



Smithsonian Institution

Smithsonian National Air and Space Museum Archives

New York Airways Collection - Civil Aeronautics Board, Certificate Amendment Case, 1966

Extracted on Apr-23-2024 07:04:24

The Smithsonian Institution thanks all digital volunteers that transcribed and reviewed this material. Your work enriches Smithsonian collections, making them available to anyone with an interest in using them.

The Smithsonian Institution (the "Smithsonian") provides the content on this website (transcription.si.edu), other Smithsonian websites, and third-party sites on which it maintains a presence ("SI Websites") in support of its mission for the "increase and diffusion of knowledge." The Smithsonian invites visitors to use its online content for personal, educational and other non-commercial purposes. By using this website, you accept and agree to abide by the [following terms](#).

- If sharing the material in personal and educational contexts, please cite the Smithsonian National Air and Space Museum Archives as source of the content and the project title as provided at the top of the document. Include the accession number or collection name; when possible, link to the Smithsonian National Air and Space Museum Archives website.
- If you wish to use this material in a for-profit publication, exhibition, or online project, please contact Smithsonian National Air and Space Museum Archives or transcribe@si.edu

For more information on this project and related material, contact the Smithsonian National Air and Space Museum Archives. [See this project](#) and other collections in the Smithsonian Transcription Center.

an option to acquire two V-107 helicopters from the Boeing Company which it was unable to purchase because of the lack of funds. The agreement provided that Pan American would purchase the aircraft and lease them to NYA to provide such services as Pan American might request between the Pan American Building heliport and Kennedy Airport for Pan American passengers only, and between the Pan American Building, Kennedy Airport, and the World's Fair heliport in common carriage service.

The agreement also provided for the rendition of other authorized services which would not be competitive with NYA's other operations; for the carriage of such exterior markings on the aircraft as Pan American might require; and for rental payments on the aircraft which in substance would insure NYA a breakeven operation. The agreement provided with respect to operations after the World's Fair that Pan American would from time to time agree upon the number of common carrier flights or the number of flights to be operated exclusively for Pan American passengers; that Pan American could request that the full capacity of the additional aircraft be devoted to such flights; and that Pan American shall be deemed to have requested a minimum of four such nonstop roundtrip flights daily per additional aircraft leased to NYA.

The present agreement as modified by a subsequent agreement dated August 20, 1965, which merely assigned NYA's option to purchase a third V-107 helicopter to Pan American, closely parallels the initial

an option to acquire two V-107 helicopters from the Boeing Company which it was unable to purchase because of the lack of funds. The agreement provided that Pan American would purchase the aircraft and lease them to NYA to provide such services as Pan American might request between the Pan American Building heliport and Kennedy Airport for Pan American passengers only, and between the Pan American Building, Kennedy Airport, and the World's Fair heliport in common carriage service.

The agreement also provided for the rendition of other authorized services which would not be competitive with NYA's other operations; for the carriage of such exterior markings on the aircraft as Pan American might require; and for rental payments on the aircraft which in substance would insure NYA a breakeven operation. The agreement provided with respect to operations after the World's Fair that Pan American would from time to time agree upon the number of common carrier flights or the number of flights to be operated exclusively for Pan American passengers; that Pan American could request that the full capacity of the additional aircraft be devoted to such flights; and that Pan American shall be deemed to have requested a minimum of four such nonstop roundtrip flights daily per additional aircraft leased to NYA.

The present agreement as modified by a subsequent agreement dated August 20, 1965, which merely assigned NYA's option to purchase a third V-107 helicopter to Pan American, closely parallels the initial

New York Airways Collection - Civil Aeronautics Board, Certificate
Amendment Case, 1966
Transcribed and Reviewed by Digital Volunteers
Extracted Apr-23-2024 07:04:24



Smithsonian Institution

Smithsonian National Air and Space Museum Archives

The mission of the Smithsonian is the increase and diffusion of knowledge - shaping the future by preserving our heritage, discovering new knowledge, and sharing our resources with the world. Founded in 1846, the Smithsonian is the world's largest museum and research complex, consisting of 19 museums and galleries, the National Zoological Park, and nine research facilities. Become an active part of our mission through the Transcription Center. Together, we are discovering secrets hidden deep inside our collections that illuminate our history and our world.

Join us!

The Transcription Center: <https://transcription.si.edu>

On Facebook: <https://www.facebook.com/SmithsonianTranscriptionCenter>

On Twitter: [@TranscribeSI](https://twitter.com/TranscribeSI)

Connect with the Smithsonian

Smithsonian Institution: www.si.edu

On Facebook: <https://www.facebook.com/Smithsonian>

On Twitter: [@smithsonian](https://twitter.com/smithsonian)