

## Boeing and Douglas Orders and Deliveries – an Introduction

A few years (2017-18) ago I decided to transcribe of all the orders that were on the *Boeing Orders & Deliveries* website, which at the time might have seemed odd but I always had the feeling they just might remove important data from it. The information obtained was indexed by country and then by the customer in A4 lever arch binders, the intention was eventually to add cancelled orders as well. Unfortunately, I never did add the cancelled orders but I did start to record the deliveries for most of the companies listed by Boeing.

The enclosed spreadsheets were originally going to be one big all-encompassing sheet with all the orders & deliveries by country and then customer but with around 30,000 aircraft this was just too big. I have therefore broken them down by Type for my convenience. The practical result is that I am preparing spreadsheets for the following types

Boeing the 707, 717, 727, 737 Original, 737 Classic, 737NG, 737 MAX, 747, 757, 767, 777 & 787  
McDonnell Douglas DC-8, DC-9, MD-80, MD-90, DC-10 & MD-11

For added value I have added the delivery details for each aircraft were possible the exception being BBJ orders which are difficult to tie up.

**Company Name** is that off the ordering party when the order was placed so Air Congo, which became Air Zaire but not *Lignes Aeriennes de Congolaise* as listed by Boeing. The latter is not legally connected to the former companies. Boeing likes to list orders under successor companies, British Airways for the BOAC 707 orders for example, I have striven to correct these. It should also be pointed out that the company listed at the time I recorded the orders might have since been change on the Boeing website both for historic and outstanding orders, just to keep things simple!

**Country** is their current name, so no South Vietnam just Vietnam or South Yemen again just Yemen. This brings up successor states for the USSR this is the Russian Federation (Russia) and for Yugoslavia, it is Serbia unless like Adria they continued operating after the breakup in the new states namely Slovenia. I have also used Czechia rather than Czech Republic and Eswatini rather than Swaziland. All this is to avoid confusion for countries that have changed their name(s) multiple times take for example the former colony the Belgian Congo this became the Republic of the Congo (1960-1965) on independence then the Democratic Republic of the Congo (1965-71) then Zaire (1971-1997) and finally back to the Democratic Republic of the Congo (1997- ). Hopefully, this explains why I use the current name for any given country.

**Type** I have already explained, the **Model Series** is the variant as given by Boeing at the time I transcribed all the orders. Interestingly many of these have now been removed from the orders & deliveries website since then.

**Engine** is the powerplant on the aircraft at delivery, Boeing only gives the manufacturer but I have changed this to engine family for example JT3D rather than just PW. Boeing listed several DC-8 aircraft with GE engines I have corrected this on the relevant spreadsheet.

**Dates** are in British style Day, Month, Year with McDonnell Douglas orders I have removed the default first of the month used by Boeing and added were know the correct day of the Month. Delivery dates are from my notes or sources like *Aviation Letter* (AL) and *Air Britain News* (ABN).

**Quantity** is the total ordered as given date by Boeing at the time of recording the orders. Again, the website now appears to include cancelled orders hence the total orders for the Boeing 717 is now given as 250 but only 156 were actually built and delivered including the prototype!

**Serial** (Construction Number) and **Line Number** come from sources like AL or ABN as does the **Registration** on delivery, all intended to help you the reader. I have included a **Notes** field for information about company name changes etc.

As always, any additions, amendments or corrections are gratefully received.

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