

February 22, 1956

Route	Signed
EOL	
DC	
WBR	
RWB	
✓ RPC	✓
WDD	
LOV	
WFM	
NOG	
JJ	
Return to UCRL 149 Bldg. 50	

TO: R. P. CONNELL

SUBJECT: Pan American Contract

Reference: E. C. Shute ltr to you dated 2/16/56

LASL, through University of California Purchase Order U-60319-1, entered into a contract with Pan American Airways, 609 South Grand Avenue, Los Angeles, in the approximate amount of \$100,000 wherein the mileage charge rate was \$2.75 per mile flown for 2,730 miles or \$7,507.50; and a ferry rate of \$2.40 per mile for 2,730 miles or \$6,552. Thus, the total cost for a flight - Honolulu/Eniwetok/Wake Island/Honolulu - is \$14,059.50. Quoted below are Articles 1, 3, 4, 5, 6, and 7 which are pertinent to this letter.

"1. In addition to the charter flight covered by referenced charter contract, the Company agrees to perform five or six further charter flights utilizing B-377 aircraft, all charters to take place between March 1 and April 26, 1956. It is understood that the purpose of the charters is to transport approximately four hundred (400) employees of Charterer from Honolulu to Eniwetok. It is intended that only those flights, to a maximum of seven, required to accomplish this transportation will be made. The weight allowance on any flight shall be 15,300 pounds.

"3. Since the movement is required in one direction only, the cost of each round-trip flight is based on the published live charter rate, Honolulu to Eniwetok, plus the published ferry rate, Eniwetok to Honolulu, for a total price per round-trip flight of \$14,059.50.

"The Company proposes to file with the Civil Aeronautics Board a bulk charter rate of \$14,059.50 per each round-trip. If accepted, this will permit carriage of Charterer's passengers on the return portion of the flights if the need arises.

"4. The seating arrangement in the main cabin of the aircraft will consist of sixty-six seats, double seat units on each side of the aisle, providing four-across seating. In addition, the lower deck lounge will be available throughout any flight.

"5. Meal service will conform in every respect with the Company's normal first-class (President) service. An early morning departure at Honolulu will require breakfast, lunch and dinner. Regular first-class bar service will also be available.

"6. Cabin attendants will be restricted to male personnel. The composition of the operating crew is as follows:

Three PILOTS (including Captain and Navigator)
One FLIGHT ENGINEER
Three CABIN ATTENDANTS (including Purser and two stewards).

PW - Tests
Living - Charters
in Service

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"7. It is understood that there will be no publicity released by the Company concerning the movements. Flight times, departure times and arrivals will be kept as confidential as is feasible within the bounds of the departments actually involved in operating the flights."

A copy of the contract is on file in this office.

As contemplated, the total cost experienced would be prorated on the basis of passengers and their sponsoring organization. It was estimated at the outset that the ratio of personnel available to use these flights would be UCRL 40%, LASL 40%, and Sandia 20%; therefore, we wrote an order for \$40,000. To date, five out-bound trips are scheduled and the L-1 Division has 121 seats allocated for UCRL usage.

In the event that return flights are scheduled, we will have to increase our order to LASL accordingly.


C. L. BLUE

CLB:st

cc: V. Denton
G. Johnson
W. Gibbins(PPG)

P.S.: Pan American are booking space based on 62 seats per flight. The following is the seat allocation schedule as of this date. Note UCRL has 39% of the seats.

<u>Flight Date</u>	<u>UCRL</u>	<u>LASL</u>	<u>NRL</u>	<u>Sandia</u>
March 1	25	23	2	12
March 15	26	16	7	19
March 29	16	30	8	8
April 5	20	30	-	12
April 19	34	5	-	15