



**A GUIDE TO
THE EMILIO SALAZAR PAPERS**

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Last Revised By: Tracy Grimm, June 6, 2013
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Descriptive Summary

Creator:	Salazar, Emilio
Title:	The Emilio Salazar Papers
Dates:	1928-1975 [bulk 1950-1970]
Abstract:	Papers, aviation manuals, and procedure guides which document the Purdue Aeronautical Corporation and Purdue Airlines, and pilot Emilio Salazar's involvement with these and other airlines.
Quantity:	3.5 cubic ft.
Repository:	Archives and Special Collections, Purdue University Libraries
Location:	Storage Range 357 ASC (artifacts)
Preferred Citation:	The Emilio Salazar Papers, Archives and Special Collections, Purdue University Libraries
Processed by:	Joanne Mendes, August 2005

Restrictions

Access:	Collection is open for research. The collection is stored offsite; 24 hours notice is required to access the collection.
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Historical Sketch

Captain Emilio Salazar (1922-2004) was born on October 28, 1922 in Havana, Cuba, to parents Emilio R. Salazar and Enriqueta Rupia. Like his father, Captain Salazar attended Manhattan College in New York City in approximately 1938, where he learned the English language. An avid follower of aviation since Charles Lindberg visited Havana in 1928, Salazar began building model planes and won a national award for model airplane design and construction in December 1943. He attended a private pilot's course at the National Academy of Civilian Aviation in Havana, and earned his private pilot's license on December 22, 1944. Salazar came to the United States in 1944 to enroll in the Inter-American Aviation Training Program at Purdue University. He was at Purdue at the end of World War II, training in Waco UPF-7 biplanes. Training continued after the war, and Salazar completed the program on April 16, 1946. While at Purdue, he was married and became a U.S. citizen.

Salazar went on to work as a ferry pilot for Piper Aircraft Company in Lock Haven, Pennsylvania in October 1946. In February 1947 he was employed by Lockwood Field, Inc., in Frankfort, Indiana, as a private and commercial pilot instructor. The following year he began working for South Bend Flying Service in South Bend, Indiana, as a charter airplane pilot and flying instructor. He later worked for Capital Airlines, but was let go by the company in 1950 for not having been born in the United States. He then returned to Cuba, where he remained with his family for approximately ten years. While there, he worked as a pilot for Cubana Airlines (Havana), a subsidiary of Pan American World Airways.

In 1956, Salazar participated in special experimental high altitude airport operation tests conducted by Vickers Aircraft Ltd. and Cubana Airlines in Mexico City. In November 1959, he was promoted to Captain on the Douglas DC-3 regular scheduled passenger routes throughout Cuba. Salazar stated on his resume that he left Cuba in June 1960 due to communism. He returned to the United States and began working as a pilot for the Purdue Aeronautical Corporation in September 1960. He served as a co-pilot on experimental test flights and later on operational flights of the Midwest Program of Airborne Television Instruction (MPATI) at Purdue University. He operated DC-6s and DC-3s for Purdue in the early 1960s, and in June of 1963 he was promoted to Captain on the Douglas DC-3. In October of that year he began providing flying instruction for the Purdue Aeronautical Corporation and later the Purdue Airlines. Along with a large group of pilots from Purdue, Salazar was trained on the DC-9 during December 1968 and January 1969 by Eastern Airlines in Miami. After Purdue Airlines ceased operations in April 1971, Salazar joined Southwest Airlines, where he piloted the first flight of the newly reformed airline out of Love Field in Dallas, Texas, on June 18, 1971. His last flight with Southwest Airlines was on October 27, 1982, when, per FAA regulations, he retired at age 60. There was a large celebration at Love Field and many of his family members attended. He died in Dallas, Texas, on April 15, 2004.

The Purdue Aeronautical Corporation (PAC) was organized in 1942 by Purdue's President Edward C. Elliott. The non-profit Corporation was devised to work as a self-

supporting laboratory for air transportation and flight instruction. During World War II, PAC hosted a Navy Flight Instructors School, various Navy and Army pilot training programs, and three Inter-American Flight Programs. After unsuccessful attempts in 1949 and 1952 to establish a carrier route, PAC obtained an exemption in 1953 from the Federal Civil Aeronautics Board which allowed PAC to operate as a “large irregular air carrier” in the charter and military markets. From July 1953 to February 1969, PAC’s DC-3 aircrafts logged over 34,000 flight hours with students occupying the co-pilot’s seat on every flight. In 1962, Purdue became one of thirteen carriers to receive permanent certification as a Supplemental Air Carrier (charter). Shortly thereafter, PAC purchased a DC-6 from United Airlines. The first contract using the DC-6 was negotiated with the Chicago White Sox in 1962, the only contract obtained for a supplemental carrier from a major league team. From 1960-1968, PAC operated two DC-6 A/B aircraft for the Midwest Program for Airborne Television Instruction. The aircrafts flew over Montpelier, Indiana and broadcast educational programming to schools in six Midwest states. In 1968, after PAC was unable to finance the purchase of a jet engine DC-9, Purdue Airlines was created in conjunction with Stephens Inc., as a for-profit corporation. Purdue Airlines ceased operations April 30, 1971 due to financial considerations.

Scope and Content Note

The Emilio Salazar Papers (1928-1975; 3.5 Cubic ft.) document flight instruction at the Purdue Aeronautical Corporation (PAC), and later the Purdue Airlines. The majority of the papers date from 1950 to 1970. The papers have been divided into two categories: I. Purdue Aeronautical Corporation and Purdue Airlines; and II. Non-Purdue Aviation Materials.

The Emilio Salazar Papers document aviation flight instruction and aircraft maintenance from the post World War II era to the 1970s. Aircraft covered by these materials are the DC-3, DC-6B, and DC-9. Many of the instructional materials used by PAC and Purdue Airlines were donated from major airlines such as: Eastern, United, Pan American, and Braniff. Materials from Salazar's later career cover pilot rules and regulations for Southwest, United, and Braniff International Airlines.

Types of materials in the papers include: PAC and Purdue Airline employee information packets; printed material, consisting primarily of aircraft operations manuals, flight instruction handbooks, and aviation books; memoranda; notes; charts; and artifacts.

A Purdue Aeronautical Corporation pilot's cap and model air plane were added to the collection through a transfer from Purdue's Department of Aviation Technology in November, 2012.

Inventory

Box A

Purdue Aeronautical Corporation & Purdue Airlines, circa 1950-1970

Purdue Related Aviation Book, circa 1950s

The Putt-Putt Air Force. The Story of the Civilian Pilot Training Program and the War Training Service (1939-1944), circa 1950s. United States Department of Transportation, Federal Aviation Administration publication.

Purdue Aeronautical Corporation, circa late 1950s – 1970

Checkbook cover, undated. Inscribed on front: *Purdue Airlines, Inc.*

Brochure, "PAC Air Charter Services," circa late 1950s – early 1960s.

Report, "The Supplement Airlines," 1966. Issued by the National Carrier Association.

Brochure, PAC employees group pension benefits, circa 1967

Packet, PAC employees insurance benefits information, 1970

PAC Training and Operations Manuals, circa 1950-1969

Salazar's Personal notebook, undated. Notes, airport approach charts, and Purdue Airlines wind component chart.

PAC Recurrent Training Aeronautical Meteorology Lessons 1 -19, circa 1963-1964

Purdue Airlines Operations Manual, circa 1967-1968

PAC Training Procedures, 1966-1968 [notebook also contains Braniff Airlines Flight Performance and Planning Manual, 1978]

Box B

Purdue Aeronautical Corporation & Purdue Airlines, circa 1950-1970

PAC Training and Operations Manuals, circa 1950-1969

PAC operation manuals and charter regulations, circa 1952-1959 [portfolio also includes Pan Am Operations Training Kit (1956), South American maps and Cuban manifest sheets.]

Flight Instruction Handbooks, 1956-1958

Civil Aeronautics Administration Technical Manuals (Nos. 105-106), 1956-1958

United States Air Force Flight Handbook, 1957

Box C

Purdue Aeronautical Corporation & Purdue Airlines, circa 1950-1970

Aircraft Training and Operations Manuals, circa 1950-1969

DC-3 Manuals, circa 1950-1960s

Engine Operations Chart, undated
PAC DC-3 Inspection and Check forms, undated
Operations Manual for Douglas DC-3 Passenger Airplane, undated
PAC DC-3 Training Manual, undated
DC-3 Airplane Manual #7, 1950
DC-3 Airplane Manual #11, 1950
DC-3 Checklist, 1952
PAC DC-3 Academic Training Manual, circa 1960s

Box D

Purdue Aeronautical Corporation & Purdue Airlines, circa 1950-1970

Aircraft Training and Operations Manuals, circa 1950-1969
DC-6 Manuals, circa 1954-1962
DC-6B Manual and Proposed Checklist, 1954, 1962
DC-6B Flight Study Guide, 1954
American Airlines DC-6B Operations Manual, 1958
Midwest Program on Airborne Television Instruction, Proposed
Aircraft Operational Checklist, 1962
DC-9 Manuals, circa 1968-1969
Navigation Training Handbook, undated
Eastern Airlines Flight Standards Manual DC-9, 1968
Eastern Airlines Flight Standards Manual DC-9 Supplement, 1968
DC-9 Planning and Performance Manual, 1969. (Folder 1 of 2)

Box E

Non-Purdue Related Aviation Materials, circa 1928-1975

Aircraft Training and Operations Manuals, circa 1950-1969
DC-9 Manuals, circa 1968-1969
DC-9 Planning and Performance Manual, 1969. (Folder 2 of 2)
Hand-held E6B flight computer in leather case, undated
Pamphlets, circa 1955-1968
U.S. Department of Commerce Weather Bureau Aviation Series 1-8, 10-18; 1955-1956
Malfunction Analysis from the Flight Deck, 1968
Operations Manuals, circa 1945-1969
Honeywell YG1500 Radar Altimeter System Operations Manual, undated
The Use of Operating Curves, 1945
Use of the Torquemeter, 1952
Gas Turbine Engine, 1952
The Single Stage Two-Speed Supercharger and its Operations, 1955
Pilot's Handbook on AVQ-10 Airborne Weather Radar System, 1955
Pilot's Handbook on WP-101 Airborne Weather Radar System, 1955

Double Wasp CB16, 1956
Twin Wasp S1C3-G, 1956
Intro to Jet Engine Fundamentals, 1958
JT8D-9 Commercial Turbofan Engine, 1969
Airline Operations Manuals, circa 1944-1975
Pan American System Navigation Course, 1944

Box F

Non-Purdue Related Aviation Materials, circa 1928-1975

Airline Operations Manuals, circa 1944-1975
Braniff International B-727 Operations Manuals Books 1 & 2, 1968
United Airlines Pilot Medical Training Manual, circa 1971
Southwest Airlines Folder containing checklists, memoranda, and aviation articles, circa 1971
Braniff International B-727 Operations Manuals, Book 1, 1975.
Aviation Books, 1940
Dead Reckoning Altitude and Azimuth Table, U.S. Department of the Navy, 1940.
Practical Air Navigation by Thoburn C. Lyon, 1940.

Box G

Non-Purdue Related Aviation Materials, circa 1928-1975

Airline Operations Manuals, circa 1944-1975
Braniff International B-727 Operations Manuals, Book 2, 1975.
Aviation Books, 1928-1958
Dyke's Aircraft Engine Instruction by A.L. Dyke, 1928
Principles of Magna Flux Inspection by F.B. Doane, 1942
Practical Aircraft Sheet-Metal Work by Russ Frazer and Orrin Bertiaume, 1942
Airline Transport Pilot Rating by Charles A. Zweng and Allan C. Zweng, 1958

Purdue Aeronautical Corporation & Purdue Airlines Addendum, ca. 1960s

Boxes H and I are items that belonged to Emilio Salazar and were transferred from Purdue's Department of Aviation Technology in November, 2012. These oversized artifacts are stored separately from the rest of the papers.

Box H

Artifact

Purdue Aeronautical Corporation pilot's cap, Dark blue/black cap with silver embroidery
Purdue Aeronautical Corporation insignia and embellishments, has caning support inside rim. Circa. 1960s, (11" x 10" x 4").

Box I**Artifact**

Purdue Aeronautical Corporation model airplane, White and blue plastic with "Purdue" on sides and "N387T" on tail. Circa. 1960s, (16 ½" x 23" x 4 ½").