Since the end of World War II when the need for local service airlines became obvious, the best engineers in the industry have racked their brains in a search for a replacement for the DC-3, which, though probably the most reliable airplane ever built, was not economically practical from the standpoint of speed and payload. The DC-3 also failed to meet certain modern performance standards, and retirement of the old Doug's was ordered by CAB. However, it became apparent that no replacement airplane was in sight, and that nothing had been designed which was as good all around as the DC-3. Furthermore, the future of the local service industry was problematical, and no manufacturer was willing to take the multi-million dollar developmental gamble to produce an airplane the market for which was uncertain. But as the local service industry grew, more and more attention was focused on a new ship.

No airplane has as yet been built, but several have been projected, and are in the mock-up stage. At least one ship, the Fokker F-27, is scheduled to fly next summer. There is some feeling that four smaller engines are better than two large ones, and the Handley-Page HPR-3 reflects this sentiment. Some advanced thinking believes that the turbo-propellor engine is the answer, and in line with that thought, General Electric has a smaller turbo-prop under development which would be suitable for the HPR-2. At the moment, the replacement situation is extremely fluid, and this industry is willing to examine any proposal. Douglas Aircraft is at work on a helicopter replacement, but this aircraft is still several years off.

Conversion to another ship will be a staggering problem to the industry, but a problem which must be solved. Presented herewith are three of the most widely publicized replacements. Maybe the 19?? Pacemaker is one of these.

The Fokker F-27 "Friendship"
Manufacturer: (American Licensee) Fairchild Aircraft Company, Hagerstown, Md.
Description: Tricycle gear, high wing, twin engine, pressurized.
Power Plants: Rolls-Royce "Dart" turbo-propeller engines.
Power Output: 1550 horsepower plus 365 lbs. thrust per engine at 14,500 RPM.
Passenger Capacity: 36, with high density seats.
Fuel: Kerosene
Normal Cruising Speed at Operating Altitude: 203 MPH.
Normal Climb at Sea level: 1500 ft/min.
Price (Estimated): Under $462,000.

The Handley-Page HPR-3 "Herald"
Manufacturer: Handley-Page Ltd., London, England.
Description: Tricycle gear, high wing, four engine, pressurized.
Power Plants: Alva "Leonides Major" reciprocating engines.
Power Output: 870 horsepower per engine maximum.
Passenger Capacity: 36 passengers first-class or 44 in high density version.
Fuel: 100/130 octane gasoline.
Normal Cruising Speed(50% Meto power): 200 MPH.
Normal Climb at Sea Level(Max. Gross Allowable): 1100 ft/min.
Price (Estimated): Under $500,000.

The Aviation Trader's (Engineering) Ltd. "Accountant".
Manufacturer: Aviation Traders Ltd., London, England.
Description: Tricycle gear, low wing, twin engine, pressurized.
Power Plants: Rolls-Royce "Dart" turbo-propellor engines.
Power Output: 1550 horsepower plue 365 lbs. thrust per engine at 14,500 RPM.
Passenger Capacity: 36 passengers in high density version.
Fuel: Kerosene
Normal Cruising Speed at 10,000 feet: 208 MPH.
Rate of Climb at Seal Level (Meto power) 1830 ft/min.
Price (Estimated): $235,000 plus radio equipment.