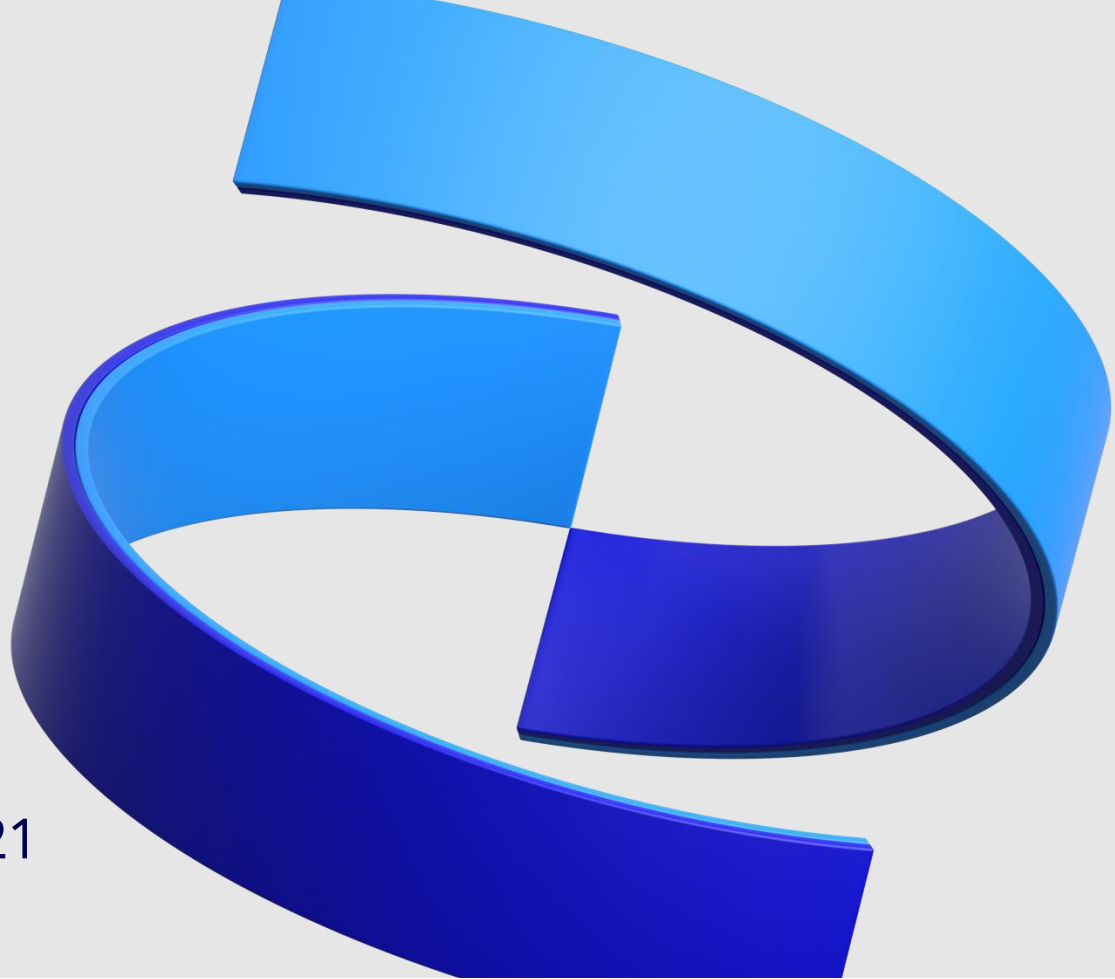


Pfizer Kalamazoo  
Engineering and Maintenance

# EMU#JOY

#EngineersCanBeSeriousToo

#007 NOVEMBER 27<sup>th</sup> , 2021

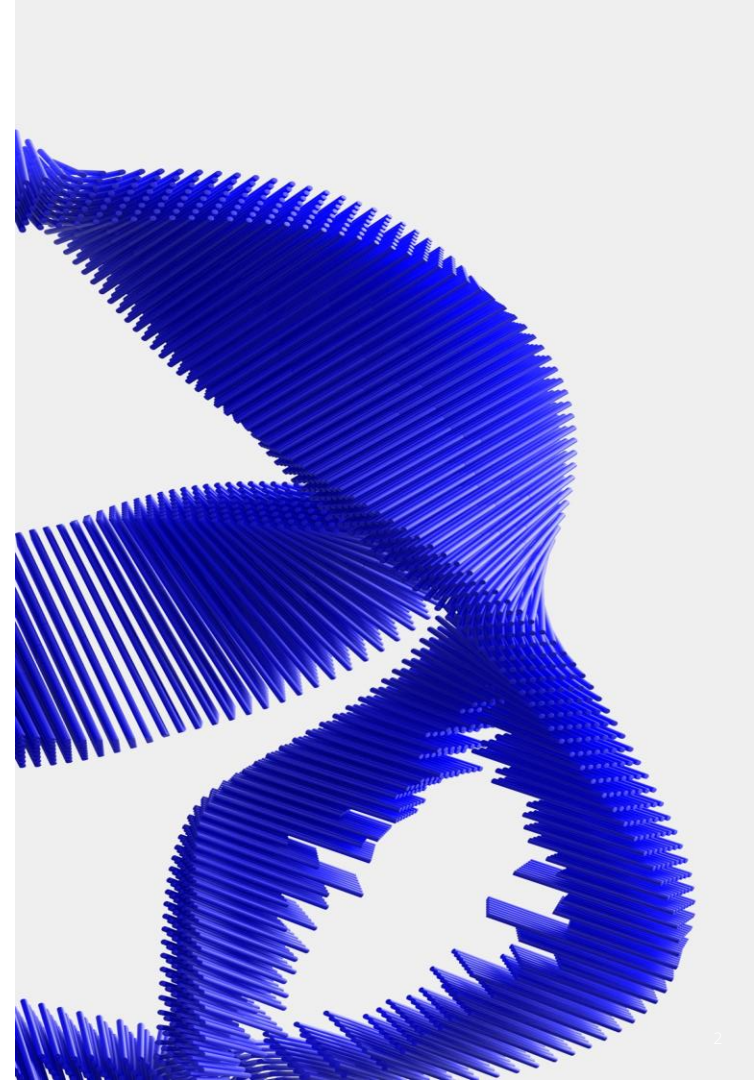


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# Upjohn Aviation

... the transportation rationale

- Upjohn Company International footprint
- Many intercompany travels
- Inefficient <1,000 trips with commercial flights



# Upjohn Aviation

## The Upjohn Airforce

- The first Upjohn-owned aircraft was in the air during late 1956.
- The operation was jocularly referred to as "The Upjohn Air Force".
- Air operations from Kalamazoo lasted just over 50 years
- The final operation being the Pfizer Air Shuttle.
- Upjohn had its own hangar build at Kalamazoo Airport
- May 19th, 1956 – company's first airplane – Twin Prop Learstar



### ***Upjohn Takes to the Air***

All of Upjohn's top executives gathered on May 19, 1956, to take delivery of the company's first airplane, a twin-prop Learstar. Among those on hand were (l-r) L.N. Upjohn, Donald S. Gilmore, a Lear representative, Coy V. Patterson, Harry E. Turbeville and Lewie M. Crockett.

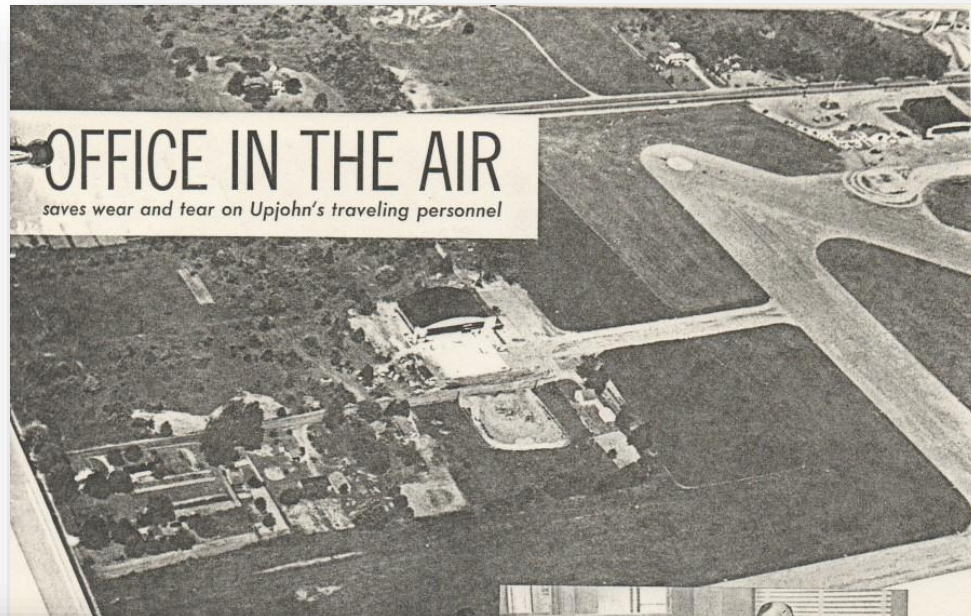




# Upjohn Aviation

For long the fleet consisted out of 3 planes

- 1956 Twin prop Learstar
- 1958 Beechcraft King Air
- 1959 Gulfstream Turbo prop (16 passengers)
- 14 of 17 locations within 1,000 mi
- Non-employees on Deadhead flights
- Initial pilots (Chief Pilot Joe Betty, Reserve Captain Jones) managed flight plans, arranging service and weather monitoring.
- After 6 months added copilot George Olson
- Chief Aviation Mechanic Vern and Bill Moore (transferred from Antibiotics departments) both had licenses.
- All airplane service done by Upjohn men



**COMPARATIVE TRAVEL TIME**  
Kalamazoo to the following:

	LEARSTAR	AIRLINES
Boston	3 hrs. 10 min.	6 hrs. 4 min.
Cincinnati	1 hr. 15 min.	2 hrs. 26 min.
Cleveland	1 hr.	2 hrs. 25 min.
Memphis	2 hrs. 35 min.	3 hrs. 55 min.
Minneapolis	2 hrs.	3 hrs. 18 min.
New York	2 hrs. 40 min.	3 hrs. 35 min.
Washington, D. C.	2 hrs. 15 min.	3 hrs. 34 min.
Toronto	1 hr. 30 min.	3 hrs. 32 min.
Montreal	2 hrs. 40 min.	5 hrs. 2 min.



Doris Guilfoyle assists Administrative Assistant Ted Parfet in scheduling Learstar flights for maximum efficiency.



## 1974 Milestone

- 10,000 flight hours in the Gulfstream Turbo-Prop!
- Approx. 3,000,000 miles traveled



### Company Plane Logs 10,000 Air Hours

## Turbo-prop Wings It

What employee of The Upjohn Company has put in 15 long years, traveled thousands of miles on business (often at night and in bad weather), is on call every day and has had four facelifts just to keep up the company image?

The answer won't be sitting next to you at coffee when you read this.

It will probably be winding its way to some city in the United States or resting in the Upjohn hangar near the Portage manufacturing complex.

The tireless worker is the company's Grumman Gulfstream turbo-prop that recently reached a milestone when it recorded its 10,000th hour of flight during a round trip to Indianapolis, Ind.

According to Chief Upjohn Pilot Virgil Williams, 10,000 hours of airtime for an

airplane is something like putting 500,000 miles on an automobile.

The idea of all those hours in the air seems even more astounding upon inspection of the airship. Its crew on the record-setting flight included, in addition to Williams, D. Joe Gless and Vernon Lowe, and they are as proud of the plane's trim appearance as of its outstanding performance. The Gulfstream has been painted four times and looks almost new.

"Actually, the plane is worth more now than when we bought it," noted Williams.

Purchased by the company in 1959, it was the 18th of 200 Gulfstreams made by the Grumman company.

It seats 16 passengers and is the oldest of the three company planes housed near the Kalamazoo Municipal Airport.

# Upjohn Aviation

- Undated – estimated around 1964
- The first Upjohn Jet plane – Sabreliner

## *Jet Joins Upjohn Air Fleet...*



**THE LATEST** addition to Upjohn's line of flight is this six-passenger Sabreliner, a twin-engine business jet placed in operation in late August. According to Aircraft Scheduler William L. Vanden Broek (center), the craft is capable of cruising at 550 miles per hour with a ceiling of 41,000 feet. It has a range of 1,600 miles. With Vanden Broek are Aviation Mechanics Richard W. Bennett (on tractor) and Ralph L. Michalka, part of Upjohn's 16-member Aviation unit. Vanden Broek explains that "with decentralized companies like Upjohn, an executive aboard a business plane can move quickly between sites and go straight to work. He won't be wasting time waiting for connecting flights or waiting for luggage." Upjohn Chief Pilot Virgil L. Williams notes that there are only about 500 airports in the U.S. served by airlines, while 6,000 airports are available to business aircraft. "With changing planes," Williams says, "this means it would take all day to fly to, say, Louisville, Ky. We can get there in a half hour." Upjohn's Sabreliner, like its JetStar forerunner (hanged in background), was purchased used. Rounding out the corporate fleet is a twin-engine Grumman Gulfstream I prop-jet. In buying the Sabreliner, Upjohn traded in a Beechcraft King Air.

—Photo by W. Leon Riegler

# Upjohn Aviation

- 1984
- Travel statistics report
- 3 planes – 7 pilots

1

TO: R.D. Carlisle  
FROM: J.W. Armstrong  
SUBJECT: Centennial Intelligence Report No. 8

November 13, 1984

WILD BLUE YONDER, ETC.

Volume of travel in and out of Kalamazoo by air:  
1100 people per month

Total annual airline ticket bill: \$6,500,000.00

THE UPJOHN AIR FORCE:

-2 Cessna Citations  
-1 Grumman Gulf Stream

*4<sup>th</sup> jet added in 1987  
reports of intercontinental flights*

1983 figures for the Air Force:  
2.3 million passenger hours on 1,200 flights during that year.

Presently there are 7 pilots

Most flights are to the east coast. There is a regular shuttle service to Washington D.C. on Thursdays.



# Upjohn Aviation – Lease period

- 1994
- No planes owned by Upjohn
- Leased 2 Cessna Citations
- Replacing 2 owned Citations
- Corporate Angel Flights

## Aviation strategies take off, cut cost

Like most areas of The Upjohn Company, the Aviation unit has been right-sizing. In fact, for the first time since 1957, Upjohn does not own a corporate airplane. Instead, the company leases two eight-passenger Cessna Citations for its aviation operation in Kalamazoo.

"Cutbacks in the Aviation unit save the company money and reflect the reduction in employee travel since strict travel guidelines began last year," said Douglas C. Swartz, Manager, Aviation. Swartz will replace Virgil L. Williams, Director, Aviation, who is retiring in June after 35 years with the company.

Upjohn spent \$14.5 million on commercial airline tickets in 1991, according to David B. Curtiss, Manager, Travel Services. In 1993, that cost was down to about \$11 million.

The leased airplanes replace two earlier model Citations the company owned. And in February, Upjohn sold its 16-passenger Gulfstream IV. That means corporate flights are now basically confined to the United States, Canada, Mexico and Puerto Rico.

In 1990, the company owned four aircraft, and the unit was authorized for 25 people. There are now about half that many in the Aviation unit, according to Swartz.

The Upjohn Company now leases two Cessnas rather than own aircraft. The Cessnas have state-of-the-art traffic collision avoidance, ground proximity warning and satellite navigation systems, an auxiliary power unit and a computer link similar to electronic mail. Members of the company's Aviation unit include (l-r) Allan D. Hayward, Bradley K. Honek, Douglas C. Swartz, D. Joe Gless, Mark R. Coates, Richard W. Bennett, Stacey M. Norris, Joseph D. Stokkerman, Roger J. Jenkins, William L. VandenBroek, and Charles A. Dillard. Not shown are Barbara L. Butler, John F. Cork, David M. Ford, Gary E. Warfield and Virgil L. Williams.



There are a few guidelines for using the company jets.

"Any employee can ride on a company plane if the trip is for business," Swartz said. "About 75 percent of our passengers are middle-management people." A corporate vice president must approve each trip, and the approving officer's unit is charged normal discounted coach fares for each passenger.

There are many advantages to corporate aircraft, according to Swartz and D. Joe Gless, Senior Pilot. Advantages include:

**Time Savings:** "We can fly to Washington from Kalamazoo in one hour and 15 minutes," Swartz said. "It will take up to five hours on an airline [including layovers

and aircraft changes]. Using our aircraft can also normally save the time and expense of an overnight stay."

**Convenience:** "There isn't the hassle with waiting to board or collecting baggage," Gless said. "Airlines don't always operate at hours employees want to fly. But we will." Also, Upjohn's dispatch reliability, or meeting scheduled departure times, is excellent. In 1993, Upjohn Aviation had a 100 percent dispatch reliability, Swartz said.

**Privacy:** "Confidential meetings can be held on our aircraft," Gless said, "which is not possible on commercial flights."

**Flexibility:** In the United States, Upjohn planes can land in

approximately 4,000 airports, said Swartz, while airlines fly into only 375.

**Special needs:** "We can take care of things that airlines really can't accommodate, such as special meals, presentation materials, computers, ergonomically correct seats and many others," Gless said.

While business passengers are its number-one priority, the unit also delivers emergency packaging supplies, for example, as well as New Drug Applications and clinical samples.

ical samples.

"We also do 15 to 20 Corporate Angel flights a year," said Swartz. In this program, corporations transport cancer patients who are receiving special therapy when seats are available. In 1991, Upjohn also flew a group of Special Olympians from Connecticut to the site of the Olympics in Minnesota.

"We're proud of what we do for the company," Swartz said.

# Pfizer AirShuttle

- 2008
- The end of all company flights operations out of Kalamazoo was when the R&D activities closed in Ann Arbor
- The Pfizer Air Shuttle was no longer needed.
- Hangar was on sale for over a year and sold to Real estate firm HINMAN
- The Kalamazoo County Aeronautics Board terminated Pfizer's access to the airport on Thursday, Oct 8, 2009 – after more than 50 years.

## *Thank You for Flying...*

*Just five years ago two brand new Embraer 135 aircraft landed in Kalamazoo, Michigan from a factory in Brazil to start something new. The Pfizer AirShuttle was born! With the opportunity to transport 37 colleagues from one Pfizer site to another and returning in the same day. The AirShuttle provided the office in the sky to work, rest, and come together.*

*With the experience and dedication of our staff we gave:*

- *A perfect safety record in 11,000 flight hours.*
- *Flew over 130,000 colleagues.*
- *Achieved a 99% dispatch reliability.*
- *Provided first-class customer service.*

*When this week comes to an end so will the service of the AirShuttle. So as the schedulers make the last reservation, mechanics inspect the last bolt, flight attendants pour the last drink, and the pilots land the last flight we say Thank You to all of you that made us want to do our best. We hope you enjoyed the trip as much as we did.*

*Sincerely,*

*The Pfizer Airshuttle Staff*



# Upjohn hangar – now Hinman Hangar





## List of known planes types owned by Upjohn

1. 1956 Twin prop Learstar
2. 1958 Beechcraft King Air
3. 1959 Gulfstream Turbo prop (16 passengers)
4. Jet Star
5. SabreLiner Twin Engine (6 passengers)
6. Embreair 135 aircraft
7. Cessna Citation (later leased similar types)
8. Grumman Gulf Stream IV
9. ...

# — Some Fun Plane Facts

- Anno 2020 Planes are considered the safest transportation mode, 2<sup>nd</sup> are busses, third subway, fourth train and fifth ferry
- Most iconic plane? BOEING 747 – but it was originally designed for military strategic transportation
- Planes withstand lightning strikes that happens on average every 1,000 hours – since 1963 not one plane was crashed due to being hit by a lightning strike.
- Planes need to be FAA certified proving the don't need all their engines to fly safely
- Despite the smoking ban there are still ash trees in planes to make sure violators dispose their cigarette safely..
- Altitude, humidity and conditioned air alter the way food taste. It's about 30 percent more difficult to detect sweet and salty tastes when you're up in the air