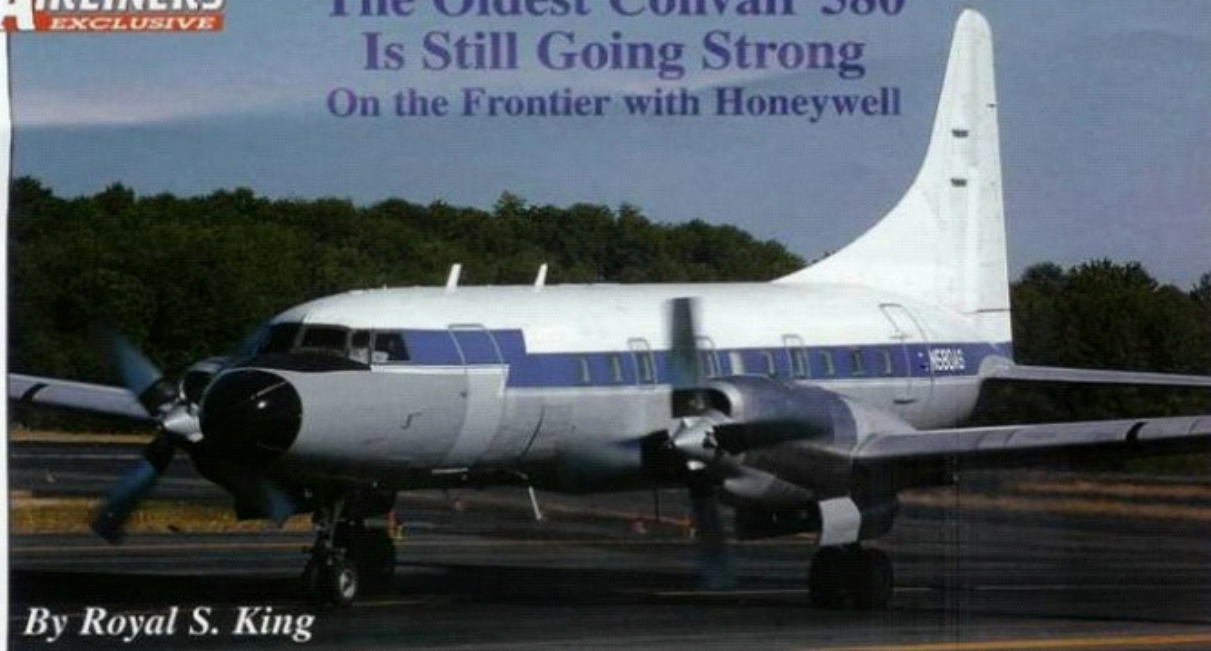


## The Oldest Convair 580 Is Still Going Strong On the Frontier with Honeywell



By Royal S. King

Honeywell's flight test Convair 580, N580AS (msn 2), is the oldest 580 airframe and is a veteran of United, Frontier and others. It is seen taxiing after hosting ex-Frontier employees on a nostalgic flight around northwest Washington. (Author)

**O**n March 23, 2005, the Honeywell Corporation brought together the past, present and future by inviting *Airliners* and several retired employees of the original Frontier Airlines to Everett, Washington for a day of nostalgia revolving around its special mission Convair 580. This storied airplane – a veteran of United, Frontier and other airlines – is the oldest surviving example of the Convair 340 line, currently flying

### Reciprocating Roots

Introduced in the fall of 1951, the Convair 340 design was the successor to the earlier, performance-limited model 240. The updated design featured a fuselage “stretched” by 54 inches, 16 forward of the wing and 38 behind. Uprated Pratt and Whitney R-2800 reciprocating engines were mounted on a larger wing for improved lift, which was especially useful at high temperatures and at high altitude airports.

as an avionics test bed for Honeywell Commercial Electronic Systems.

Frequently seen in the skies around Seattle or flying in and out of thunderstorms in South Florida, N580AS is still going strong more than 53 years after she was built. The Frontier alumni were very proud that the airplane they had flown many years ago is still hard at work, nearly four decades after the local service carrier had converted her to a turboprop Convair 580.

The largest Convair 340 customer was United Airlines, which placed an initial order for 55 frames. Serial number 2, today's N580AS, was the first example produced for United, rolling out of the Convair factory in San Diego on January 15, 1952. After a flight test program, United Airlines took delivery of the airplane on September 2. As N73102, she would go on to fly for United for 14 years. This would include a 1964 accident in which she landed short of the runway in Saugus, California, because of fuel exhaustion.



Frontier (FL) veterans enjoyed the reunion flight aboard their Allison Convair. Pictured are (from left): David Hyde, ex-FL Captain and former Boeing test pilot; Gus Stearns, ex-FL Captain and present Boeing test pilot; Jay Abbott, ex-FL pilot and present 787 technical manager; and former FL flight attendants Pam Stearns, Amy Johnson, Bambi Coons and Sally Hyde. (Author)



Shown in the photo left to right: Jay Abbott - a former Frontier pilot, Amy (Evelt) Wales - a former Frontier flight attendant, Dave Carbaugh - Boeing Chief Pilot of Safety, David Hyde's son, David Hyde - a former Frontier pilot, David's wife Sally Hyde -a former Frontier flight attendant, Gus Stearns - a former Frontier pilot, Gus' wife Pam Stearns - a former Frontier flight attendant.



Left to right, Jay Abbott - a former Frontier pilot, Gus Stearns - a former Frontier pilot, Dave Carbaugh - Boeing Chief Pilot of Safety, David Hyde - a former Frontier pilot and Amy (Evet) Wales - a former Frontier flight attendant.