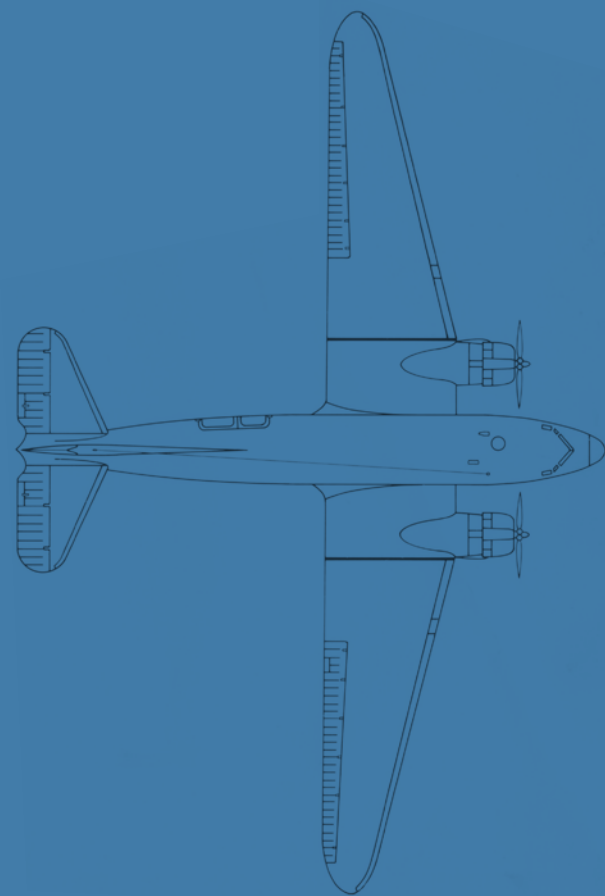
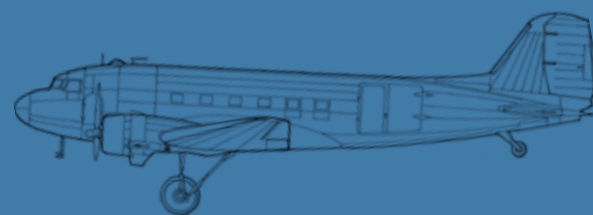


BACK IN TIME  
**THE LEGENDARY DC-3**  
AROUND THE WORLD



Seventy-seven years to the day since its first flight, the Breitling DC-3 departed for a unique journey all around the planet. Between March and September 2017, DC-3 HB-IRJ undertook a great world tour in stages, punctuated with various events and participations in airshows. A new accomplishment for this legendary aircraft that has made its own unique mark in aviation history forever.

One of the main goals of the Breitling DC-3 World Tour and pilot-owner Francisco Agullo and his team was to promote aviation heritage and inspire future generations. That's also the reason why the highlights of this epic journey have been captured in stunning images by world-renowned aviation photographer Katsuhiko Tokunaga. You will find a vast selection of these superb photographs in this book, commented upon by the adventurers of this incredible flight.



BACK IN TIME

THE LEGENDARY DC-3

AROUND THE WORLD



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AROUND THE WORLD



Photography by  
**KATSUHIKO TOKUNAGA**

Text by  
**FRANCISCO AGULLO**

stichting  
kunstboek



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**THE LEGENDARY DC-3**  
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## FOREWORD

If passion lies in the eyes of the beholder, there are sometimes exceptional endeavours that are only achieved through an unbridled belief in the human spirit.

The Breitling DC-3 World Tour was one such adventure. Instigated by Captain Francisco Agullo, this incredible journey lasted six months, covered a distance of 45,400 kilometres (24,500 NM), crossing 27 countries and visiting 62 cities.

Achieving what many experts deemed to be impossible, the flight's goal was more than just about airmanship and technical mastery. For Breitling and the crew, what mattered most, was sharing a common passion with as many people as possible along the route. The Dakota's crew managed to perform 147 pleasure flights carrying more than 1,000 people along the way and adding 258 flight hours to Breitling's DC-3 HB-IRJ.

For Francisco and his crew, taking this legendary aircraft around the world was the adventure of a lifetime. Despite its venerable 77 years of age, the aircraft performed flawlessly and not a single flight was cancelled for technical reasons. Both the crew and aircraft were often taken to their limits. There were some tight margins at times and despite some very long days, the crew remained highly motivated, never complaining about a lack of sleep or hours spent flying into the night.

As with so many other aviation adventures sponsored by our brand over the years, Breitling's support for this project was not just about flying Breitling colours and promoting our products around the world. Ultimately, our aim was to promote aviation heritage and inspire future generations to fly their dreams.

Mission accomplished Old Lady!

Theodore Schneider  
Breitling President & CEO

# THE DOUGLAS DC-3

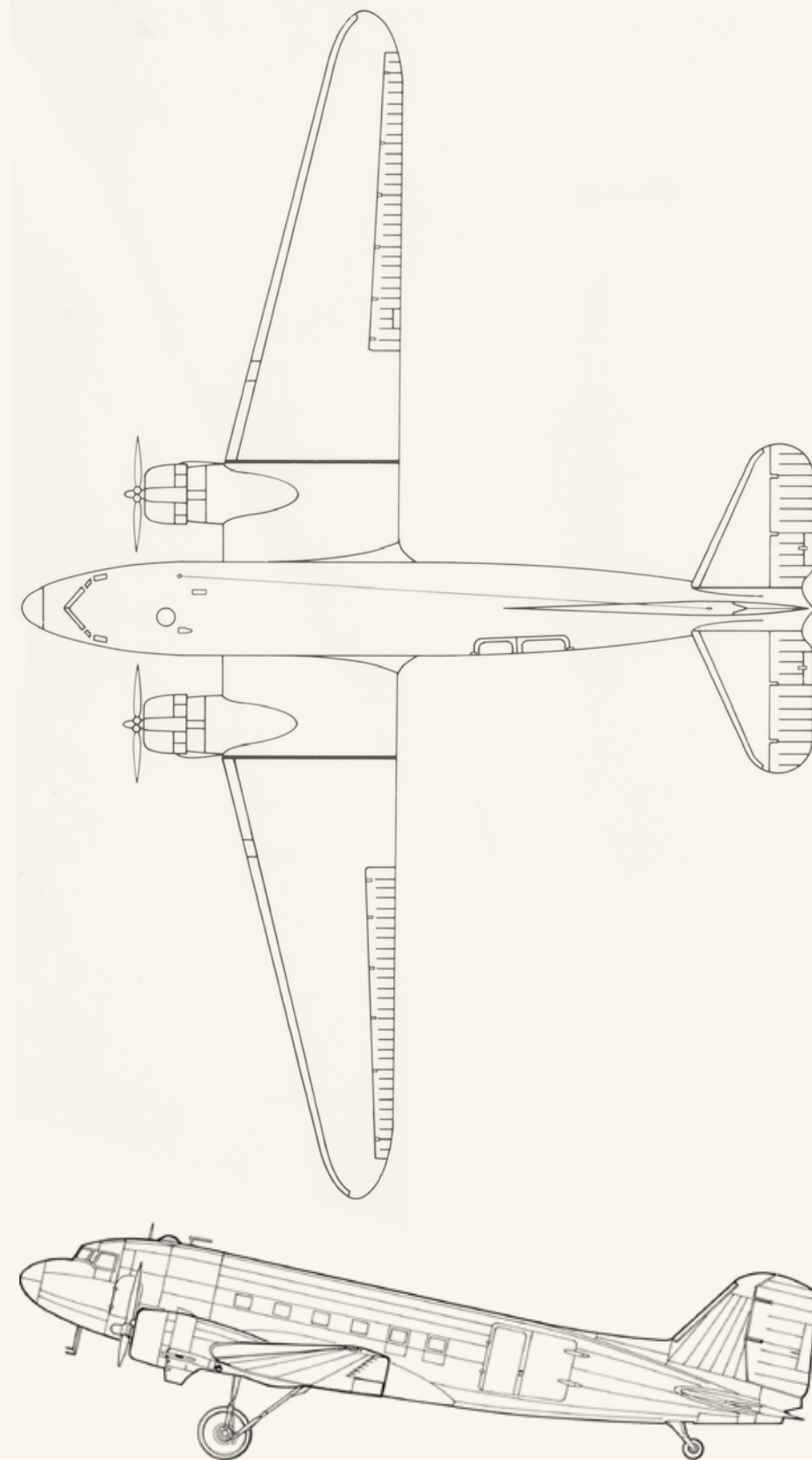


## GENESIS OF THE LEGEND

The designation “DC” refers to “Douglas Commercial”. The DC-3 was the culmination of a development effort that originated out of an inquiry from Transcontinental and Western Airlines (TWA) to Donald Douglas. TWA’s rival in transcontinental air service, United Airlines, was inaugurating a service with the Boeing 247 and Boeing refused to sell any 247s to other airlines until United’s order for 60 aircraft had been fulfilled. TWA asked Douglas to design and build an aircraft that would enable TWA to compete with United. Douglas’ resulting design, 1933’s DC-1, was promising, and led to the DC-2 in 1934. Whilst the DC-2 was a success, there was room for improvement.

Cyrus Rowlett Smith, President of American Airlines and William Littlewood, American Airlines Vice President of Engineering, had both flown in the DC-2 and did not like some of its performance characteristics. Although it was a marked improvement over the Boeing 247, and had the highest rated engines in use at the time, they felt it lacked power. It carried 14 passengers, two more than the DC-1. But the DC-2 couldn’t make New York to Chicago, non-stop, although it was faster than any other airliner on that route. They also had reports that, at times, it was tricky to land, with heavy aileron and rudder control inputs. Additional reports of directional instability, propeller, and fin icing problems and excessive yaw during turbulence also concerned them.

C. R. Smith (American Airlines’ President) telephoned Donald Douglas with a proposal. Smith had decided what kind of aircraft American needed. He was looking for a larger and more comfortable aircraft than his Condors or Fords, with improved performance over the Boeing 247. He also wanted something bigger than the DC-2. Smith wanted to give his customers safe, comfortable and reliable transportation, and his Curtiss Condor “Sleepers” and Ford Tri-Motors simply did not measure up to these standards.





At first, Douglas did not react strongly or positively to Smith's proposal. He was reluctant to take on a new design with all the associated engineering headaches. The DC-2 was in full production with 102 machines already manufactured, and another 90 orders on the assembly line. A new model would mean new tooling and starting over with a new risk.

Smith spent over \$ 300 on a two-hour long distance call before he finally convinced Douglas to modify a DC-2 to American's sleeper requirements. Some have said that if Smith had not persisted with his ideas, that Douglas would never have built the DC-3. Douglas nevertheless was sceptical. Night flying wasn't popular and he wondered about Smith's business sense. Where would Smith get the millions of dollars needed to finance this venture and who would want to sleep in an aircraft?

After a general agreement amongst the airlines on the potential design, a detailed evaluation process began. The airline's total needs, from the number of aircraft, to passenger accommodation, facility requirements, and total economic impact was part of the process.

The Great Depression had created hard times for many of America's industries and the government had formed the Reconstruction Finance Corporation to loan money to the private sector. Cyrus Smith took advantage of this agency and obtained a loan to fund the development of the new design. On July 8, 1935, Smith sent a telegram to Douglas ordering ten transport aircraft costing \$795,000. The actual specifications for Smith's proposed aircraft arrived at Douglas Aircraft on November 14, 1935 (long after construction had begun). Before the first flight of the DC-3, American doubled their initial order to include eight DSTs (for Douglas Sleeper Transport) and 12 DC-3s.



Back in time

# THE LEGENDARY DC-3 AROUND THE WORLD

**The ultimate dream:  
flying around the world with the legendary Douglas DC-3**

Our project was presented to Breitling for the first time in 2013. The idea was to carry 500-1000 Navitimer watches on board the Breitling DC-3 during a six-month period and to fly around the world. The promotion tour would generate a lot of media attention and our 77-year-old DC-3 would become the oldest aircraft in aviation history to circumnavigate the Earth.

I suggested that each watch be sold at a higher price than normal retail, thus enabling the financing of the adventure. Breitling would still make its profit margin and generate media attention at minimal cost. The clients and watch collectors would then own a watch with a unique history. I had no doubt that the watches would sell like hot cakes.

Breitling management liked the concept but they already had the Breitling Jet Team and the Breitling Wingwalkers outside of Europe promoting their brand. The Breitling DC-3 World Tour was therefore rejected for three years in a row. I felt disappointed as I was convinced of the success of this unique concept, but after presenting it three times, I decided to put the project into a drawer and forget about it.

One year later, in 2016, Katsuhiko 'Katsu' Tokunaga sent me an e-mail with an invitation to participate at the 2017 Iwakuni Friendship Day airshow in Japan with our DC-3. I was thrilled by the invitation. Of course, just flying from Switzerland to Japan and back would make no sense for just one airshow. Nevertheless, his invitation gave me a great excuse to once again present the DC-3 World Tour project to Breitling's management.

It just so happened that for the 2017 season, all of Breitling's aircraft were scheduled to remain in Europe and it couldn't have been a better time therefore to send the Breitling DC-3 around the world to promote the brand. Breitling headquarters in Grenchen, Switzerland decided to send a letter to their worldwide agents to see if they were also interested in the project. The response was very positive and the Breitling DC-3 World Tour received final approval during the summer of 2016. We now only had six months' time to work up to full steam and prepare the aircraft, the crew, obtain all the permits and get all the logistics into place.

A team of volunteers, mechanics and pilots started working almost daily to prepare for this adventure.

Here's how the workload was divided up:

- Raphaël Favre ensured that we had Avgas fuel available at all our planned destinations. He selected our airport handling agents.
- Yannick Bovier liaised with White Rose Aviation, one of our co-sponsors to obtain the necessary flight permits in accordance with the planned routes.
- Peter Maeglin took care of the logistics (shipping engines, spare parts and oil) wherever we needed them.
- Aerotec, our co-sponsor, supervised the maintenance work and coordinated with the aviation authorities.
- Clive Edwards and his team completed the DC-3's annual inspection prior to our departure.

- Paul Bazeley and his company Aerometal undertook the modifications for the aircraft's fuel system and prepared the documentation required to get this modification approved by the authorities. He also completed the final technical preparation of the aircraft.
- Breitling HQ organized all the media events in coordination with their agents. Guests and medias flights were planned at many destinations.
- Katsuhiko 'Katsu' Tokunaga took care of the air-to-air photography and organized the photo-ships where they were needed. He coordinated all the formation flights and military jets interceptions, including requesting approval from the Pentagon to land in Shemya Island.
- I managed the whole project, communicated with Breitling and coordinated all the work to ensure we kept everything on track.

We now had a great team in place, motivation was high and everyone was pulling together in the same direction. The days were long and the nights tended to become shorter as we approached our departure date. Breitling was of immense support. Monika Pieren, Adeline Jacot, Charlene Reynaud, Ben Balmer, Stefano Albinati, Jean-Paul Girardin and CEO Théodore Schneider were all enthusiastic to get the project launched.

Francisco Agullo



Starting the adventure

## EUROPE TO THE MIDDLE EAST

Geneva

-

Avignon

-

Zagreb

-

Athens

-

Tel-Aviv

-

Amman

-

Manama

-

Doha

-

Dubai



Brake release for HB-IRJ; about to embark on the first step of the great adventure.

March 9th, 2017 - Departure date

## GENEVA-AVIGNON

It being exactly 77 years since our DC-3 undertook its maiden flight, we took this anniversary date as the start of our World Tour. We planned an important media event at the Hotel des Bergues in Geneva where we presented the project and the crew to the media and guests. We all felt the excitement, knowing that we were about to start a big adventure lasting six long months. After a long and intensive work preparation period, it was time to push the throttles forward and finally get airborne.

Our first flight was initially planned to route directly to Zagreb but the weather over the Alps wasn't favourable as icing conditions and turbulence prevailed. There was only one option: to fly at low altitude along the Rhône Valley and circumvent the Alps. It was a long detour from our initial plan but a much safer option. The first crew comprised of Gabriel Evêque as pilot, Daniel Meyer as security officer/photographer/videographer and Ian Mc Gillivray as mechanic and myself.

The flight plan was duly filed with the new routing, with selected guests and media getting on board for the first sector. A lot of people gathered around the DC-3 and waved us goodbye before departure. We got airborne towards the south and as we left the frequency, the controllers and pilots wished us good luck for the journey. No doubt we'd need it. Our passengers on this first sector were mainly journalists who reported their experiences to the daily newspapers and other magazines. They were interested and excited to be part of the beginning of our journey. They soon realized that they would like to stay on board for longer than just a couple of days.



Breitling Vice-President Jean-Paul Girardin and Chief Pilot Francisco Agullo at the Geneva press conference.







The Breitling DC-3 ready to start engines in Geneva at the beginning of the journey.



Overflying Geneva with its world famous 'jet d'eau' fountain.



Jean-Paul Girardin with the Breitling DC3 World Tour pilots: Raphaël Favre, Paul Bazeley, Francisco Agullo and Gabriel Evêque.



Heading south along the Rhône Valley towards Avignon, France.



Formation flying with the Royal Jordanian Falcons over Wadi Rum.

Leaving Amman towards Manama (Bahrain)  
escorted by the Royal Jordanian Falcons.





Sunset at Amman-Marka airport.



Two sentries on Amman-Marka's military apron.





HB-IRJ flying over Dubai with the tallest skyscraper in the world, Burj Khalifa, in the background.

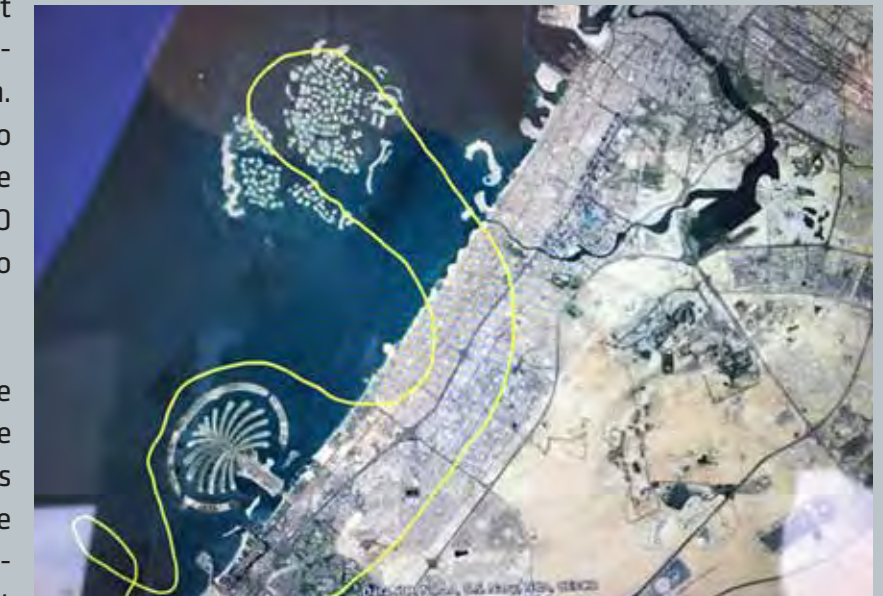
March 21st, 2017

## DOHA-DUBAI

We flew the short hop from Doha to Dubai and landed at Al Maktoum Int'l airport (DWC). This is Dubai's new airport located 37 km south-west of the city in the Jebel Ali area. DWC airport opened in 2010 but at the moment only few airlines operated here, most still preferring the main airport at Dubai Int'l (DXB).

Our handling at Dubai DWC was taken care of by Jetex; they had just completed the construction of a brand new VIP terminal. In my opinion, this is the most beautiful and exclusive terminal I have ever seen. Everything was perfect, from their customer service to the art deco style of the terminal. As we got off the aircraft two Rolls-Royces were waiting for us. I told the agent that I had no problem walking the 20 metres distance between the aircraft and the terminal, but decided to take the Rolls for those few metres anyway.

Everything went pretty smoothly with the organized events and the local flights. We had also planned to fly over the city, the Palm, the Burj el Arab and the Burj Kaliffa at low altitude. Katsu took photos while Gregory filmed the flight. Both of them flew on board a Skydive Dubai team DHC-6 Twin Otter. We flew just behind them and maintained close formation. This flight required a special flight permit from the authorities. It was a complicated task, but Katsu and Skydive Dubai made all the arrangements for us with special support from the Crown Prince. We received the photo flight approval and just before sunset were cleared for the flight over Dubai. We now had two days ahead of us to complete some routine maintenance checks. It was also time for a crew change: our mechanic Ian McGillivray was replaced by Paul Bazeley joining us from the USA. They spent a day together for the handover and worked on the aircraft. Until this stage the DC-3 had been very reliable, so there wasn't much to report.



Gaby also returned to France as Paul then flew the aircraft with me. Both Ian and Gaby were a great help during the first part of the World Tour. We had only left Geneva two weeks ago but everything had been so intense that we all had the impression that we'd been away from home for months.



The iconic sail-shaped silhouette of the Burj Al Arab hotel with the Palm Jumeirah in the background.



Dubai Marina skyline.



The land of the rising sun

## JAPAN

Kagoshima

-

Kumamoto

-

Iwakuni

-

Kobe

-

Fukushima

-

Sendai

-

Matsushima

-

Sendai

-

Obihiro