virtual airlines such as Pan American," reveals Robinson. "Our approach, if we were unable to come up with a definite answer, was to ask, 'If Pan American were operating today, where would they be?'"

For example, Los Angeles (shown below) had a very different terminal layout in 1967, when Pan American Virtual is set. Recognizing that most routes from Los Angeles were sold to United, Pan American Virtual uses gates in Terminal 6 that are United's today.

Maps will be added at a target rate of approximately four per month, with more important airports generally being added first.



The original terminal maps, while useful, were unable to provide a high level of detail for larger airports.



Ahead of its time...

...now part of the past

Rudy Chiarello

One of the most beloved of aircraft types, the Lockheed L-1011 TriStar, made its debut at SimAirline.net last month after being added to Delta Virtual's Retired Aircraft.

Delta was the largest L-1011 operator in the world, operating 70 of the 250 TriStars built at one time or another between 1973 and 2001. The airline flew its L-1011s primarily on heavy domestic routes, but also internationally.

The TriStar was considered a technological marvel and one of the safest aircraft of its time, with the following features:

- Category IIIC (zero visibility) autoland capability
- Direct Lift Control provided extra smooth flight
- Advanced horizontal stabilizer and pitch trim systems
- Four hydraulic systems rather than the standard three

Lockheed produced the L-1011 after a request from American Airlines for a larger airliner than the existing 707s and DC-8s, but smaller than the announced 747. The manufacturer had mostly withdrawn from the commercial sector for a decade, but saw the opportunity to regain its old stature.

However, McDonnell Douglas designed a near twin, the DC-10, at the same time. Industry observers knew that both manufacturers would suffer should they compete, so hoped that most of the "Big Four"—American, Eastern, TWA, and United—would opt for

one design, forcing the other to scrap its plans.

Instead, the dreaded scenario fell through—American (ironically) and United ordered the DC-10, while Eastern and TWA opted for the L-1011, splitting the market and ensuring both programs' poor financial results.

The high development costs of the L-1011 and its engines, the Rolls-Royce RB211, devastated both companies' finances and led to Lockheed being bailed out by the U.S. government, while Rolls-Royce was nationalized. Following the commercial failure of the TriStar, Lockheed ceased producing airliners.

Delta Virtual offers the Vistaliners L-1011, which includes a highly detailed panel and sounds package with it. The aircraft is currently available on just four routes, although more (from the historic Dallas/Ft. Worth hub) will be added in the coming months.

"Offering the L-1011 adds a whole new dimension to Delta Virtual," says Delta Manager Paul Anderson. "We're proud to be able to offer what was their most recognizable and famous aircraft for decades."

Current L-1011 Routes

Cincinnati-Zurich

Dallas/Ft. Worth-Honolulu

New York Kennedy-Munich

New York Kennedy-Helsinki-St. Petersburg

VA SPOTLIGHT



Varig Brazilian Airlines (*Viação Aérea Rio-Grandense*) was the leading airline in Brazil and South America until it encountered difficult times in the late 1990s before collapsing in 2006.

Varig was founded in 1927 by Otto Ernst Meyer, a German. The airline's first employee, Ruben Berta of Hungary, later presided over the airline from 1941 to 1966 and transformed Varig into a major international player.

Since 1945, Varig was majority owned by the Ruben Berta Foundation, a non-profit foundation intended to provide benefits to Varig's employees. In recent years, the Foundation's non-profit goals have been criticized as a major part of the airline's losses.

Varig Virtual's operations are based on the airline's 1998 timetable, when the airline still dominated the Brazilian skies and routes abroad. SimAirline.net opted to recreate Varig near the end of its glory days rather than in its current incarnation because of the broader choices available.

Varig Virtual's routes extend eastward as far as Hong Kong, and westward as far as Japan. In addition, the virtual airline includes the turboprop operations of Nordeste and Rio Sul, allowing flights to

dozens of additional domestic destinations.

Varig's regional partners were excellent Embraer customers, operating the EMB-110, EMB-120, and ERJ-145. Continuing the tradition, in August Varig announced plans to lease Embraer 190s and 195s for its domestic operations.

Varig was recently bought by Gol, the fast-growing Brazilian LCC (see p. 4), which intends to maintain the Varig brand primarily for international use.

Interesting Facts:

- Varig was one of the first members of Star Alliance, joining in 1997.
- Brazil's other two historically significant airlines, TransBrasil (1955-2001) and VASP (1933-2005), have ceased service. Only TAM (1961-present) remains in good health.
- Varig replaced Panair do Brasil, a Pan American-founded airline, as Brazil's primary international airline after the military government shut down the older company.
- Varig, along with VASP and Cruzeiro do Sul, formed the world's first high-frequency air shuttle, linking Rio de Janeiro and Sao Paulo.





Creating SimAirline.net's Pilot Roster System

Ali Abou-Zeid

This April marks one year since SimAirline.net began using its new roster system. Here Ali Abou-Zeid, SimAirline.net's Roster System Developer, describes how SimAirline.net's Pilot Roster System was created, from just an idea to a fully working system that comprises the core of our operations today.

Joining Management

When I joined SimAirline.net in May 2002, it took me some time to realize that only one person was running the whole organization. I thought that if more people got involved in areas they're very good at, we could have a better organization and offer higher quality virtual airlines for our pilots. As I was the most active voice on the Message Boards at the time, I could share my ideas widely and started showing Aaron [Robinson] my hopes.

The first work I did for SimAirline.net was to write instructions for the Screenshot Manager program in our Screenshots section (which I convinced Aaron to reopen) even before we announced we'd expand management to be a team rather than just him. My initial position was the Swissair Manager. Since I used to help a lot on the Message Boards with flight simulator and computer related problems, Aaron suggested a new position, for me Technical Assistance Advisor. (With our new Message Boards and dedicated areas for technical support, this position is no longer needed.)

Since then, I've added Alitalia, Emirates, and aircraft repainting to my responsibilities. I greatly enjoy being on the management team, as it has a special meaning for me and is an important part of my life.

The Initial Idea

I got the idea for the system in October 2002 when I studied Java™ at my university and learned how to apply this

knowledge to a website. In February 2003 with my course on databases, my idea became more clear and I envisioned a logbook and PIREP system. That summer I started designing my own personal logbook using Visual C++ with the intention of creating a larger system for SimAirline.net.

However the first attempt failed due to the complexity of designing a database using C++ when there were already more advanced database management systems available. During my second database course, I started another attempt for the system using Oracle, which I was learning for my graduation project. My efforts were successful, but I stopped development due to time constraints with other university projects.

By mid-2004 I was learning PHP/MySQL and started discussions with Aaron about implementing a new automated roster system, while still allowing him to approve each PIREP manually. Later that year, our host provided us with PHP and a MySQL database and we had our new (and current) PHP/MySQL-based Message Boards online early in January 2005.

System Design

The new Message Boards made it very easy for pilots to communicate, and we soon created a special forum for our development team (Kyle Bissell, Mark Hubbert, Brandon Jones, John Kay, Mike Lewis, Timothy Lincoln, Manuel Okolisan, Gabe Pfeiffer, Josh Plave, Aaron Shakin, and Andrew Vipond), made up of both longtime pilots and management. The team spent three months discussing features and options we'd want to be included in the system,

-continued on page 10-

from both management and pilot perspectives.

After creating a list of requirements and features to be included in the system from different perspectives, I began designing the database on paper. It was some time until I came up with the design used today, after which I had to write a schema, which describes the tables, fields, length and data types for each field within the database. A schema also describes the constraints on each field of the tables (for instance, a given email address can only exist for one pilot).

System Construction

By September 2005 I began writing the Data Definition Language, which makes up all the statements used to create the database on the server. All was written on paper first and then on the computer. Once the database was ready, it was time to write the programs that communicate with the database through the website, which is what you see now. It was not until March 2006 that we started testing the system with our development team, two months behind our original schedule.

Testing the System

The database was transferred from my computer to the SimAirline.net server, and we started beta testing using a bug reporting system to help users and me discuss bugs, fix them, and resolve issues. We had quite a few problems at first, and during those weeks I was working as fast as I could to fix them. Time zone differences had a major effect on how fast things went. With an eight-hour time zone difference between myself and Aaron, at least one of us was up after midnight talking with the other, sometimes both.

SimAirline.net Roster System Online

Because daylight saving time changes occurred on 26 March, we set that as the deadline for pilots to file PIREPs for that month, with a planned opening date for the system of 2 April 2006. In the end, we had to wait longer, until 15 April.

With PIREPs on hold for three weeks, they were soon coming in one after another. I was very pleased to see that the system I built from scratch was finally running, I still had to fix a few quick bugs that hadn't yet been discovered. Unfortunately, just four days later I had to go to my military training camp some 50 kilometers northeast of Cairo and stay there for forty-five days with no communication of any kind with the outside world.

Luckily, I was able to get my cellphone in and I received a text message from my brother, asking where my files were, because Aaron needed help with something. Unfortunately, I wasn't able to be much help at the time, but the problem was resolved by Dan Wheeler, another pilot with similar programming experience.

Updates and Bug Fixes

Being in the military, it wasn't until July that I was able to

SimAirline.net
"Virtual Airlines of Choice"

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Verify PIREP

PIREP submitted on: 17-Mar-2007 00:19

Airline: Virtual

Pilot: Ali Abou-Zeid [Email link to easily contact pilot](#)

Status: 2

Email: ali.abouzeid@simairline.net

ID: 057

Flight Date: 2007-03-16

Flight: EK928

From: Cairo, Egypt [Link to logbook to check flight history](#)

To: Dubai, U.A.E

Departed: 1232

Arrived: 1731

Duration: 2:59

Aircraft: Airbus A330-200

Comments: Arrived early due to strong tailwinds

Previous 5 verified PIREPs

PIREP Date	From	To	Departed	Arrived	Duration	VA	Flight
11-Mar-2007 18:47	Zurich	Cairo	1300	1757	3:57	swissair virtual	SR346
30-Jan-2007 18:47	Frankfurt	Zurich	1028	1113	0:45	swissair virtual	SR533
08-Jan-2007 16:47	Cape Town	Frankfurt	1908	0540	11:32	SOUTH AFRICAN VIRTUAL	SA7577
31-Dec-2006 01:08	Frankfurt	Cape Town	1705	0551	11:46	SOUTH AFRICAN VIRTUAL	SA263
29-Dec-2006 22:19	Zurich	Frankfurt	1710	1809	0:59	swissair virtual	SR536

Next 2 unverified PIREPs

PIREP Date	From	To	Departed	Arrived	Duration	VA	Flight
22-Mar-2007 22:09	Dubai	Larnaca	0821	1034	4:13	Emirates Virtual	EK107

[Easy approve/reject option](#)

SimAirline.net Roster System 1.0.6

The view from management's perspective when approving PIREPs

catch my breath and remember the code I'd written after experiencing culture shock from returning to (partially) normal life. We had quite a few bugs waiting to be fixed and our bug tracking program was being filled. Since then I've been working as much as possible to work on bugs, features, and little fixes. Here are the dates of the released versions of the system:

- Version 1.0.0 – 15 April 2006
- Version 1.0.1 – 27 July 2006
- Version 1.0.2 – 4 September 2006
- Version 1.0.3 – 23 October 2006
- Version 1.0.4 – 16 December 2006
- Version 1.0.5 – 2 January 2007
- Version 1.0.6 – 9 March 2007
- Version 1.1.0 – Coming Soon

As I've mentioned on the Message Boards, the latest version (1.0.6) includes inactivity extension and cookies for automatic login to the system. We have a lot more features to include and other bugs still to resolve. I hope you enjoy using the system as much as I enjoyed building it.

Despite all the problems I've encountered while creating it, and all the arguments about what's possible and feasible and late-night conversations with Aaron, it stands to be my favorite project of all time.

Ali Abou-Zeid has been a member of SimAirline.net since May 2002 and part of the management team since August 2002. He currently holds the positions of Roster System Developer, Senior Aircraft Developer, and VA Manager for Alitalia, Emirates, and Swissair.

HUB FOCUS

Montreal Trudeau International Airport (YUL/CYUL)

Montreal-Trudeau, located in Dorval (the airport's former name), is the third busiest airport in Canada, the site of Air Canada's headquarters, and one of the airline's main hubs.

Dorval opened in 1941 and was for many decades Canada's primary transatlantic gateway. However, the larger and more distant Mirabel Airport opened in 1975 as an eventual replacement, leaving Dorval to handle primarily domestic and transborder flights.

The economic decline of Montreal and the attractiveness of a single gateway in Toronto led to many international carriers shifting flights to Toronto instead. International traffic finally shifted back to Dorval in 1997, with Mirabel serving cargo flights only starting in 2004.

Dorval was renamed after former Canadian Prime Minister Pierre Elliot Trudeau on 1 January 2004, a move which was opposed by many Québécois sovereignists, who disagreed with many of his policies, and aviation enthusiasts, who note that Trudeau pushed for the failed Mirabel airport.

From Montreal, SimAirline.net offers domestic

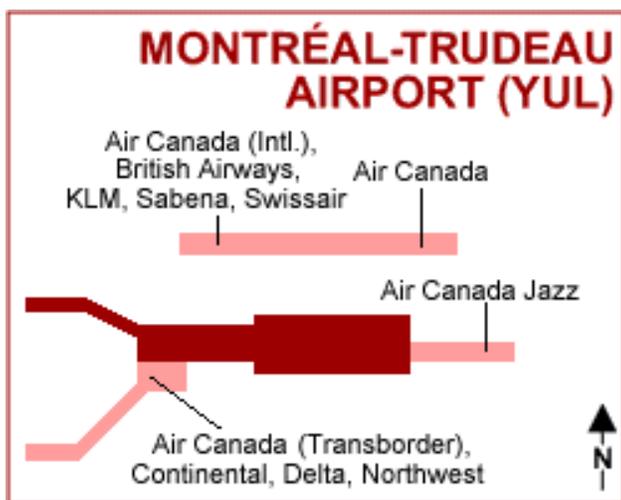


YUL is home to an Air Canada hub and the airline's headquarters.

service on Air Canada to 30 destinations. Air Canada, Continental, Delta, and Northwest combine to serve 20 transborder destinations. Air Canada, British Airways, KLM, Sabena, and Swissair fly overseas to Amsterdam, Brussels, Frankfurt, London, Munich (Lufthansa codeshare), Paris, Rome (starting in June), Tel Aviv, and Zurich. Finally, Air Canada serves 14 Latin American and Caribbean cities from Montreal.

Interesting Facts:

- Trudeau previously used mobile lounges to transfer passengers to the Aeroquay, the airport's midfield terminal.
- The famous "Gimli Glider," an Air Canada 767 that ran out of fuel over Manitoba and glided to a safe landing, departed from (then) Dorval.
- Trudeau is equipped to handle the A380 when it enters service. Air France will be the first A380 operator to fly to Montreal.



Workhorse of the Last Frontier

Mark Jahnke



Dan Stroeing

Alaska Airlines retired the last of its 737-200s last month after over a quarter century of service for the airline in the Land of the Midnight Sun. Here Mark Jahnke shares one of his experiences with the type from his nine years living in Southeast Alaska.

I distinctly remember my first flight on an Alaska Airlines 737-200C. It was during a Southeast Alaska storm at Ketchikan Airport back before modern GPS, HUD and low minimums in the late '90s. Arriving in the morning for "60," the Alaskan way of naming the destination, the wind and rain battered my face as the tiny Bob Ellis ferry tossed and turned in the waves of Tongass Narrows.

Arriving at the airport, a light gaiety reigned in the departure lounge. Before September 2001, the tiny airport's open second story consisted of the seating area, a gift shop, fast food restaurant and bar. One only passed through security once the arriving plane had deplaned, for all that did was get one into a glass waiting room.

We sat until it was finally announced that the plane had decided to fly over and go straight to Seattle, a rather common occurrence. My mother once overflew Juneau five times trying to come in, alternately being stuck in Fairbanks and Seattle in the middle of winter with nothing more than a pair of shorts and a t-shirt.

So we returned to Ketchikan, my father returning to his office to continue working while I gleefully missed three hours of school before returning to the airport for the overflight of 62, 65, and 64, until finally around 5:00 PM, 67 made it in on its run to Juneau. It's incredible to think that now, only ten years later, the schedule through Southeast Alaska is still identical to what it was back then.

Shortly thereafter, we heard a loud roar and saw the tiny

jet's stubby form with its cigar-shaped engines streaking down the runway past the terminal, and to great cheers, the gate agent announced the arrival.

The plane was incredibly unique. Considering that two 737-400s worth of passengers were going to be fit into half of a 737-200 was quite a feat, Alaska Airlines somehow managed to fit most of them onboard. The most striking feature was the airstair out of the L2 door. I still remember my immense fear upon seeing the deployment of the clamshell reversers upon landing at Seattle/Tacoma. Having never seen them before, I was under the impression that the engine was disintegrating.

While I don't recall if the aircraft was gravel-kitted or not, I do recall her beauty and grace, plowing her way into the smallest of Alaskan cities where larger modern planes were unable to. The 737-200Cs stopped flying into Ketchikan and indeed most of Southeast Alaska in 2006, when the all-cargo 737-400 finally replaced them.

Of the original nine which entered service with Alaska between 1981 and 1994 (most of which were second-hand, including some which entered service as early as 1974), the final two retired last month following the conversion of two more 737-400s to combi configuration. The 737-200C served her state well, and will be missed dearly by all whom she carried and served, in many cases the only lifeline to the outside world.

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THE TAIL SECTION



British Airways' famous Concorde model, G-CONC, at London Heathrow was removed on 29 March after being on display for seventeen years, following British Airways' decision not to renew their lease for the site. The model is being moved to Weybridge, the former headquarters of the British Aerospace Corporation. Following the site's purchase by Emirates, a new Emirates A380 model will appear in its place.

Kathleen was getting sentimental
And her house was far too parental.
So she decided to spend
And visit a friend in Cleveland.
To get there she flew Continental.

by Aaron Robinson



Reuters

Kuala Lumpur International Airport has begun using specially trained Labradors to sniff through cargo for pirated media and software. The two dogs, "Lucky" and "Flo," are trained to smell polycarbonate, are unable to tell the difference between legitimate and pirated disks, but they are still useful because such contents usually have to be registered on the container. In their first week, the two discovered one million pirated CDs and DVDs, leading local crime bosses to put a bounty on the dogs.

Content submissions for *The Tail Section* are encouraged and should be directed to latitude@simairline.net.