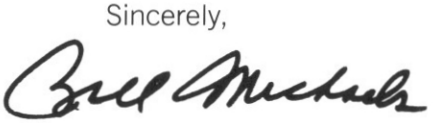

NORTHEAST

A PICTORIAL HISTORY OF NORTHEAST AIRLINES 1933 – 1972

This pictorial history of our company is a tribute to all of the Northeast Airlines employees, past and present, who have given so freely of their time and efforts in supporting Northeast's corporate goals through the years. Although the following pages cannot include every event in our 39-year history nor every outstanding employee whom we would like to recognize, they do include a wide collection of photos of people, planes and places: a sampling of all of the ingredients that made Northeast what it has been – a uniquely close, loyal and friendly airline. This magazine has been published by the public relations department to provide many fond memories of the Northeast years. It has been my privilege to be associated with Northeast Airlines for several of these years and to be its president from 1970 through 1972. I would like to take this opportunity to say to all Northeast employees "Thanks for a job well done. We know, from past demonstrations of individual abilities that the future of each and every Northeast Airlines employee is assured."

Sincerely,



Published by Northeast Airlines
Logan Airport, Boston, Mass.
July 31, 1972

THE THIRTIES

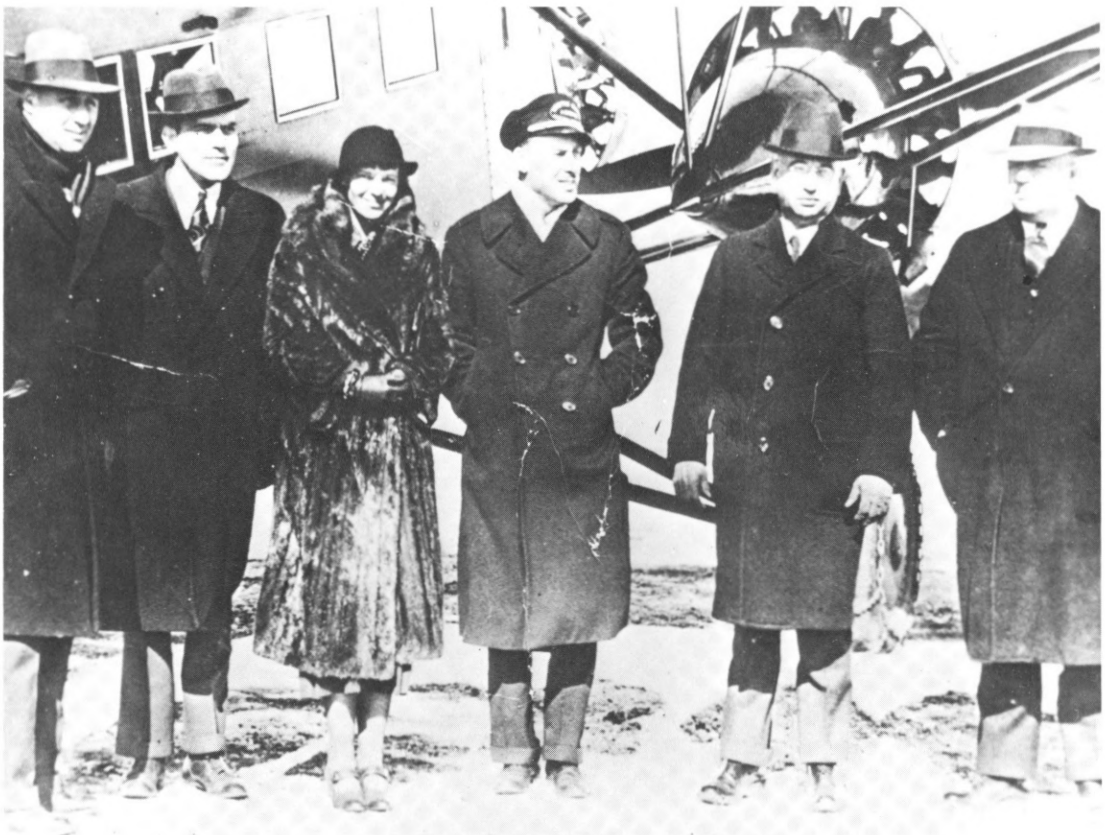
Northeast Airlines' first flight was on August 11, 1933, from Boston to Portland and Bangor, Maine. At that time Northeast was known as Boston and Maine Airways and was a subsidiary of the Boston and Maine Railroad. The new airline, which would change its name to Northeast Airlines in 1940, had been founded a very short time before its first flight by one of the country's first air mail pilots Paul Collins, pioneer airport operator Samuel J. Solomon, West Point graduate Eugene Vidal and famed aviatrix Amelia Earhart. Collins became the line's first president.

The fledgling carrier's entire fleet consisted of two secondhand Stinson tri motors. The first flight was piloted by Captain Milton H. Anderson and carried eight paying passengers.

Two months later, in October, 1933, Boston and Maine Airways added Concord, N.H., and White River Junction and Montpelier, Vt., to its route system. Montreal was added in March, 1934. The first all-metal Lockheed Electra was purchased in October, 1936, and by November, 1940, the Stinsons had been replaced by an all-Electra fleet.

In 1939 Boston and Maine established one of the first pilot training courses in the United States at Burlington, Vt. This resulted in a request from the federal government just prior to World War II for assistance in operating a national defense program for the training of advanced flight instructors. Boston and Maine fulfilled the request and trained many instructors who later became the pilot nucleus for today's commercial aviation industry.

HOW IT ALL BEGAN



Northeast Airlines was born in 1933. It was first known as Boston and Maine Airways and flew the routes of the Boston and Maine Railroad. Important people in the line's early history included (left to right) Paul Collins, NE founder and its first president; J. V. Sheehan, B&M R.R. official; Amelia Earhart, famed aviatrix and NE founder; Captain Milton Anderson, chief pilot; Laurence Whittemore, NE founder and B&M official; and Phillip Payson, president of the B&M.



NE's original fleet consisted of two cloth-covered, tri-motor Stinsons. On August 11, 1933, Captain Milton Anderson piloted this Stinson on the new airline's first flight from Boston to Portland and Bangor with eight passengers aboard.

EARHART, COLLINS, VIDAL–IMPORTANT NAMES IN NE'S HISTORY

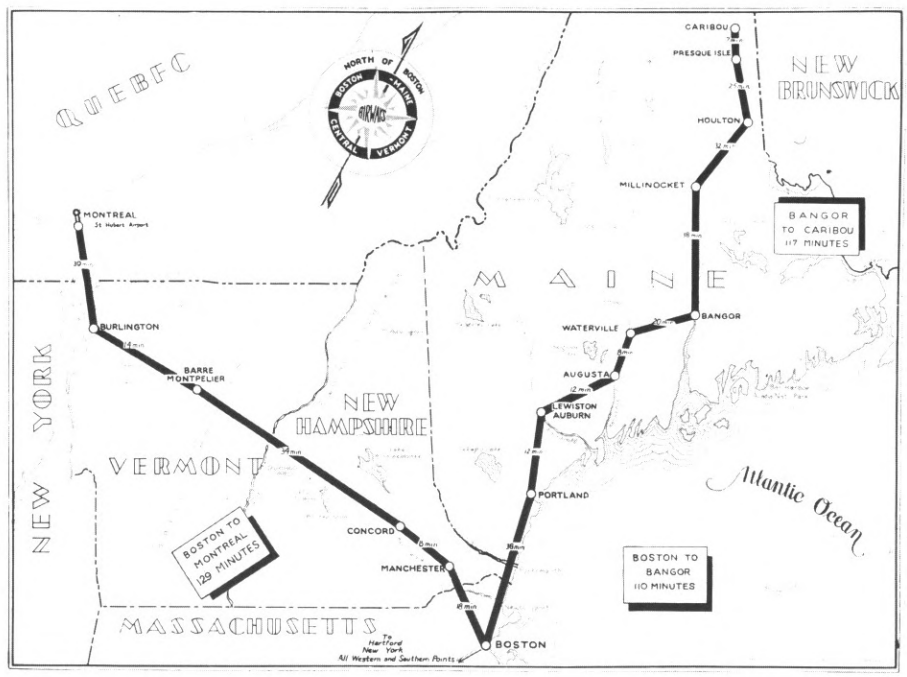


Amelia Earhart, Paul Collins (left), Eugene Vidal (right), and Sam Solomon (not shown) were the founders of NE, then called Boston & Maine Airways. Amelia was the first woman pilot licensed in the U.S. and her fame attracted much attention to the new airline. Collins was one of the country's first air mail pilots and experienced in the operations end of running an airline. Vidal was an excellent salesman with experience in administration. Solomon handled business and financial matters.

BOSTON TO MONTREAL TOOK 129 MINUTES DURING THE 1930s



Amelia Earhart's fame made her an effective saleswoman for the new airline. She chatted with NE founder Laurence Whittemore during a New England barn-storming trip.



In the mid-30s Boston was the south terminus of NE's route system. The 250-mile trip between Boston and Montreal took 129 minutes and included several stops enroute.



Captain Stafford Short dressed for cold weather and brought along his own rope in case it was needed.

THOSE WERE THE DAYS





Nothing identifies an era better than the clothes people were wearing at the time. These photos can easily be dated as the late 30s by the ladies' fashions. (Left) Captain Don Stuart explained the workings of an airplane engine to a group of fascinated observers and (right) station agent Bob Silver posed with two happy passengers before they boarded what was probably their first flight.



Although it might well be a still photo from the current film hit The Godfather, this photo actually was taken in the late 30s and included several important NE officials. Those pictured (left to right) were Captain George Steers, two unidentified men, NE founders Paul Collins and Sam Solomon and Chief Pilot Milton Anderson.

NE'S FIRST STEWARDESSES WORE PILGRIM UNIFORMS







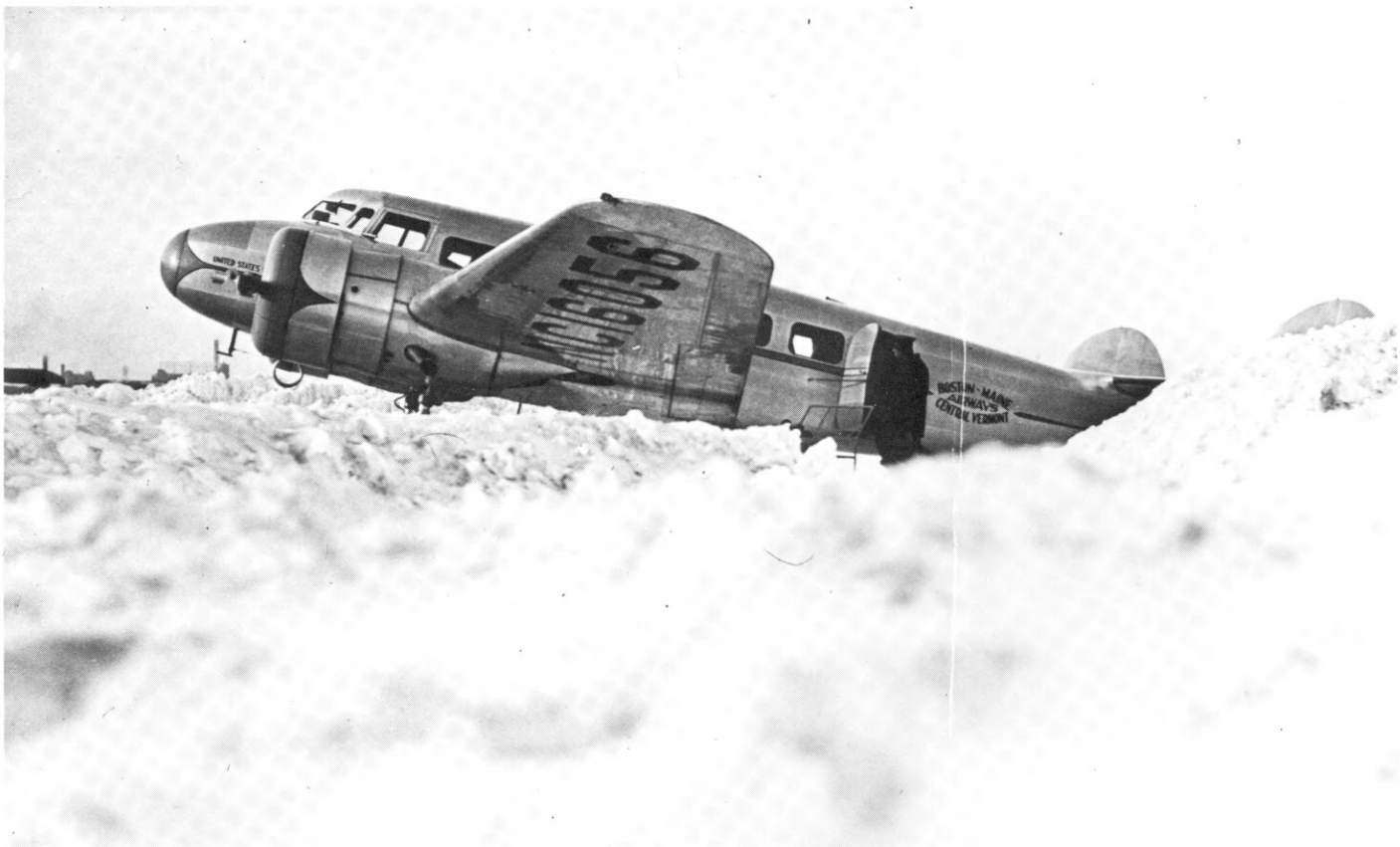








10-PASSENGER LOCKHEED ELECTRAS HAD TOP AIR SPEED OF 180 M.P.H.



In November, 1936, the last Stinson was retired and replaced by 10-passenger, all-metal Lockheed Electras. The larger Electras made possible through service from Boston to many points in Maine, provided the snow could be removed from the runways.



The cabin of the Lockheed was the last word in comfort and elegance aloft. Railroad timetables could be found in the seat pockets as the airline was still owned and operated by the B&M.

NE'S TRAINING DEPARTMENT WAS ONE OF FIRST IN AIRLINE INDUSTRY



In the late 30s and early 40s NE (known as B&M Airways until November, 1940) set up one of the industry's first training departments, which included the link trainer pictured here.



On April 3, 1935, NE delivered Bangor's first-of-the-year salmon to President Franklin Roosevelt. Chief Pilot Milton Anderson (center) received the fish from W. A. Hennessy, Bangor Chamber of Commerce, and H. C. Crowell, Railway Express Agency.

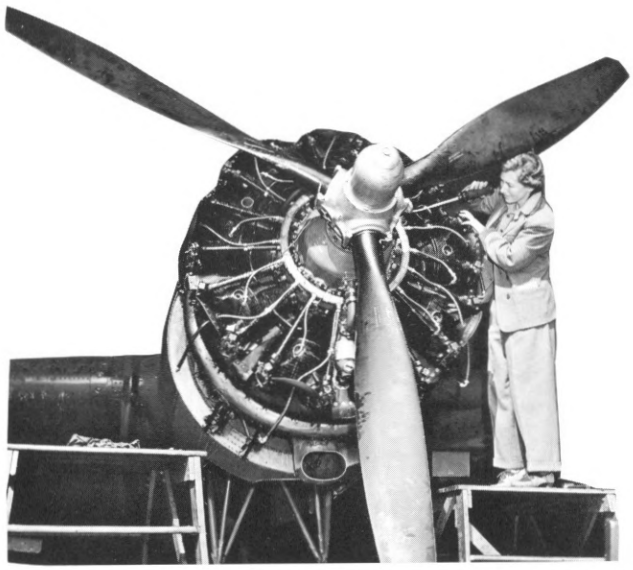
THE FORTIES

Boston and Maine Airways was renamed Northeast Airlines in November, 1940, and a year later, with Sam Solomon as its president, Northeast went to war. Although the airline had grown to serve 16 cities in northern New England, Montreal and Moncton, N.B., and had added DC-3s to its fleet, most commercial interests were put aside in favor of serving the nation. During World War II Northeast pilots flying Northeast's planes fought the Arctic weather in Air Transport Command flights to Labrador, Newfoundland, Greenland, Iceland and Scotland. They were the first to explore the Arctic airways which, after the war, became the North Atlantic routes to Europe for many U.S. commercial carriers. The adventures of these brave men were chronicled by Ernest Gann in his novel *Island in the Sky*. The men from Northeast's radio department set up and operated the navigational aids and radio stations in the Arctic areas which made these operations possible.

With the return of peacetime Northeast began to grow. Paul Collins again assumed command as president. In 1944 service was initiated to the Massachusetts resort area of Cape Cod at Hyannis and the off-shore resort islands of Martha's Vineyard and Nantucket. During 1945 Northeast was certificated to serve New York from Boston and in 1946 started "every hour on the hour" shuttle service between the two cities with 60-passenger DC-4s. In 1947 George Gardner was named president of Northeast.

Two of the highlights of 1949 were the opening of a new $1 million hangar at Boston, dedicated to Amelia Earhart, and the start of 40-passenger Convair 240 service.

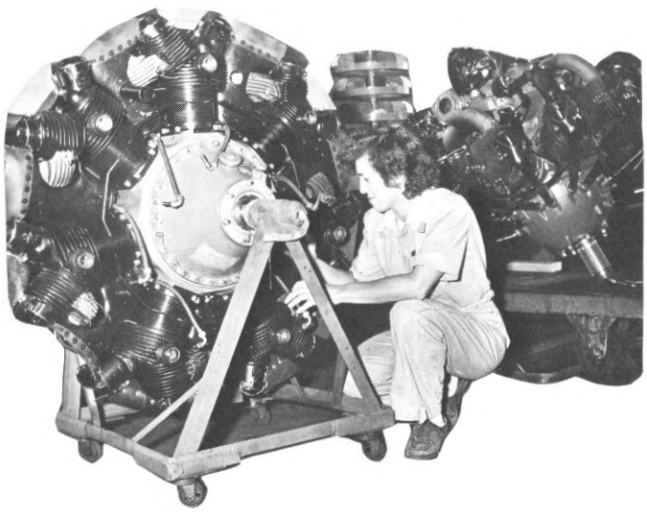
NE HAD LADY MAINTENANCE MEN IN 40s



During WWII Dorothea Sherman, NE's only woman maintenance inspector, gave an 1830 engine a final checkup before it was test hopped.



In this 40s photo an unidentified employee caught up on some overhaul check list paper work.

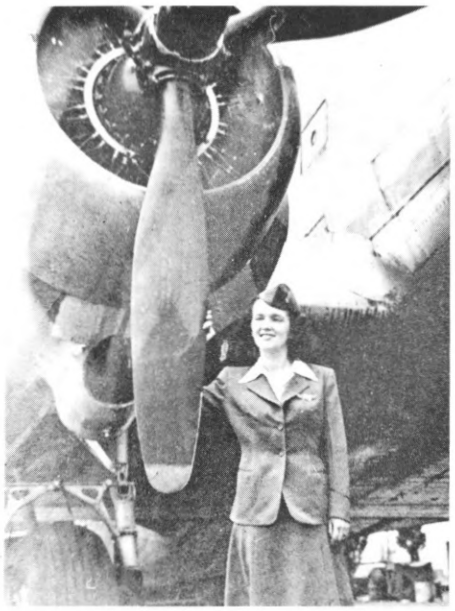


In the early 40s NE hired women to replace the maintenance men who had gone to war. Ida Piero was one of the women who worked on NE engines.



A NE employee, probably Mel Rich, kept the big board in the Boston hangar up to date.

FACES OF THE FORTIES



Stewardess Barbara Findlay was winner of a Glamour Magazine prize in 1944.



NE President Paul Collins (right) greeted Captain Ayres Chaves while (left to right) Dan McCullough, Bill Hardy, Dick Hubble and Fred Weyhrauch looked on. This was the first C46 to return to Boston after NE closed down its Atlantic Division operation at Presque Isle at the close of World War II.



Looking like a scene from the World War II film Winged Victory Captain Bob Francis, stewardess Ellen Murdock and Captain Walter Illingworth walked away from a DC3.



Wheaton Mies (left) congratulated Dick Ingalls on his appointment as head of maintenance.



Charlie Candee was an agent at Burlington during the 40s.



Jacqueline Cochran was a famous aviatrix and a member of the NE board of directors for many years.



Tony Fernald, Connie Carney, Earl Beddows and Ann Lewis (left to right) were working on the Boston ticket counter during the mid 40s.



In 1940 ticket counter agents Warren Smith (left) and Bernie Lavoie sold tickets to Jack Dempsey and friend.



Those shown at their desks in this 40s photo of the general accounting office, Boston, included (left, front to back) an unidentified employee, Pearl Cahill, Charlie Boyd, Jo Wade, Merril Bassett (right, front to back) an unidentified employee, Jim Cain and Mary Flannery.



Frank Barker was NE's director of communications during the 40s and 50s.



NE men dressed for the cold weather at Goose Bay, Labrador, during NE's World War II North Atlantic operations included (second from right to fifth from right) Captain Stafford Short, Phil Sewall, Frank Barker and Captain Fran Chalifoux. The others are unidentified.



This stewardess class graduated in the late 40s.



An early 1940s company party at Boston's Bradford Hotel was planned by committee members (sitting, left to right) Fran Early, Barbara Jarvis, Edna Padden, Lillian Fletcher, Louis Musco, Ann Spain, Jean Nichols, Marie Duncan, Kay Doyle, (standing, left to right) John Fuller, Bernie Lavoie, Stafford Short, Tom Buckley, Fred Weyhrauch, Ray Collotta, Stan Prussian, Bill Edmonston, Manuel Perry, Jerry Tulip and Bill Burns.



Captain M. H. (Pappy) Wheeler (left) was NE's chief pilot and Frank Barker was director of communications when they posed for this 40s photo with Captain George Steers.



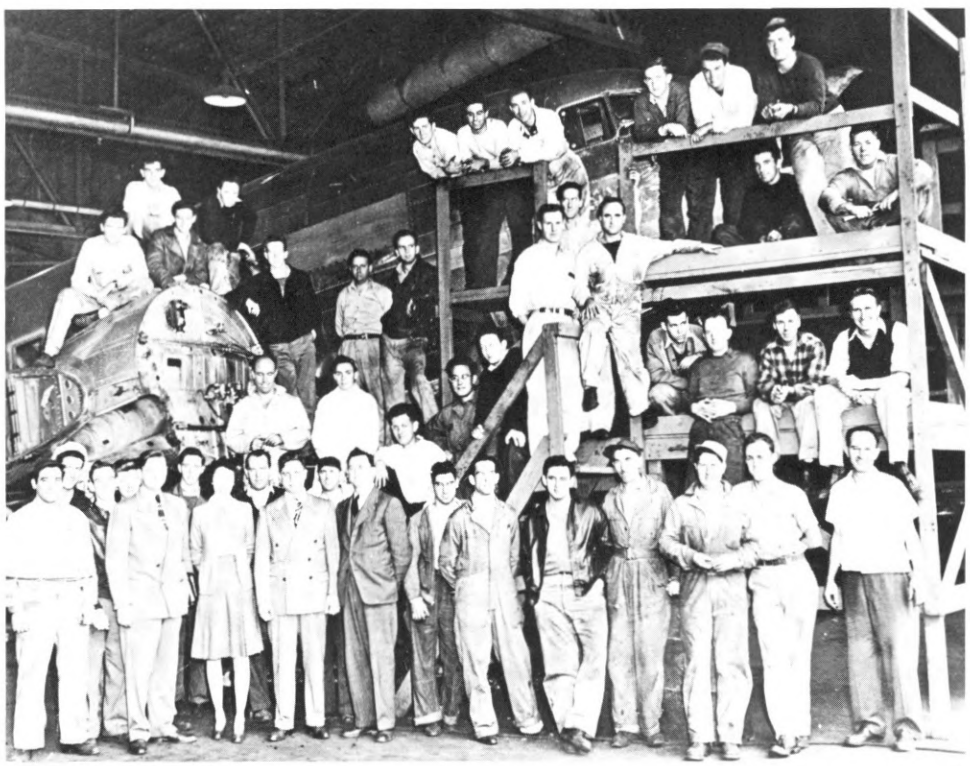
NE's first New York-Boston nonstop flight was on May 1, 1945. Crew members were Stafford Short, Ella Francis and Pete Green (left to right).



An early-40s-model private plane, an early-40s-model auto and an early-40s-model John McIsaac, all at Boston.



With Phillip Barry, director of personnel, (left) looking on, Herb Case (right), instructor of the mechanics' apprenticeship course in the late 40s, received a gift from class members (left to right, up stairs) Rusty Mercandetti, Bill Nolan, Jerry DellaCroce, Dave Bidme and (second left to right, bottom row) Harold Olsen, Alvin Charlton, Bernie O'Doherty, Lew Darling and an unidentified employee.



Many familiar faces can be found in this 1940s photo of a group in the Boston hangar. Look for Tony DellaCroce, Fred Wight, Cliff Pope, John Sorrenti, Irene Lawless, Ed Lansky, Ray Bean, Frank Palumbo, Keith Merrill, Frank Lugerchio, Ray Collotta, Jerry Vaccaro, Paul Sutherland, Ernie Pigeon, Wally Samas, Bob Day, Mal Nicholl, Ernie Giglio, George White, Russ Johnson, Lee Hall, Bill Sutherland, Joe Burque, Tony Marinelli, John Ventresu, Lenny Archambault and Bill Nolan.

HANGAR DEDICATED TO AMELIA





This was how the Boston hangar looked in March, 1949. It was dedicated to Amelia Earhart on February 27 of the same year.



Radio announcer Nelson Churchill (at mike) was master of ceremonies at the hangar dedication. On the platform (left to right) were NE Chairman of the Board Paul Collins, Amelia's mother, Mass. Governor Paul A. Dever and NE President George Gardner.



An adjoining hangar was built at Boston in the late 1950s. When it was completed the Boston facility looked much as it does today.



NE President James Austin (left) and NE Chairman and General Manager George Gardner (right) took part in the ground-breaking ceremonies for the new hangar. Bill Sutherland, Ray Collotta, Warren Smith and John Auskelis can be seen in the background.

THE FIFTIES

During the early 1950s Northeast continued to add New England cities such as Bar Harbor and Rockland, Me., Rutland, Vt., and Laconia and Berlin, N.H., to its route system.

Northeast commenced service to Washington, D.C., in 1956. On August 11 of the same year Northeast Airlines received a 23rd birthday gift—a temporary certificate to serve Florida. Douglas DC-6Bs were purchased to fly this long-haul route. Service to both Philadelphia and Tampa was started in 1957, and in March, 1958, James Austin became Northeast's new president.

Northeast Airlines made a bit of history in 1959 when it became one of the first carriers in the U.S. to offer pure jet service by inaugurating Boeing 707 service between New York and Miami.

1950s ADS EMPHASIZED EQUIPMENT, SERVICE AND EXPERIENCE



1957 DC-6B ad stressed experience of NE pilots. Those pictured (top to bottom, left to right) were Captains Peter Dana, Lloyd Hazen, Stafford Short, Hazen Bean, Clark Willard, Bob Carey, Milton Anderson, M.H. (Pappy) Wheeler, Ayres Chaves, Fred Lord, Jim Moran, "Pinky" Schofield, Bob Ward, George Baldwin and Irv Cumming. In 1957 their total flying time was 269 years. Imagine how many years their combined flying time would equal in 1972!



NE began DC-6B nonstop service to Miami in January, 1957. The DC-6Bs were called Skylarks and the animated birds in the ads were the early forerunners of the Yellowbird.



As this early 1950s ad said NE's Convair 240s were used for long-haul flights, serving all of New England, New York and Montreal.



When they were introduced in 1957 NE's DC-6Bs offered passengers the newest innovations in speed, comfort and luxury.

MANY REACHED 10-YEAR MARK IN 1950s



In ceremonies on the steps of a Convair 240 in the early 50s NE President George E. Gardner presented 10-year service pins to (left to right, front row) Rene DeLogue, Warren Baker, Dick Kiah, Ray Collotta, Herb Kase, Rosie Walsh, Joe McDonald, Phyllis Cram, Alice Phelan and Bill Campbell and (in rear, on stairs) an unidentified employee, Robby Robbins, Dick Eckert, Ed Garfield, Jake Bartol and an unidentified employee.



Bob Hannigan, then station manager at HUL (Houlton, Me.) received his 10-year pin from George Gardner in May, 1955.



Receiving their 10-year pins from George Gardner (far right) in July, 1955, were (back row, left to right) Ray Sharp, Jerry Vaccaro, John Romano, Bob Matthews and Wendell Cushing and (front row, left to right) John Gzulade, John Fremelt, Jimmy Oliva, John Murphy, Patsy Shanahan and Shirley Beam.



In February, 1955, ceremonies George Gardner presented 10-year service pins to (standing, left to right) Harold Williams, Howard Tufts, James Kane, Leo Cormier, Arthur Futterman, Bernie O'Doherty and Merle Watson and (sitting, left to right) Ann Catanzano, Mary DeCunto and Helen Cieri.

TECHNICAL SERVICES DEPARTMENT PLAYED AN IMPORTANT ROLE



Foreman Ernie Davis (right) checked on work progress with mechanic Laurie Arenburg.



Vinnie Nazzaro was installing a tire rim in this early 1950s photo.



This night shot of the Boston hangar showed a DC-6B and a Convair 240.

IN DEVELOPMENT OF NORTHEAST AIRLINES DURING THE 1950s



Mechanics Ed Runge, Dick Grahn and Nelson Wentworth (left to right) were replacing front windshield of a Convair 240.



Doug Sperry (left), Tony DellaCroce (center) and unidentified man looked over R-2800 engine on test stand in the old engine test hangar near Butler Aviation, Boston.



Even in 1950s men appeared small next to large aircraft tires. It was Jerry Vaccaro inflating this one.

FACES OF THE FIFTIES



Rosie Walsh was the company nurse for many years.



Sales and customer services personnel got together at a 1958 meeting. Standing (left to right) were Al Crowder, Gerry Powers, Frank Perrault, Dick Kiah, Art Burgoin, Dick Eckert, George Tomlinson, Dick Parson, Doug Folsom and Gene Sawyer. Sitting (same order) were Al Walker, Ken Hatch, Gene McCarthy, Ed Breed, Wilson Offutt III, Bob Williams and Bob Stevenson.

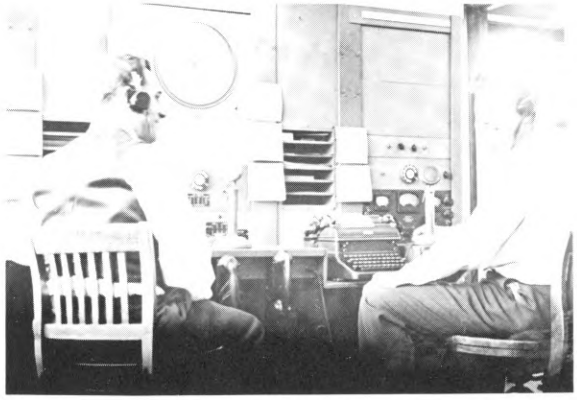


In the early 1950s Concord, N.H., received the station of the month award. Woody Murphy posed with the president's flag, which was kept for one month by the winning team.



As part of a 1957 Tampa promotion Betty Snow Hart, Parker House sales, presented a Tampa cigar to Boston Mayor John B. Hynes.





Ralph O'Brien (left) and Charlie Sangster at work in the radio department in the old Boston hangar about 1950.



Captain Bob Ward in the cockpit of a DC-6 sometime after 1957.



Flying was a family affair at NE in the 50s. Two sets of fathers and sons were NE pilots; (left to right) Stafford Short Sr., Stafford Short Jr., Dick Cumming and Irv Cumming.



A 1958 stewardess class posed in front of a DC-3.



A reserve stewardess reporting for an early a.m. flight? It was actually stewardess Ginny Bronstrom posing for a gag photo.



First officer Bud Shirley, stewardess Jeanette Hennessey and Captain Bill Cook were photographed in front of a Convair 240 in the early 50s.



NE got some glamour—1950s style—when model posed in front of Miami station with admiring agents Bob Osgood (left) and Jack O'Leary.

AROUND THE SYSTEM IN THE 50s



NE ticket counter at LaGuardia.



NE DC-6B and crew at Miami.



Baden Peters (left) at opening of gate 14 at Boston.



After NE's first flight into Philadelphia in 1957 Baden Peters, (left) area manager-Washington, presented a bass from Martha's Vineyard to Penn. Deputy Director of Commerce Louis Inwood. Looking on were Captain "Pinky" Schofield, Leighton White, station manager at Philadelphia, stewardess Ann Smith and Ann Wood, public relations.



DC-3 in front of NE terminal at Lewiston, Me.

A NEW PRESIDENT AND A 25th ANNIVERSARY



In early 1958 NE's newly appointed President James W. Austin (center) arrived in Boston. He and Nelson B. Fry, new vice president-traffic and sales, were met by George E. Gardner, who had been NE's president since 1947. Gardner became chairman of the board and continued as chief executive officer.



One of Austin's most pleasant duties as NE's new president was to cut the 25th anniversary cake in August, 1958. Waiting for the first slice were (left to right) Captain Milton Anderson; NE's founders Paul Collins, Sam Solomon and Laurence Whittemore; aviatrix and NE board member Jacqueline Cochran; George Gardner; and Captain Hazen Bean.

SUNNY FLORIDA HERE WE COME



The first daily nonstop service to Fort Lauderdale from New York was inaugurated by NE on December 13, 1958. Captain Bob Carey and stewardesses Carolyn Clark (left) and Anne Burke cut the ribbon on the first DC-6B Sunliner.



It's obvious from this photo that Fort Lauderdale enthusiastically welcomed the first NE flight.



NE had begun service to Tampa in August, 1957. Here Captain Henry Wightman chatted with the first passengers to Tampa Mr. and Mrs. S. Abbott Hutchinson and daughter Hazel.



NE's first Boston-Miami flight was in January, 1957. Standing by during pre-takeoff ceremonies were Captains Milton Anderson, Peter Dana and John Gitas, two unidentified stewardesses and stewardess Dottie Richardson (left to right).

NEW YORK, BOSTON, MIAMI RESERVATIONS SMALL

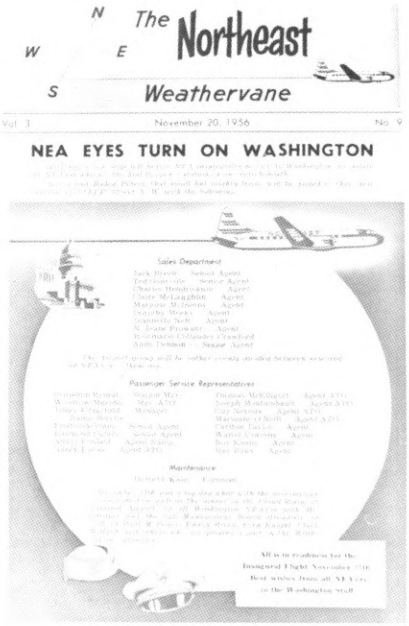






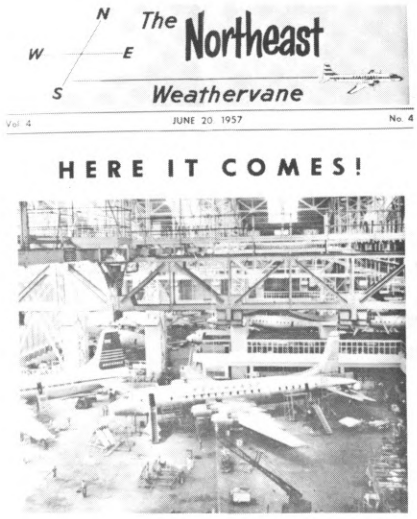
In the 50s NE had small reservations offices in New York, Boston and Miami. (Top) a reservations agent at Idlewild Airport, New York, with a teleregister. (Middle) the Boston reservations office at Logan Airport. (Bottom) the Miami reservations office. Those employees identifiable in the Miami photo were Al Cancelli, standing at the availability board which predated teleregisters, (sitting, back, left to right) Myra Champelovier, Lillian Evans, Gladys Pitblado, Madeleine Willett, two unidentified agents and John Reynolds, (sitting, front, left to right) Gene Grimes, Bill Kelleher, Marie Walsh, Beth Hawkins, an unidentified agent, Dotty Schumacher and Joan Evans.

PLANES AND ROUTES WERE BIG NEWS IN 50s


The Northeast Weathervane

Vol. 3 November 20, 1956 No. 9

NEA EYES TURN ON WASHINGTON


The Northeast Weathervane

Vol. 4 JUNE 20 1957 No. 4

HERE IT COMES!


NORTHEAST AIRLINES WEATHERVANE

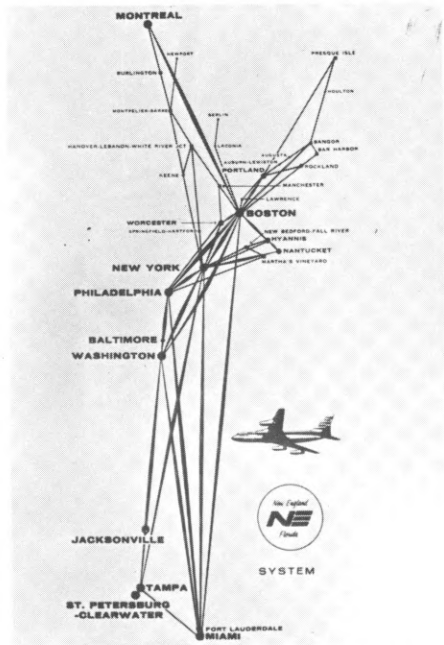
Vol. 5 JULY 1959 No. 12

JETS COME TO NE

NE Weathervanes in 1956, 1957 and 1959 headlined new service to Washington, D.C., Whispering Giant jets which were on order but not purchased and Boeing 707 leased from TWA.



Captains Ralph Furbush and Mike (Shag) Shaughnessy (left to right) posed in door of C46-F cargoliner, acquired by NE in 1954 for air cargo service. The demand did not equal the expense of operating the C46 and the service was soon suspended.



This was NE's route structure in 1958 after 25 years of operation.

THE SIXTIES

In 1960 Northeast Airlines purchased Convair 880s to add to its jet fleet. Howard Hughes became associated with Northeast in 1962 when the Hughes Tool Company purchased controlling interest in the line from the Atlas Corporation, Northeast's owner since 1938.

During 1963, with ultra-modern DC-6B Sunliners as its flagships, Northeast again went to war, this time against the Civil Aeronautics Board (CAB), which decided by a close vote that the Florida market did not require a third carrier and instructed Northeast to end its Florida service. Northeast's employees refused to believe that the case could be closed so easily and appealed to friends and passengers to help. The flood of mail, calls and telegrams turned the tide and in 1965 the company-wide effort ended in victory and a permanent certificate to fly the Florida route.

That same year Northeast was purchased by Storer Broadcasting and Northeast in turn purchased the first of its Boeing 727s and Douglas DC-9s. Later in the same year the first of the Fairchild Hiller FH-227s was also purchased.

In April, 1966, F. C. (Bud) Wiser was named president of Northeast. Many changes and innovations took place that year including a new image for the carrier. Northeast Airlines' aircraft became known as Yellowbirds because of the new yellow and white exterior color scheme. The interiors of the planes were also redone in a range of colors such as tangerine, beige and terra cotta red.

New routes came rapidly in the next few years. Northeast was awarded the Miami-Montreal route in 1967 and in 1968 was granted the right to fly to Nassau and Freeport in the Bahamas. In November, 1969, Northeast received the route from northern New England to Cleveland, Detroit and Chicago and the carrier got the Bermuda route in December of that year. Meanwhile, James O. Leet had become president of Northeast and the company scored another first by being the first carrier to operate the Boeing 727-200.

In May, 1969, Northeast switched to Minuteman, an all-computer IBM-Cathode Ray tube reservations system, followed by the opening of a new reservations building at Boston in the autumn. The Miami-Los Angeles route was awarded to Northeast in July, 1969, and service was inaugurated in October, 1969.

Despite the new routes Northeast Airlines was suffering from severe financial problems so in November, 1969, the announcement was made of Northeast and Northwest Airlines' intent to merge.

THE END OF AN ERA



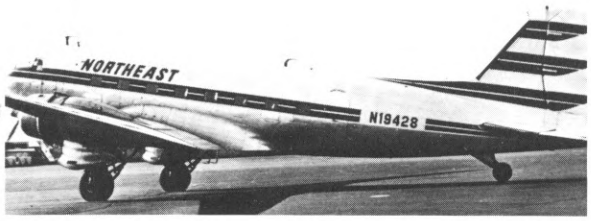
On December 16, 1966, stewardess Helen Chase saluted NE's last DC-3 as it took off on its final flight.

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NORTHEAST AIRLINES



In 1933 Boston and Maine Airways began its operation with two 14-passenger, 130-m.p.h. Stinson tri motors.



In 1940 Boston and Maine Airways became Northeast Airlines and acquired three 24-passenger, 160-m.p.h. DC-3s.



The 60-passenger, 185-m.p.h. DC-4s came in 1945.



A fleet of jet prop, 40-passenger, 230-m.p.h. Viscounts was bought in 1958.



Northeast was one of the first U.S. carriers to offer pure jet service with 135-passenger, 600-m.p.h. Boeing 707s.



The first of Northeast's fleet of 96-passenger, 600-m.p.h., tri-engine Boeing 727-100s was delivered in late 1966.



Also in 1966 the 44-passenger, 220-m.p.h. Fairchild Hiller FH-227s were put into service in the smaller New England markets.

FLIGHT EQUIPMENT

1972



The Stinsons were retired by 1936 and were replaced by 10-passenger, all-metal, 150-m.p.h. Lockheed Electras.



In February, 1949, Northeast took delivery of the first of five 40-passenger, 200-m.p.h. Convair 240s.



In 1956 Northeast purchased 10 76-passenger, 245-m.p.h. Douglas DC-6Bs to serve the new Florida route.



In 1961 the 98-passenger, 600-m.p.h. Convair 880s went into service.



The CW-20-Ts (civilian version of the military C-46) were operated by Northeast for a brief period during 1963 and 1964.



The 92-passenger, 600-m.p.h. Douglas DC-9s came next in 1967.



In 1968 Northeast was the first carrier to take delivery of and use the new 130-passenger, 600-m.p.h. Boeing 727-200s.

EMPLOYEES FOUGHT FOR FLORIDA ROUTE



In 1963 the CAB took away NE's temporary certificate to serve Florida. NE employees mounted a hard-hitting campaign against this decision. Victory came in 1967 when NE received a permanent certificate to fly the Florida route. Employees who went to Washington for a mid-60s meeting with Massachusetts Senator Ted Kennedy included Milton Anderson, Carl Ritz, Frank McCowan, George Baldwin, Ed Cataldo, Jim Denning, John Anglin, Pete Dana, Kathy Drummond, Jean Johns, Elaine Foisey, Rusty Mercandetti, Ray Collotta, Ed O'Brien, Ray Roy, Bill Sutherland, Angelo Andon, Dick Miller, Milt Jackson, Stella Saint, Mary McKettrick, John Streel, Pete Carey, Pete Penopoulos and Jim Baker.

SEVERAL LONG-TIME EMPLOYEES SAID GOOD-BY IN 1960s



NE's pioneer captain Milton Anderson (center) retired in late 1965. During ceremonies in his honor NE President James Austin and stewardess Jane Linton presented to him a large photo showing him in the 1930s with NE's first tri-motor Stinson.



When Captain "Pappy" Wheeler retired in 1965 his fellow pilots lined up to salute him after his last flight.



At a 1969 retirement party for Captains Stafford Short Sr. and Adalbert Zwink Captain Ed Cataldo gave Al an apron for his "days of domesticity."



Special guests at the same retirement party were NE founders and past presidents Sam Solomon (left) and Paul Collins.



Father Stafford Short Sr. and son Stafford Short Jr., both NE captains, flew together on Stafford Sr.'s last flight before retirement.



Cashier Josephine Wade was number one in seniority in all of NE when she retired in 1968. She received her 30-year pin from Executive Vice President Lew Lyle with John Nebbia, corporate controller (left), and Herb Orlando, director-industrial relations (right), looking on.

VIPs WE HAVE KNOWN AND FLOWN



When not flying on a Yellowbird regular passenger Arthur Fiedler could be found conducting the Boston Pops.



Astronaut Scott Carpenter is shown as he boarded a NE jet for a non-orbital flight.



LBJ "pressed the flesh" with stewardess Lynn Peter.



Although First Officer Jack McWalters was wearing the dark glasses the real celebrity was Italian film star Claudia Cardinale who posed with NE flight crew members First Officer Bill Dustin, Jack and Captain John Kazlauskas (left to right).



NE was honored to have on board one of the great First Ladies, Eleanor Roosevelt.



Boston's Richard Cardinal Cushing was a frequent NE passenger.



TV talk show host Merv Griffin attracted attention whenever he flew NE.



Statesman and politician Adlai Stevenson often traveled on NE to New York and Washington.



During his 1968 campaign for the U.S. presidency Hubert Humphrey was "pleased as punch" to receive a Yellowbird pin from NE stewardess Joyce Kelley.

60s BROUGHT ANNIVERSARIES, SPEED RECORDS AND



In the 60s NE said Happy 30th to ship 60. The DC-3 originally had been used by another airline and was bought by NE in the 40s. Captain Dick Barnes was in the cockpit and stewardesses Helen Chase (center) and Joanne Zahradnik held the sign.



Captain Milton Anderson, stewardess Joan Connolly and NE President James W. Austin (left to right) cut NE's 30th anniversary cake in August, 1963.



Also in the 60s NE set a Washington-Boston speed record of 42 minutes, 25 seconds. Helping "speedy angel" Captain Harold Sevigny keep his wings on was stewardess Arlene Leone.



NE inaugurated Miami-Los Angeles service on October 1, 1969. On October 6 NE set a speed record for the route of four hours, 27 minutes and 10 seconds. Lew Lyle, then vice president-operations, and Captain Clark Willard, pilot of the record-setting flight, admired the award citation from the National Aeronautic Association.

NEW ROUTES TO THE BAHAMAS, BERMUDA, LOS ANGELES

NE service to Nassau and Freeport was started on May 15, 1968. Bahamas Premier Lynden O. Pindling and his party were guests of honor on the first northbound flight from the Bahamas to Boston. Members of the Royal Bahamian Police Force took part in the welcoming ceremonies at Logan Airport.



Captain Clark Willard pointed the way to Los Angeles as he and Captain Bill Mahoney (right) prepared to take off on the first flight from Miami to Los Angeles in October, 1969.



The horse and buggy, still used for transportation in Bermuda, provided a vivid contrast to the first NE Yellowbird which landed on the island in March, 1969.



YELLOWBIRDS MET YELLOWBIRDS IN VIETNAM



Boston reservations agents Judy Falite and Carlene Porter wrapped Christmas packages for men of 8th TBS. Contributions came in from all over the system.



Tony Ventre, Dick Noble, Dick Cook, John McIsaac (left to right) and others in building maintenance crated 300 gift boxes to be sent to Vietnam.



Jean Kersey, Sally Eames and stewardesses Joyce Kelley, Sue Cardinale and Sally Hall (left to right) spent Christmas, 1968, with men of adopted 8th Tactical Bombardment Squadron in Vietnam.



The girls distributed the packages from NE at a Christmas Eve party on the Phan Rang base.



When the NE Yellowbirds arrived all the men of the Yellowbird squadron were on hand to meet them. The 8th TBS used Yellowbird as its radio call sign.

NE WAS ALWAYS READY TO HELP A WORTHY CAUSE



NE always supported the United Fund. Pictured here is an early 1960s money-raising meeting in the Boston hangar.



Yellowbirds took many underprivileged kids on their very first airplane rides.



Ed Bishop, vice president-civic affairs, (right) looked on while Miami Mayor Chuck Hall proclaimed December 4, 1971, Variety Airlift Day. The second annual NE Miami Airlift brought in $9,484 for the Variety Children's Hospital.



Stewardess Monica Conley, shown here with NE President James Leet, served with the Dooley Foundation in Southeast Asia, as have many other NE stewardesses.



In 1968 the technical services department donated $1,700 to the Dooley Foundation. Stewardess Stella Saint, who has worked with the foundation for several years, accepted the check from (left to right) Jim Denning, Rusty Mercandetti, Stu Ross, Maureen McIver, Ray Collotta, Al Gramm, Frank Pelusi, an unidentified employee, John Auskelis, Lenny Meuse, Milt Jackson, Lou Pesce, Ralph Arsenault and Bill Sutherland.

THERE WERE MANY "GOOD SPORTS" AT NEA



Members of the 1969 Montreal hockey team were (kneeling, left to right) Bernie LeMaire, Jacques Robicheau, Bryan Pollock, Gerry Gosse, Aldo Verdone, (standing, left to right) Bruce Ward, Don DeRasp, Pete Conroy, Bob Golding, Bob McLeod, John Vincelli, Bill Corcoran and Jimmy Peters. Also shown were Rene Vinet, Montreal station manager; and officials Danny Ghesquiere, Montreal; Barry Wong and Al Roy, Boston.



Boston's 1968 softball team included (sitting, left to right) Pat Penta, Charlie Johnson, Wally Sukereski, Bob Costello, Mike Vetere, and (standing, left to right) Ron Orlando, Paul Druppel, Art La Montaigne, John McNamara and John Cardonzza.



The Miami team took first place in the fifth annual Northeast bowling tournament in 1969. Accepting their trophy from Ed Bishop, then vice president-southern region (third from left), were Walter Illingsworth, Dick Roach, Bob Gasko, Paul Bouley and Jack McCoy.

YELLOWBIRDS WORKED TOGETHER — AND PLAYED TOGETHER TOO



Manning the desk at a 1969 Boston interline club affair were NE gals (sitting, left to right) Margaret Sheppard, Mary Sullivan, Jo Salisbury (standing, left to right) Peggy Nevins, Marie Houghton, Hazel Daley, Doris LaRue and Eileen Lombard.



At a New York employees' party Walter Flynn, Mary Ann McGuiness and Nancy Fiderer presented a Yellowbird model to restaurant host Nick Jutos (third from left).



New York sales representative John Kenny strutted his stuff at the Lucayan Beach Hotel during 1968 Bahamas pre-inaugural.



Joe Carrabino and his Mrs. were the winners in the three-legged race at the 1969 Boston Yankee Fleet clambake.



Boston secretary Juanita Myers was a surprised winner of a trip at a 1969 Boston interline club party.



Elliott Perry paid off a 1968 election bet by wheeling Ted Meinelt to a local restaurant accompanied by other Boston building maintenance men.



NE hosted a 1966 shipboard interline party at Montreal. Yellowbirds in attendance included (front, left to right) Ed Breed, Mary Carr, Huguette Gauthier, Sheila Vinet and Rene Vinet.

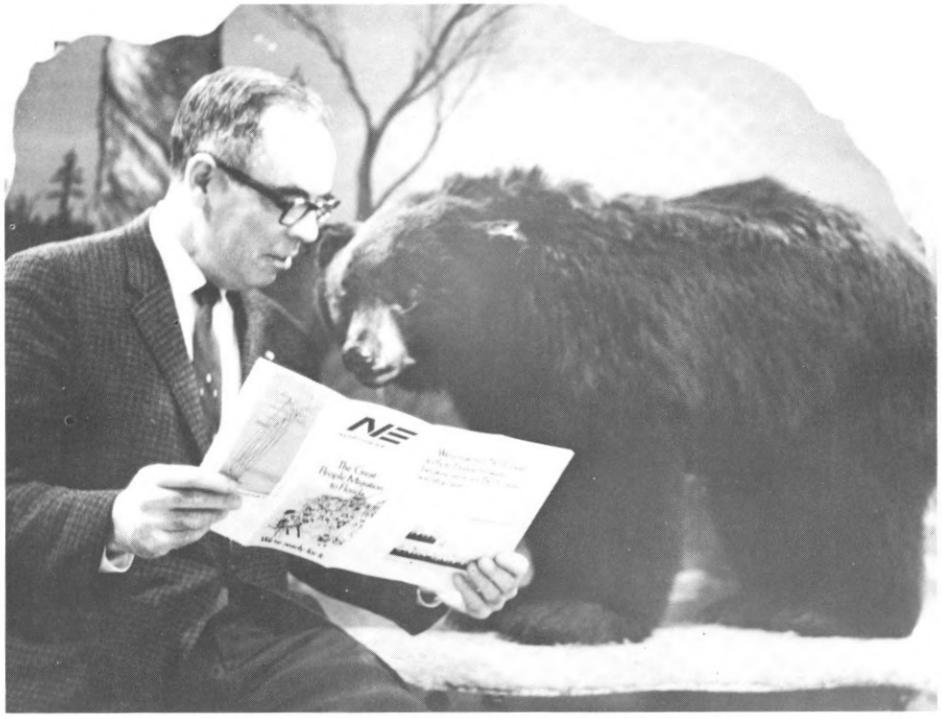
FAME OF NE YELLOWBIRDS WAS SPREAD



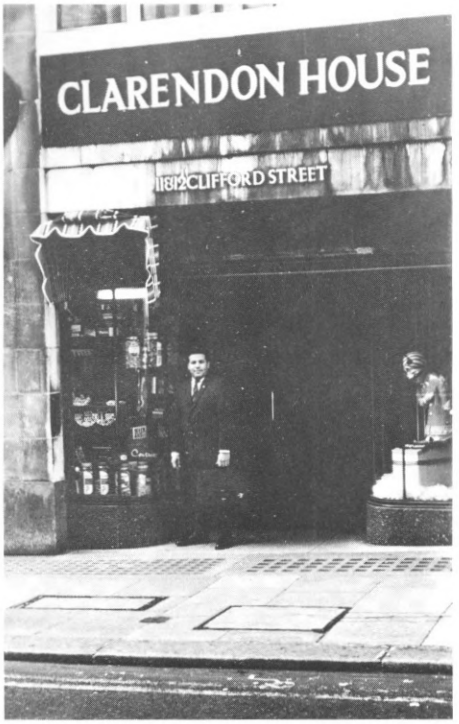
New York sales representative Frank Nagy and public relations representative Jean Kersey ran the Northeast display booth at an Elks convention in Atlantic City during the late 1960s.



NE proved that a pretty girl helps sell a product by using secretary Kay Mewton to promote its New England service.



Some district sales managers would do anything to make a quota. Here Bangor district sales manager Gene McCarthy gave the "bear" facts to a customer he found in the Maine woods.



Rudy Nadeau, then director-European sales, posed in doorway of NE's London office, which opened in 1969.

BY INNOVATIVE SALES PROGRAMS



All eyes were on the Yellowbirds when Captain Milton Anderson and stewardess Martha Finnegan sped through Washington in a bright yellow Kissel car which once belonged to Amelia Earhart.



"The easy way to the White House" was the theme of NE's advertising during the 1968 Republican convention in Miami. Baby elephant was the mascot of the GOP.



Stewardess Chris Aukstikalnis' cow-milking talents won first prize for her in 1967 Boston Dairy Festival contest and won publicity for NEA.

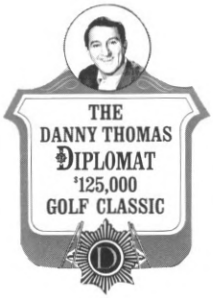


One millionth Yellowbird pin—a solid gold one—was given to Bahamas-bound passengers Mr. and Mrs. Douglas Haward by stewardess Karen Wessel in February, 1969.



A Yellowbird made out of flowers was Northeast's entry in a late 60s Orange Bowl Parade in Miami. The float and the girls riding it were crowd pleasers.

NE WAS CO-SPONSOR OF 1969 GOLF CLASSIC





In December, 1969, Northeast and Ballantine Beer were the co-sponsors of the Danny Thomas-Diplomat Hotel Golf Classic in Hollywood, Florida. NE stewardesses helped out at the tourney much to the pleasure of golf pro Gay Brewer.



Stewardess Sandra Mitchell was one of the models in a Diplomat Hotel fashion show during the tournament.



And she made Gay Brewer forget about golf.



The tournament was held for the benefit of the Danny Thomas-sponsored St. Jude Children's Research Hospital. Danny Thomas showed his gratitude for NE's help to stewardesses Marie Oliver and Sandra Mitchell.

FACES OF THE SIXTIES



Eric Theidemann and Ralph Arsenault, Boston maintenance, did some minor repairs on a Yellowbird in February, 1969.



Frank Perrault, Presque Isle station manager, was on hand to give the glad hand to a plane-load of arriving passengers.



A question on personnel records? Helen Cieri always had all the answers.



Agent Bill Carter seemed to have a problem at the Washington station.



Harry Haroutunian tried out a new A.C. generator and constant speed drive test stand.



Boston reservations agents were hard at work in this 1960s photo.



Those in payroll in the late 60s included (front row, left to right) Peggy Aleseo, Jo Schwartz, Janice O'Donnell, Rose Lescola, (middle row, left to right) Florence Mercurio, Mary Walza, Linda Gale, (back row, left to right) Jim Roach, Millie Parker, an unidentified employee, Tom Adams and Bob Shea.



Northeast's first hijacking was May 26, 1969. Flight crew husband-and-wife team Captain Ted Connors and stewardess Kathy Connors showed strain after their return from Cuba.



Agent Paul Freeman had lots of baggage to load on a Laconia-Boston flight. Laconia was a summer station.



Familiar faces in this 60s photo of inventory control included Janice Morgan, Mary Koritsas, George Phillips, Bob Strickland, Ed Wasilewski, Angela Hanson and Terry Coco.



In control in flight control were (front) Fred Weyhrauch, (rear, left to right) Mike Nealon, Joe Madden and an unidentified employee.



In 1968 ESP meant extra sales power. Employees calling in sales leads talked to Boston ESP reservations agents (left to right, front) Meredith Parker, Peggy Rundlett, Peggy Delaney and (rear) Mary Ann Walsh.



Ground Operations Instructors Ralph Ross and George Rooney (front, left to right) checked out Bob Board and Bob Hopper (rear, left to right) in Boeing 727 cockpit trainer.



All together at a 1966 Montreal marketing department meeting were (front row, left to right) Joel Daniels, three unidentified employees, Ed Bishop, George Storer Jr., Ed Breed, Art Fairbanks, Terry McAleer, Marie Gallagher, Rita Sheridan, Hank Canvin, (middle row, left to right) Gene McCarthy, Del Hughes, Bob Ceccherini, George Krause, Al Rondeau, Dan Malloy, Dick Slayton, John O'Brien, Bill O'Mara, Carl Gnirke, John Cotter, Hugh Davis, Roger Q. O'Shea, two unidentified employees, (back row, left to right) Bob Parker, Mark Phillips, Ike DeLock, Frank Busitil, Dave Conover, Dave Warren, Don Walker, Rudy Nadeau, Dick Gerken, Don White, John Dunlop, Gordon Barrington, John O'Connor, Doug Davis and Joe Montgomery.



Station personnel (left to right) Freeman Favors, Art Colvin, Ed Boudreau, Don Furlong, Don Sharrow, R. C. Frensley, Frank Manza, Ed Doran and Joe Tancredi accepted awards for their stations' on-time performances in this 1960s photo.



Foremen Ed Silvia, Joe Hughes and Frank Lugerchio caught up on paper work in the Boston maintenance control center.



"We were snowed" in the February, 1969, blizzards. When the weather cleared this group of crew members was the first to deadhead to New York to resume regular Yellowbird service.



Speedy Ken Healey kept things moving at Fort Lauderdale.

NORTHEAST'S JIMMY FUND AIRLIFTS, 1965-1972



1965-



1972



There was always a crowd at Logan Airport on Jimmy Fund Airlift day.



TV personality Major Mudd was usually on hand to greet flightseers as they boarded flights.



Yellowbirds flew low and gave passengers an excellent view of the Boston area.

FAVORITE PROJECT OF BOSTON PERSONNEL



Walter Williams, Bob Connelly, Jim Sullivan, Herb Johnson and Arnie Rich (left to right), all Boston maintenance, changed a tire in record time during the 1969 Airlift.



On a Jimmy Fund Airlift day who could resist buying a ticket from lovely NE gals (left to right) Ann Marie Leeman, Donna Callahan, Mary Murphy, Barbara Fahey, Nancy Sally and Kay Mewton?



While taking a break from piloting Airlift flights Captain Bob Ward pinned a Yellowbird on a young passenger.



A very happy passenger was welcomed aboard a Jimmy Fund flight by stewardess Elaine Faulstick.

Pay To:
the JIMMY FUND
$27,218.61

NE
NORTHEAST AIRLINES

Bill Michael
John C. Rebbia Jr.

NE ran the Jimmy Fund Airlifts yearly from 1965. Every year hundreds of NE volunteers worked from dawn to dark to make the Airlifts successful. And every year the half-hour flights over the Boston area attracted larger crowds and brought in more money to aid in the research to find a cure for cancer in children. For example, in 1970 NE collected $27,218; in 1971 the figure was $28,407; in 1972 the record-breaking amount of over $41,000 was collected for the Jimmy Fund.

LATE 1960s ADS STRESSED SPECIAL YELLOWBIRD COMFORTS



In the late 1960s besides its well-known broiled-on-board steaks, furry throws and wig box compartments Northeast offered the soon-to-be-well-known seat and a half.



The seat and a half proved to be an important selling point to many Northeast passengers.

NE RESERVATIONS SYSTEM BECAME COMPUTERIZED IN 1969



Senior Agent Mike Davenport looked on while Boston reservations agents tried out new Minuteman computers in May, 1969.



The Minuteman system provided arrival and departure information to Judy Larson, Boston special service representative.



Reservations agents had a lot to learn when switching to the IBM computer system. Training Instructor Priscilla Craig taught them and also brushed up on the basics.



Agent Sal Fasciano used Minuteman's sophisticated capabilities to provide flight information for Boston's station operations.

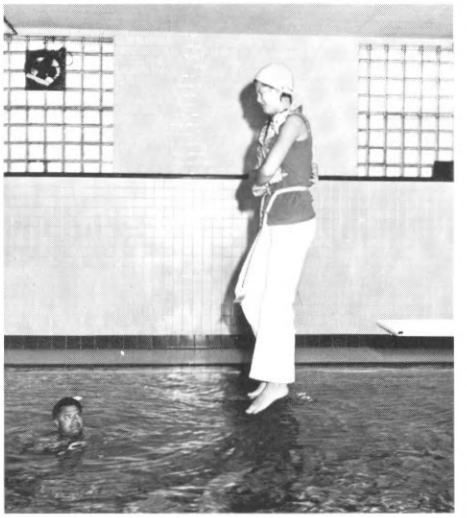


At the same time it switched to Minuteman the Boston reservations department also moved to the newly built Hill Building.

FACES OF THE SIXTIES AND SEVENTIES



In 1970 Boston reservations "went native" for a special Bahamas day. Miss Seat And A Half Mary Kirby, pirate Dave Kromer and bathing beauty Barbara Wells tried the roulette table as Carlene Porter watched.



Training Instructor Joe Ledoux kept a close eye on a January, 1972, class stewardess trainee as she jumped into the pool during an emergency procedures class.



A member of the same stewardess class made a hair-raising leap onto the emergency chute as Instructor Paul Sodano stood by.



Where did Northeast's male personnel wear Bermuda shorts? Bermuda, of course.



In 1967 a Northeast flight suffered a loss of pressurization but landed safely, thanks to the skill of its crew. In 1968 F.A.A. Deputy Administrator Dave Thomas (left) presented a Daedalian trophy to crew members (left to right) Captain Bill Donahue, F.O. Dan Pranka, S.O. Paul Kurtz and stewardesses Margaret Dunn and Theresa Ulbin. The Order of Daedalians is an organization dedicated to flight safety.



Dehmel Training Instructor Pat Malone gave instructions to a pilot-student "flying" the Dehmel trainer. Pat and Liz Sheddan shared Dehmel training duties for several years and were well liked by their pupils.

THE SEVENTIES

The Northeast-Northwest merger was approved by the CAB and President Nixon in December, 1970. The approval was conditioned by the withholding of the operating rights between Miami and Los Angeles. After exhausting all legal possibilities Northwest exercised its option to terminate the merger negotiations and on March 10, 1971, notified both the CAB and Northeast of its decision.

On April 23, 1971, Northeast Airlines and Delta Air Lines announced an agreement in principle to merge. Oral arguments in the merger case were held at Washington, D.C. in December, 1971. On May 19, 1972, after a five-month waiting period, President Richard M. Nixon and the CAB approved the Northeast-Delta merger with conditions that stayed the operation by Delta of the Miami-Los Angeles route.

While these merger negotiations were taking place Northeast was continuing to operate as a viable airline. Bill Michaels became president of Northeast Airlines in 1970. A perky, animated Yellowbird became the advertising spokesman and quickly caught the fancy of the public. In 1971 Northeast initiated a spruce-up campaign which resulted in a newly and brightly painted Yellowbird fleet, complete with new interiors. Northeast at Boston continued its Jimmy Fund Airlifts during the 1970s and broke all records in 1972 with over $41,000 collected for the Jimmy Fund.

Now Northeast Airlines and Delta Air Lines have reached the merger consummation point. The future of the combined companies looks bright indeed. The new and enlarged Delta Air Lines is sure to play an important role in all the airline industry history which will be made in the coming decades. Northeast employees who will be part of the Delta team can look forward to making important individual contributions to the growth and history of our industry.

1970 MANAGEMENT CONFERENCE WAS GREAT SUCCESS



Question and answer sessions at the May, 1970, management conference gave personnel from all departments and all stations an opportunity to make suggestions to top management.

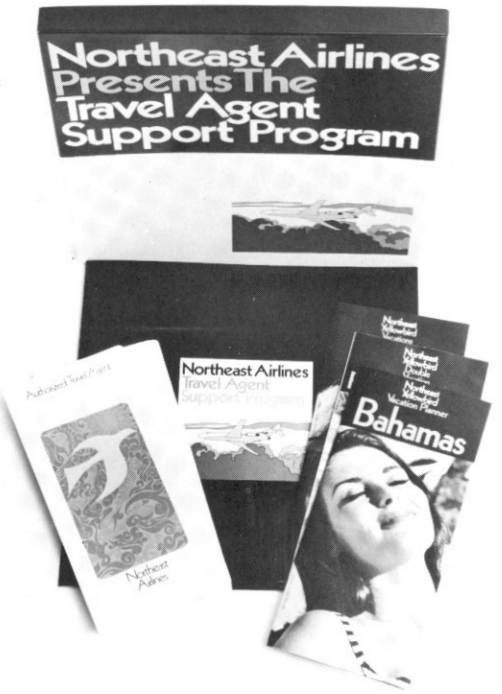


Those attending the conference split into small groups for panel discussions. Here Captain Alfred Lane made a point while other panel members (clockwise from lower right corner) Mackenzie Grant, Bill Lanoue, Mike Potter, Bob Ceccherini, Doug Davis, Jim Weiss, Joseph DelloRusso, Miriam Hermann and Walter Bart listened attentively.

NEW MARKETING IDEAS HIGHLIGHT OF 70s



Barbara Gleason showed off NE's Migration Guides. The series of pocket-size guides featured a pull-out map and tourist information for 15 NE destinations. Perched on top of the rack was the NE Yellowbird, the perky, animated spokesman of NE's popular advertising campaign.



NE's Travel Agent Support Program was well received by travel agents all over the system. All of NE's promotional art work was done in bright colors and eye-catching designs. Brochures featured easy-to-understand information on all NE vacation packages.

YOU'VE COME A LONG WAY, BABY



During the 1960s Northeast stewardesses wore tailored blue jackets and skirts with yellow blouses as their official uniforms.



In February, 1969, stewardesses Diane True, Deborah Rayment and Ruth Mattox (left to right) did an "air strip" as they changed to Northeast's new uniforms; pimento red A-line dresses and jackets.



Another change came in 1971 when avocado green and lemon yellow "hot pants" outfits, modeled here by stewardesses Polly O'Donnell, Carolyn Kane and Cindy Curtis, were introduced as optional items to give stewardesses a choice of uniforms.

NE SKI TEAM COMPETED IN ALASKA



Team tryouts were held at the Chantecler ski resort near Montreal. Many NE skiers took part and when the snow cleared those who made the team were Bryan Pollock, Gene Charette, Jeff Sanborn, Andy Ingram, alternate Tom Twomey, Chris Daggert, Andrea Donovan, Maria Tina and alternate Beverly Shea. Pictured here with members of the Chantecler ski patrol were Jeff (second from left), Chris, and Bryan (second from right).

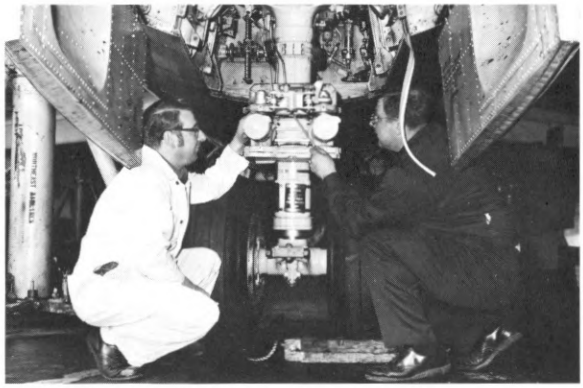


While competing in the 13th Annual International Airline Ski Races at Mt. Alyeska, Alaska, the Yellowbird ski team met the Delta ski team. Posing together were (from left, kneeling) Marge Yesulaities, DL; Pat Field, NE; Marge Lott, DL; Barbara Moody, DL; Chris Daggert, NE; Debbie Preble, DL; (standing) Dave Blessing, DL; Dave Clifford, DL; Gene Charette, NE; John Lindstrom, DL; Bryan Pollock, NE; Roger Hougham, DL; Jeff Sanborn, NE; and John Rasmussen, DL. The NE team placed eighth out of 18 teams in the Class B Giant Slalom and 10th in the Class B Slalom.

TECH SERVICES 1971 PROGRAM SPRUCED UP YELLOWBIRD FLEET



In the summer of 1971 technical services started a complete clean-up program for the NE fleet, which ran for several months and included new paint for all the Yellowbirds. Those involved in the program included (standing, left to right) Joe Meany, Joe Murray, John Tamasi, Ed Sullo, Frank Comeau, Charlie DeStefano, Al Baker, Tom Cullen, Don Curran, Gene Charette, Don Lane, Art Cudmore, Ed Ayer, Joe Spillane, Bill Freeman, Dan Falvi, Bob Ryan, Ray St. Pierre, Dick Fiorillo, Les Seymour and (kneeling, left to right) Al Dawkins, Paul Fugere, Eric Ekstrom, Jim Barry, Dick Nickerson, Tom Smith and Bob Hall.



Lead Mechanic Ernie Pariseau and Production Superintendent Ed Sullo were shown here checking nose steering of newly painted Yellowbird.



Al Gross, manager-sales promotion, (second from right) designed new cove light panels, admired here by mechanics (left to right) Dave Whitman, Al Fraser and Ray St. Pierre.



End result of the tech services program was a clean and bright Yellowbird fleet.



As much as any one individual can, Captain Milton Anderson personifies Northeast Airlines 1933–1972. He was the pilot of Boston and Maine Airways' first flight on August 11, 1933.

NORTHEAST AIRLINES • 1933–1972



He continued to play an important role in Northeast Airlines' history until his retirement.



In 1971 Captain Anderson made a special visit to Boston and posed with nostalgia in the cockpit of a Yellowbird, duplicating the 1950 photo shown above. His continuing affection for Northeast Airlines was very evident and sums up the feelings that ali employees, past and present, have for Northeast. The name may change but the spirit of Northeast Airlines will always remain.

THE YELLOWBIRD FAMILY



In June, 1972, Ralph Tipaldi, vice president-marketing, presented this gold leaf, standing metal sculpture of the Northeast Yellowbird family to George B. Storer, chairman of the board, on behalf of all NE employees.



George Austin, shuttle bus driver.



Peggy Rundlett, Yellowbird desk reservations agent.



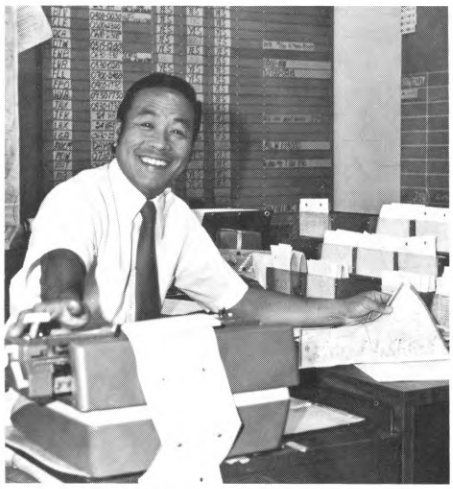
Bessie Walsh (left) and Edie Dennis, switchboard.



Abbott Lee, porter.



Matt Fleming, maintenance.



Peter Wong, flight control.



John Boland, air freight.



Fran Connors, special service representative.

NORTHEAST AIRLINES PRESIDENTS • 1933–1972



Paul F. Collins, 1933–1942 and 1944–1946.



Samuel J. Solomon, 1942–1944.



George E. Gardner, 1947–1957.



James W. Austin, 1958–1965.



Forwood C. Wiser, Jr., 1966–1967.



James O. Leet, 1968–1969.

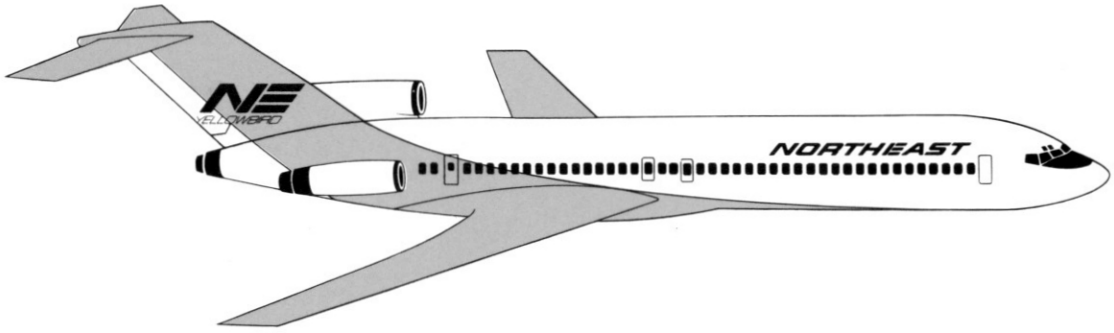


Bill Michaels, 1970–1972.

THE FUTURE



Just as the photos of Captain Anderson sum up Northeast Airlines' 39-year history, this photo of a Delta Air Lines Boeing 747 sums up the future for Northeast employees.



Northeast Airlines