

TAB



03-25-2002

U.S. Patent & TMO/TM Mail Rcpt Dt. #70

NOTICE OF APPEAL

In re Application of: Travelpro International, Inc)
Serial No. 76/030904)
Filed: April 19, 2000)
Trademark: FLIGHT CREW)
)Law Office 115
)Trademark Attorney
)Curtis W. French, Esq.

Express Mail Label No. EL 740158862 US

Box TTAB - FEE
Commissioner for Trademarks
2900 Crystal Drive
Arlington, VA 22202-3513

NOTICE OF APPEAL

Sir/Madam:

Applicant hereby appeals to the Trademark Trial and Appeal Board from the decision of the Examiner dated September 25, 2001, finally refusing registration of the above-identified trademark. A Request for Reconsideration is simultaneously submitted herewith and the same together with this Notice of Appeal have been mailed to the Examiner.

A check in payment of the required fee is enclosed. Please charge any deficiency or credit any excess in fee payment to Deposit Account No. 50-0951.

Respectfully submitted,

Date: 3/25/02


 Jennifer P. Rabin
 Florida Bar No. 0965642
 Akerman, Senterfitt & Eidson, P.A.
 222 Lakeview Avenue, Fourth Floor
 P.O. Box 3188
 West Palm Beach, FL 33402-3188
 (561) 653-5000

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03-25-2002

U.S. Patent & TMO/TM Mail Rcpt Dt. #70

**IN THE UNITED STATES
PATENT AND TRADEMARK OFFICE**

Express Mail Label No. EL 920510775

In re Application of: TRAVELPRO)	Law Office: 115
INTERNATIONAL, INC.)	
MARK: FLIGHT CREW)	Examiner: Curtis French
SERIAL NO.: 76/030904)	
FILING DATE: April 19, 2000)	

Box Responses
Commissioner for Trademarks
2900 Crystal Drive
Arlington, Virginia 22202-3513

REQUEST FOR RECONSIDERATION

In response to the Examining Attorney's final office action dated September 25, 2001, the Applicant hereby files this Request for Reconsideration together with the declarations and additional evidence attached hereto and incorporated herein as Exhibits A through I. Simultaneously herewith, Applicant has submitted a copy of this Request for Reconsideration together with a Notice of Appeal of the Examining Attorney's final refusal to the Trademark Trial and Appeal Board.

DISCUSSION

The Examining Attorney has refused registration of the mark "FLIGHT CREW" on the Principal Register on grounds that the mark allegedly "merely describes" a style of luggage, namely, "soft-sided suitcases with built-in wheels and a long handle for pulling." *See Office*

Action No. 1, p.2. The Applicant disputes this finding for the reasons stated below.

I. The Mark "FLIGHT CREW" is at Most Suggestive, not Merely Descriptive

The Applicant's mark is at most suggestive, not merely descriptive. A designation is suggestive if it requires imagination, thought or perception to reach a conclusion as to the nature of the goods. On the other hand, it is descriptive if it forthwith conveys an immediate idea of the ingredients, qualities or characteristics of the goods. *Stix Products, Inc. v. United Merchants & Mfrs., Inc.*, 295 F.Supp. 479, 488 (S.D.N.Y. 1968). Applicant submits that a certain degree of imagination is required by the consumer of the goods to determine their nature.

The examining attorney has cited examples of what he believes to be descriptive use as a result of a database search. However, the Applicants's own search shows references to "flight crew" to refer to the pilots and flight attendants, or crew on an aircraft, and not as a style of luggage. *See Composite Exhibit A.* Thus, the Examiner's evidence does not establish that the term is understood by customers of the Applicant as referring to luggage. *See In re Societe Generale*, 3 U.S.P.Q.2d 1450, 1452 (Fed. Cir. 1987).

Consumers are not able to discern the nature of the product in question based on the limited information conveyed by the designation "flight crew." The term "flight crew" refers to the captain, pilots and flight attendants on an aircraft. Accordingly, this designation calls to mind for the consumer the image of flight personnel, not luggage. It then takes a certain degree of imagination, thought or cogitation to reach a conclusion that the product being sold is luggage.

The situation presented is similar to the following two cases. The use of "PHYSICIAN'S FORMULA" in connection with hypoallergenic skin creams and lotions sold and promoted by a medical doctor was found by the court to be suggestive because the "consumer is able to identify

the genre of product only by using ‘imagination, thought and perception.’” *Physicians Formula Cosmetics, Inc. v. West Cabot Cosmetics, Inc.*, 857 F.2d 80 (2d Cir. 1988). Similarly, the term “PLAYBOY” in connection with a men’s magazine was found only suggestive in “evoking the aspirations” of its readers. *Playboy Enterprises, Inc. v. Chuckleberry Publishing, Inc.*, 486 F.Supp. 414 (S.D.N.Y. 1980).

Moreover, the Applicant’s research reveals that the term “flight crew” is subject to several different meanings. The term is used in connection with aerospace travel to refer to the “flight crew” on a space shuttle. *See Composite Exhibit B*. It is unlikely that any person familiar with this use would envision the space shuttle crew wheeling luggage behind them onto the spacecraft. The designation is also used to refer to the medical and flight staff on a helicopter providing emergency medical care and helicopter transport to severely injured and ill patients. *See Exhibit C*. Finally, the term is used regularly by the armed forces to refer to the flight staff on a military or air force mission incorporating air travel. *See Exhibit D*. Accordingly, the designation “flight crew” is not limited to use in connection with airline travel. The mixture of usages shown by the present record contradicts the Examining Attorney’s conclusion that purchasers view and use the term “FLIGHT CREW” as a descriptive term for luggage. Rather, it is subject to multiple interpretations and refers to several different “crews.”

“There is a thin line between a suggestive and a merely descriptive designation, and where reasonable men may differ, it is the Board’s practice to resolve the doubt in applicant’s favor and publish the mark for opposition.” *In re Intelligent Medical Systems, Inc.*, 5 U.S.P.Q. 2d 1674, 1675 (TTAB 1987)(citations omitted). Applicant submits that its mark, at most, should be found suggestive, not descriptive, with respect to the products it sells.

II. Consumer Understanding of the Designation "FLIGHT CREW"

From a handful of news media references to "flight-crew bags" or "flight-crew luggage," the Examining Attorney has drawn the conclusion that the designation "flight crew" refers to a particular type or style of luggage. This conclusion ignores market realities.

In any descriptiveness analysis, it is essential that the meaning of the designation to the buying public be determined. A term should be characterized as "descriptive" only if a substantial portion of prospective customers recognize it as such. *Blisscraft of Hollywood v. United Plastics Co.*, 294 F.2d 694 (CCPA 2d Cir. 1961). Applicant's customers include the general public as well as airline personnel. *See Exhibits F and G.* As demonstrated by the evidence submitted herewith, neither group refers to luggage by the designation "flight crew." *See Exhibits E, F & G.*

The Applicant has found substantial evidence that soft-sided suitcases with built-in wheels and handles are known by consumers, and within the industry, as "rolling luggage" or "rolling uprights," or "wheelies," not "flight crew bags." *See Exhibits E, F, G & I.* Several industry representatives, including senior buyers for United Airlines, the purchasing coordinator for Delta's company store, "Flight Station," and an advisory consultant to the International Luggage Association, have submitted statements and declarations to the effect that the designation "flight crew" is understood in the industry to refer to the flight attendants and pilots on an aircraft, and does not refer to a particular style of luggage. *See Exhibits E, F, G & I.* In addition, they have indicated that "luggage with wheels and telescoping handles is commonly referred to by persons in the retail luggage industry as "rolling luggage," "rolling uprights," "wheelies" or "carry-on luggage." *Id.*

Their statements provide crucial insight into the perception of the term by the consuming public. All have substantial contact with consumers of luggage products. *See Exhibits E, F & G.* In their experience, each has indicated that consumers of luggage products do not understand or use the term "flight crew" to refer to rolling luggage or carry-on luggage, as submitted by the examiner. *See Exhibits E, F & G.* Consumer perception may also be inferred from the lack of retail luggage website that use the designations "flight crew bag" or "flight crew luggage." *See Section III below.*

Finally, a listing of manufacturers by category from a leading industry show for travel goods, the "*Travel Goods Show*," held in March 2002, includes numerous categories of products including, backpacks, business accessories, computer cases, luggage, luggage carts, etc. *See Exhibit H.* Notably absent is a category for "flight crew bags" or "flight crew luggage." Applicant submits that such catalog is representative evidence that manufacturers, retailers and distributors of travel goods do not refer to any products as "flight crew bags" or "flight crew luggage."

Applicant has submitted substantial evidence that neither the general consuming public who purchase its products from retail outlets, nor its airline personnel or airline industry customers, understand the designation "FLIGHT CREW" to refer to luggage, or use that designation when referring to soft-sided suitcases with built-in wheels and long handles for pulling.

III. Applicant's Competitor's Do Not Need to Use the Term "Flight Crew" to Communicate the Nature of Their Products

One last factor to be considered in assessing the descriptiveness of the designation "flight crew" is the extent to which competitor's must use the term to describe or refer to their own

products, or have a need to do so. *Firestone Tire & Rubber Co. v. Goodyear Tire & Rubber Co.*, 186 U.S.P.Q. 557 (TTAB 1975) (finding "BIASTEEL" not descriptive of tires constructed using belts of steel cord placed on a bias because there was no evidence showing that such products were referred to by said term). Applicant's competitor's do not use the designation "flight crew" to describe suitcases with built-in wheels and long handles, and Applicant believes that there is no such need.

The evidence submitted by Applicant herewith is replete with references to the terms used by Applicant's competitors to refer to luggage generally, as well as more specifically, luggage with built-in wheels and long handles for pulling. *See Composite Exhibit I.* Applicant's search of Internet luggage retailer websites revealed no websites using the designation "flight crew" to refer to a style of luggage. Instead, there are numerous other terms being used by Applicant's competitors and retailers to describe soft-sided suitcases with built-in wheels and long handles for pulling. These include, among others: "upright suiter," "rolling luggage," "trolley," "rolling carry-on," "wheeled suiter," "under-the-seat carry-on," "carry-on pullman," and "upright pullman." *See Composite Exhibit I.* Accordingly, in terms of a competitor's need, there are numerous alternatives available.

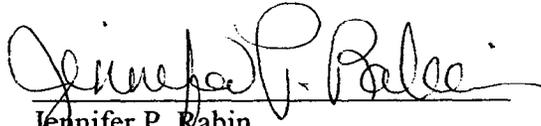
Moreover, from a competitor's actual use standpoint, there is extensive evidence of third-party usage demonstrating that the terms "rolling luggage," "rolling uprights," and/or "carry-on luggage" are the most commonly used descriptive terms used by the trade and the public to refer to luggage with wheels and telescoping handles, not "FLIGHT CREW." *See Exhibits E, F, G & I.* It is clear that this term is not being used by Applicant's competitors to refer to a particular style of luggage and that there are numerous conventional terms available and employed by

Applicant's competitors to refer to rolling luggage with handles. The foregoing competitor's need and use analysis clearly supports a finding that the mark is not merely descriptive.

CONCLUSION

On the basis of the foregoing arguments and the evidence submitted herewith, the Applicant respectfully requests that the Examining Attorney's final refusal to register be withdrawn and the mark published for opposition.

Respectfully submitted,



Jennifer P. Rabin
Robert J. Sacco
Registration No. 35,667
Mark D. Passler
Registration No. 40,764
Akerman, Senterfitt & Eidson, P.A.
222 Lakeview Avenue, 4th Floor
Post Office Box 3188
West Palm Beach, Florida 33402-3188
Telephone: (561) 653-5000

Docket No. 6812-219

EXHIBIT A



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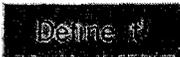
flight crew

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Syllables:	<u>flight crew</u>
Part of Speech	noun
Pronunciation	<u>flait</u> kru
Definition	<u>1. the crew of an aircraft.</u>

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FLIGHT CREW TASK MANAGEMENT IN NON-NORMAL SITUATIONS

Paul C. Schutte
Anna C. Trujillo
Langley Research Center
National Aeronautics and Space Administration
Hampton, Virginia

Task management (TM) is always performed on the flight deck, although not always explicitly, consistently, or rigorously. Nowhere is TM as important as it is in dealing with non-normal situations. The objective of this study was to analyze pilot TM behavior for non-normal situations. Specifically, the study observed pilots' performance in a full workload environment in order to discern their TM strategies. This study identified four different TM prioritization and allocation strategies: 'Aviate-Navigate-Communicate-Manage Systems;' 'Perceived Severity;' 'Procedure Based;' and 'Event/Interrupt Driven.' Subjects used these strategies to manage their personal workload and to schedule monitoring and assessment of the situation. The 'Perceived Severity' strategy for personal workload management combined with the 'Aviate-Navigate-Communicate- Manage Systems' strategy for monitoring and assessing appeared to be the most effective (fewest errors and fastest response times) in responding to the novel system failure used in this study.

INTRODUCTION

There are four primary functions performed by the flight crew in civil transport aircraft to accomplish its mission. These functions are flight management, communications management, systems management, and task management (Abbott 1993). Flight management involves what is generally known as aviation (primary control of the aircraft) and navigation. Communications management is concerned with all communications occurring on the flight deck, including communications with air traffic control and with other crew members. Systems management occurs when the system that the flight crew is interacting with must be monitored or managed in performing a function.

"Task management is the first-level function of managing tasks and associated resources involved in conducting the mission. This is both a supervisory and a supporting function to the other three major flight deck functions. This function involves monitoring, scheduling, and allocating the tasks and task resources between and for each major function" (Abbott & Rogers 1993). Of the four functions, task management (TM) is perhaps one of the most underrated in that it has received the least amount of attention in flight deck design and airline training. TM is always performed on the flight deck, although not always explicitly, consistently, or rigorously. While some aids — such as procedures, checklists, and levels of alerts — do assist the crew in managing specific tasks and workload, the aids do not address the problem in a more general sense. For example, a procedure for shutting down an auxiliary power unit may not account for incoming air traffic control (ATC) calls or approach procedures. Likewise a standard approach procedure may not have a contingency for dealing with an oil system failure. It is the job of the flight crew to merge these procedures together in a safe and efficient manner. However,

little training is given on how to do so. Pilots often use rules of thumb — such as "first aviate, then navigate, then communicate, then administrate" — to prioritize tasks. These rules of thumb are helpful in many cases but are sometimes inappropriate for specific contexts, and are too general to help in others. Raby and Wickens (1994) concluded that "different pilots clearly differed in their scheduling" and that pilots prioritize tasks when faced with high workload situations.

Nowhere is TM as important as it is in dealing with non-normal situations. Here, the workload of the flight crew members is generally increased and they are required to respond to abnormalities that may affect several functions. For example, a systems failure may also affect the planned destination and aircraft handling (flight management) and may precipitate the need for communications. The crew often has to reschedule and reallocate a number of tasks and resources based on their assessment of the criticality of the problem. Non-normal situations require the flight crew to devote more time and attention to the function related to the cause of the non-normal condition (for example, systems management if an engine has failed, or flight management if a storm is encountered). However, it is rare that this function is the only one affected (Rogers, Schutte, Latorella, in press). TM has a large role to play in how the crew's attention is dispersed among the different functions.

OBJECTIVE

The objective of this study was to analyze pilot TM behavior in response to systems failures for which there was no specified procedure. Specifically, the study observed pilots' performance in a full workload environment to discern their TM strategies (if any existed).

METHOD

Subjects

Sixteen airline pilots from 4 major US airlines served as test subjects. Each of the subjects was rated in Extended Twin-engine Operations (ETOPS). The subjects were tasked with acting as Captain/Pilot-Not-Flying on an ETOPS oceanic flight. The over-water route was chosen because it forced the subject to stay aloft and make decisions as opposed to simply landing the aircraft at the first suitable airport. Also, ETOPS operations have specific rules which state that in the event of having only one operational primary system (e.g., engine or hydraulic) the aircraft must proceed immediately to the closest suitable alternate. A confederate first officer acted as Pilot-Flying. The confederate was fully capable in normal operations and was obedient to the Captain; however, he offered no help in decision making or situation assessment.

Apparatus

This study was conducted in a transport-class flight-deck simulator which was designed to provide full mission and full workload capability in a two-crew layout. The simulator's primary flight displays, navigation map displays, autopilot/flight director, and flight management system were appropriate response for this failure was to shut down the engine in order to conserve fuel. With the engine shut down, the subject should command a descent, declare an emergency, and proceed to the nearest suitable alternate in accordance with ETOPS rules.

Measures

The subject's performance measures included factors such as response time, fault identification accuracy, and compensation accuracy. The subject's performance in non-systems tasks was also measured and included factors such as ETOPS compliance, route management, and fuel used.

The subjects were asked at regular intervals (approximately every 5 minutes) to state the tasks on which they were focusing. The subjects had three choices of response: systems (e.g., operations and status); spatial (e.g., altitude, aircraft position); or mission awareness (e.g., flight planning, fuel, weather). This measure was designed to provide some insight into their TM strategies. The subjects were instructed that they could postpone their response to the probes if they desired.

During the scenario, several "natural" conversational probes (e.g., "What happened back there?" "Could you give me any additional information that might help maintenance figure this out?") regarding the non-normal situation were made by the air traffic controller, the dispatcher, or the first officer. Audio-video recordings of the scenarios were made and transcribed to capture all of the utterances of the subjects.

The subject's performance was scored based on three criteria: correct diagnosis of the failure; correct system response to the failure; and correct mission response to the

designed to be analogous to current state-of-the-art transport aircraft such as the Boeing 747-400, the McDonnell Douglas MD11, and the Airbus A320. Radio communications with a confederate air traffic controller and confederate company dispatcher were provided.

Scenario

The scenario for this study was a large fuel leak near the engine. As in most modern aircraft, there is no appropriate checklist for a fuel leak. In this scenario, a large leak developed in the fuel line downstream of the fuel flow sensor but prior to the engine combustor. The location is important because it causes the fuel flow reading on the flight deck to appear normal for the throttle setting, while the thrust developed by the engine was abnormally low for the throttle setting. The fault indications — as seen by the subject — were an advance of the autothrottle (in order to maintain speed at reduced thrust), followed by a degradation in the engine thrust parameters (engine pressure ratio, engine rotational speeds, and exhaust gas temperature), followed by the inability of the aircraft to maintain altitude and speed. If nothing were done, the flight management system would alert the crew that there was a difference in the calculated fuel (based on fuel flow burn) and measured fuel in the tanks. The most a

failure. For this scenario, the criteria were 'fuel leak,' 'engine shutdown,' and 'divert to alternate airport,' respectively.

The video tapes and transcripts were used to determine the management function that the subject was performing, and the TM strategy employed by the subject. The subject's utterances on the transcripts were scored according to a modified version of flight, communications, systems, and task management categories. TM strategies were attributed to each of the subjects subjectively by the authors based on review of the video tapes and the scoring data. A TM strategy was assigned based on the order and amount of time spent in each functional category and the subjects' TM statements about intent and priority. The TM strategies were compared with the subject's performance to see if there were any correspondences.

RESULTS

As mentioned earlier, there were no cautions or warnings or appropriate checklists for the fuel leak. Twelve of the subjects correctly identified the problem as a fuel leak. Nine of the sixteen subjects correctly shut down the engine, averting a low fuel situation. Of those nine, two did not divert to the closest alternate, in violation of ETOPS rules. Seven subjects did not shut down the engine which led to a low fuel situation (especially for the two subjects who did not divert). Table 1 shows a summary of the subjects' performance ordered by correctness. Subjects who did not shut down the engine received the lowest ratings since that left them in a fuel critical situation. These data were used to determine the effectiveness of the TM strategies derived below.

Two sets of data are the main emphasis of this paper. The first was their periodic assessment of their current focus based on the probes. The second was the transcripts and video tape of their performance. They were used to describe the subject's focus of attention during the scenarios.

The self assessment data showed that subjects were focusing their attention on systems an average of 46% of the time. This is not surprising, since the major events in the scenario were systems failures and the subjects were acting as pilot not flying, meaning they were charged with performing systems management duties. They stated that they were focusing on the mission an average of 36% of the time. Finally, only 18% of their responses indicated that they were focusing on spatial awareness.

Correct System Response	Correct Mission Response	Correct Diagnosis	Number of Subjects
Yes	Yes	Yes	6
Yes	Yes	No	1
Yes	No	Yes	2
No	Yes	Yes	3
No	Yes	No	2
No	No	Yes	1
No	No	No	1

Table 1 - Summary of Subjects' Performance

For the second set of data, each of the subject's utterances were categorized into one of six functional categories. The categories were derived from Abbott (1993) and are described below. The flight management category was decomposed into aviate and navigate in accordance to Abbott's structure. After reviewing a few of the video tapes it became clear that an additional category was necessary for addressing the subject's questions about the simulation. These utterances were scored in a new category called, Flight Deck Systems.

Aviate - statements describing the Captain's manipulation or consideration of the motion of the aircraft; e.g., ascend, descend, turn left, turn right, pitch up, pitch down, roll.

Navigate - statements describing the Captain's manipulation or consideration of the aircraft route, change in destination, change in waypoints, point of equal time, etc. Also discussion of capabilities to complete the route (e.g., do we have enough fuel to make it to Honolulu?)

Communicate - since all utterances are a form of communication, this category had to be restricted to statements describing the initiation or termination of communications outside of the flight deck. The statements in-between the initiation and termination (i.e., the content of the communication) were scored using the appropriate management function.

System - any statements pertaining to the operation of airframe systems (i.e., engines, fuel, hydraulic, electrical, environmental).

Flight Deck Systems - any statements pertaining to the operation of flight deck instrumentation and automation that were peculiar to the simulator. This includes the FMS operation, display symbology, etc. Generally, these statements are in the form of questions about operation of the simulation and differences between the simulator and the aircraft that the subjects were used to flying.

Task - any statements pertaining to assigning duties, stating an intent or order of functions in the future, evaluation of resources, mission planning, etc.

Scoring the utterances in this manner provides some insight into how often such statements are made. Figure 1 shows the percentage of utterances for each category over all of the subjects. The standard deviations across subjects were no greater than 6.5%. The large percentage of Flight Deck Systems utterances was not surprising given that the subjects were unfamiliar with certain aspects of the aircraft simulator.

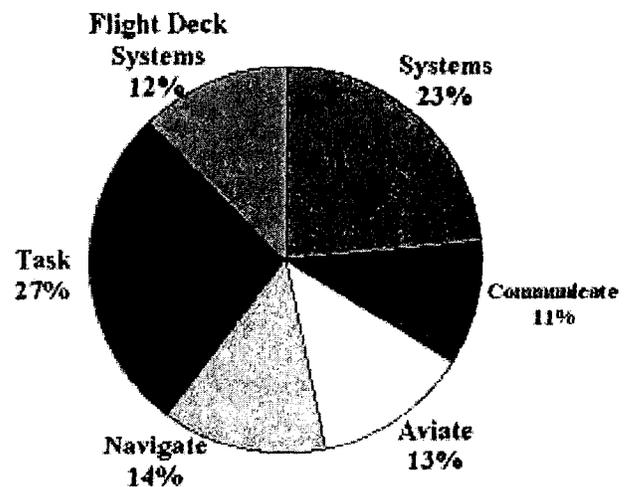


Figure 1. Categorization of Pilot Utterances

A review of time plots of the utterance categories showed the diversity of management functions that are addressed, acknowledged, or attended to over time. Figure 2 shows a sample plot of the utterance categories over time.

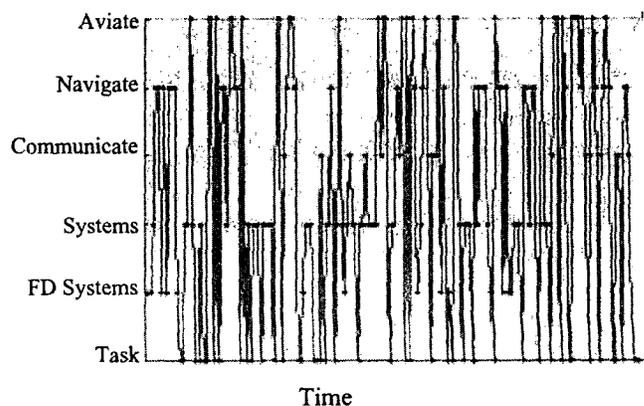


Figure 2 - Attention Transition Diagram

While it is tempting to use these plots to ascertain the subject's TM behavior, the plots alone do not provide sufficient data to do so. A single aviate utterance could be a deflection of an aviate task, a delegation of an aviate task, or a single step completion of an aviate task. An utterance could have been made to acknowledge a comment by the first officer or ATC, but not to attend to that comment.

In order to discern the TM strategy, careful reviews of the video tapes were required in conjunction with the scores. It is important to note that the strategies attributed to each of the subjects were assigned subjectively by the authors. A more rigorous approach in which independent raters score the utterances and categorize the strategies would be useful, but was beyond the scope of this project. Still, the results from this study bring out a number of interesting points. The authors recognized four different TM strategies that were employed by the subjects when faced with a non-normal system failure. The strategies represented how the subjects allocated resources and prioritized tasks. The first two strategies appeared to prioritize and allocate activities based on a goal-driven paradigm while the second two strategies appeared to be stimulus-driven. The four TM strategies follow.

Aviate-Navigate-Communicate-Manage Systems (ANCS) : subjects prioritize their attention with Aviate as the highest priority and Systems as the lowest priority. This prioritization occurs with little regard for the context of the situation.

Perceived Severity : subjects place highest priority on what they perceive to be the most threatening problem.

Procedure Based : subjects migrate towards tasks for which there are well defined procedures. These range from systems procedures to Federal Aviation Regulations (FARs).

Event/Interrupt (E/I) Driven : subjects' attention is given to a particular task based on an event or an interruption. They will typically continue pursuing that task until either the task is completed, the subject can do no more on the task, or until another event or interruption disrupts the task.

Subjects appeared to use the strategies for two distinct TM activities: monitoring and assessment of the situation; and personal workload management (i.e., where the subject's attention was focused). The monitoring activity comprises the 'assess current situation' and 'assess progress and status of active tasks' of Funk's (1991) Cockpit TM procedure. For example, one subject prioritized his personal workload based on Perceived Severity and monitored his situation based on ANCS strategy. When faced with the fuel leak, he first monitored to see that there were no Aviate, Navigate, or Communicate problems and that the First Officer had the airplane. Once the assessment was complete, he focused his attention on the most severe problem; i.e., the systems. Another subject, whose personal workload management was based on an ANCS strategy and monitoring was based on a Perceived Severity strategy, quickly assessed the systems problem to see if it was critical (e.g., engine fire).

Since it was not, he allocated most of his time to the aviate task, with the navigate and communicate tasks taking the lesser amounts of his time, respectively. When the other functional tasks were complete, he addressed the systems problem. Table 2 is a summary of the different TM strategies employed by the sixteen subjects ordered by their performance.

None of the subjects who had correct performance in all three measures (i.e., Correct Diagnosis / Correct System Response / Correct Mission Response) used the ANCS strategy or the Procedure Based strategy for their personal workload management. The seven subjects who did not shut down the engine (thus, placing them in a fuel critical situation) used the ANCS strategy for their personal workload management. ANCS was used for monitoring by five of the nine subjects who shut down the engine. There was no apparent correlation between the subject's airline and the strategies used.

	Personal Workload Management	Monitoring	Performance
SUBJECT #	ANCS, Perceived Severity, Procedure Based, E/I Driven	ANCS, Perceived Severity, Procedure Based, E/I Driven	System Response/ Mission Response/ Diagnosis
1	E/I Driven	Procedure Based	Yes/Yes/Yes
2	E/I Driven	Perceived Severity	Yes/Yes/Yes
3	E/I Driven	ANCS	Yes/Yes/Yes
4	Perceived Severity	ANCS	Yes/Yes/Yes
5	Perceived Severity	ANCS	Yes/Yes/Yes
6	Perceived Severity	ANCS	Yes/Yes/Yes
7	ANCS	Procedure Based	Yes/Yes/No
8	Perceived Severity	ANCS	Yes/No/Yes
9	Procedure Based	Perceived Severity	Yes/No/Yes
10	ANCS	Procedure Based	No/Yes/Yes
11	ANCS	Perceived Severity	No/Yes/Yes
12	ANCS	E/I Driven	No/Yes/Yes
13	ANCS	Procedure Based	No/Yes/No
14	ANCS	Procedure Based	No/Yes/No
15	ANCS	Procedure Based	No/No/Yes
16	ANCS	Procedure Based	No/No/No

Table 2 - Summary of TM Strategy and Performance for the 16 Subjects

DISCUSSION

Perhaps the most important result is that TM appears to play a significant role in how the flight crew deals with an abnormality. The scoring of the utterances show that a large

percentage of the Captain/Pilot-Not-Flying's time in this experiment was spent in TM. However, the amount of training and procedures for TM is significantly less than for the other management categories. Thus, TM is largely dependent on individual differences between flight crews and personal style. This may be the only difference between an incident and an accident.

The strategy that appeared to be most useful in dealing with the systems failure presented in this experiment was to prioritize and allocate personal workload based on either Perceived Severity or E/I Driven strategy and to monitor based on an ANCS strategy. The subjects whose personal workload management was E/I Driven took longer to shutdown the engine (average 5320 seconds — standard deviation 510) than those based on Perceived Severity (average 3416 seconds — standard deviation 1297). Thus, the goal-driven combination of Perceived Severity/ANCS would appear to be the most useful for the role of Captain/Pilot-Not-Flying.

The success of the Perceived Severity/ANCS strategy combination is likely due to an appropriate emphasis being placed on the problems at hand and sufficient coverage from the strategy for monitoring (ANCS) to assure that all other flight deck tasks are assessed and performed. Subjects using the ANCS strategy as their monitoring seemed to cycle through the four categories to spot check for problems and to insure that all else was well.

Another reason that this strategy appears to work well is that the most severe problem (in this study, the fuel leak) is kept in the subjects' minds as they cycle through ANCS. Often, there is additional helpful information to be found by doing so. In the fuel leak scenario, navigation tasks such as position plots helped subjects identify excessive fuel usage prior to receiving the fuel disagree message from the flight management system. The aviate task showed that rudder was being deployed to compensate for the asymmetric thrust from the engines. Some subjects used this information to confirm that there was a real problem and not a sensor failure. Finally, the subjects used the communicate task with dispatch and with the flight attendants (e.g., "Could you go look out the window and see if there is any fluid streaming out of the engine?") to obtain additional information for dealing with the problem. Thus, the diversity of information provided by ANCS was beneficial in solving a problem in the systems.

Based on these results, it appears that using the ANCS for personal workload management was not helpful in dealing with the systems failure in this experiment. This is not surprising since systems is given the lowest priority in the ANCS strategy. It is possible that an aviate problem, such as traffic or weather, could be sufficiently handled by an ANCS strategy for personal workload management. However, it could be that an ANCS (personal workload) and Perceived Severity (monitor) strategy would lead the pilot to fixate on the aviate problem and miss a subsequent navigate or systems problem, whereas the reverse strategy could appropriately draw attention away momentarily to check on the status of those other areas. Controlled testing of these hypotheses would be required to definitively answer this question.

After reviewing the video tapes it became clear that interruptions played a significant part in the TM of the subjects — not only for those using E/I Driven strategies but for everyone. Some subjects had to work hard to stay true to their strategies in light of some very compelling interruptions. Not surprisingly, ATC was an ample supplier of interruptions. (The timing of ATC calls was not controlled.) However, there was another supplier from a less likely source. The confederate first officer was instructed to perform all the duties of first officer, flying the aircraft. He was well qualified for this and performed flawlessly according to the latest in training — especially in the aspect of Crew Resource Management (CRM). CRM dictates that a crew member clearly communicates his intent and actions to the rest of the crew. Since the first officer's task was an aviate task, these communications acted as distractions to the task that the subject was performing. Often, while scoring the utterances, it was seen that the subject would make an aviate comment, only in response to the first officer. In some cases, these comments actually disrupted the task that the subject was performing and led him to tend to the aviate task. Thus, CRM can potentially be misapplied if communications are not prioritized and managed.

An important methodological note is that providing a full-mission scenario where the subject (in this case, the pilot not flying) has access to other relevant personnel for realism (co-pilot, air traffic controller, dispatch) can produce natural conversations and "thinking out loud" that are a rich source of information for analysis of cognitive processes and decision making. Since the "think out loud" protocol is not explicitly instructed, it has the advantage of occurring unobtrusively. "Naturalistic" probes that require pilots to describe their thought processes and decisions can be successfully inserted into the scenarios as part of ATC or dispatch conversation without disruption to the flow of the experiment. The danger of providing realistic resources, such as dispatchers, is that some pilots may use them as resources and delegate responsibilities to them which, as in this study, were the very tasks that the subject was to perform.

In summary, task management is a significant and important part of the flight crew's duties. Improvements in the task management strategies used by pilots holds significant potential for the reduction of the negative consequences of pilot actions when responding to a system failure. More research needs to be performed to determine the most effective task management strategies. Those strategies should be considered for explicit incorporation into flight crew training.

ACKNOWLEDGMENTS

The authors are indebted to Dr. William Rogers for co-developing and co-running the experiment and to John Barry for providing programming and data analysis.

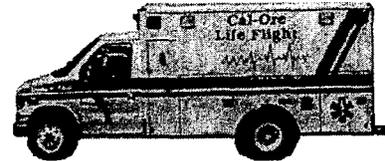
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Cal-Ore Life Flight

Ground & Air Ambulance Service



"A Division of Westlog, Inc."

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FAQ's

(Frequently Asked Questions)

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1) Do I need to be a Cal-Ore Life Flight member to use your services?

No. Our emergency services are available to all in need regardless of race, color, creed or ability to pay.

[Ground Operations](#)

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[Medical Team](#)

2) How do I arrange an air ambulance transfer?

Air ambulance transfers are easily arranged. The transferring facility contacts a Cal-Ore Life Flight flight coordinator, who is available by pager 24 hours a day. That pager number is: (707) 951-7534.

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The flight coordinator will return your call within 5 minutes, under most circumstances. After obtaining the data needed regarding the flight, the coordinator will contact the pilot and arrange for the appropriate flight crew. Once this is in place, the flight coordinator will contact you with an estimated arrival time. At Sutter Coast Hospital, this is usually within 20-30 minutes. At Gold Beach and Eureka facilities, the response will be longer due to flight time to the point of pick-up, but can usually be done within an hour of the first call.

FAQ's

(Frequently Asked Questions)

3) Who arranges the ground transportation to and from the aircraft?

We do. Once you call us, we set up and confirm all the ground transportation, from the transferring facility to the airport and from the destination airport to the receiving facility.

4) What type of aircraft do you use?

We fly Cessna 421C Golden Eagles, powerful turbo-charged, twin-engine (750 total horsepower) aircraft that are equipped to fly in most all weather we experience on the Pacific coast. These aircraft are also pressurized to minimize the effects of altitude on critically ill patients who may suffer in a non-pressurized craft, such as a helicopter.

5) Can the patient's family members go with the patient in the air ambulance?

Whenever possible, we try to allow ONE family member to accommodate the patient. However, there are many variables that enter into this decision, so it is made on a case-by-case basis.

6) What kinds of patients are you equipped to transport?

We are equipped and trained to transport all types of patients both as planned transports and emergent critically ill transports, including adults, children, and high risk obstetrical patients. The only type of transport we currently do not staff is neonatal transports.

7) Who do you use as flight staff?

Cal-Ore Life Flight uses experienced nurses, respiratory therapists and paramedics from its home communities. Every flight is staffed by a crew of 3 - a pilot and two aeromedical crew members, one of whom is an experienced critical care RN. The staffing for each flight is tailored for each patient's needs by the flight coordinator.

8) What type of special training does your flight staff receive?

Cal-Ore Life Flight takes pride in the fact that it has an active continuing education department that provides 20 continuing education hours yearly for all flight crew members. Topics include: FAA regulations and flight safety, Advanced Cardiac Life Support, Airway Management, Flight Physiology, Trauma, High Risk Obstetrical Patients, Neonatal Resuscitation, and Pediatric Trauma and Advanced Life Support. Cal-Ore Life Flight also provides opportunities for its nurses to attend regional and national conferences to ensure our practice meets national standards.

9) "Intensive Care in the Air?"

At Cal-Ore Life Flight, we take pride in the fact that our aircraft are staffed and equipped as airborne intensive care units that can handle most critical transport needs.

If you have any other questions or concerns, please e-mail or call us and we will be happy to assist you.

Cal-Ore Life Flight

Administrative Office

PO Box 1986

531 Spruce Street

Brookings, OR 97415

(541) 469-7911 - Phone

(541) 469-4518 - Fax

(800) 761-5183 - Toll Free

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e-mail us at: info@cal-ore.com

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Database
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Airline Industry Information
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Monday, March 25, 2002

American Airlines aircraft diverted after bomb threat detected

An American Airlines aircraft travelling from Portland to St. Louis was diverted to Salt Lake City on Saturday (23 March) after a suspicious note was detected on board.

A child aboard the flight reportedly found the note in the arm rest. The note, which appeared to be written in a child's handwriting, stated that there was a bomb on board the aircraft, however the word "bomb" was misspelled as "boom".

The family contacted the **flight crew**, who in turned contacted officials. The aircraft was then diverted to Salt Lake City, where all passengers disembarked from the aircraft and bomb sniffing dogs searched for explosives.

The passengers were later permitted to reboard the aircraft, reported The Associated Press.

((Comments on this story may be sent to aii.feedback@m2.com))

---- INDEX REFERENCES ----

COMPANY (TICKER): Amr Corp. (AMR)

NEWS SUBJECT: English language content; High-Yield Issuers; Dow Jones Total Market Index; Acts Of Terror; Political/General News; Corporate/Industrial News; Crime/Courts (ENGL HIY WEI GTERR GCAT CCAT GCRIM)

MARKET SECTOR: Consumer Cyclical (CYC)

INDUSTRY: Airlines (AIR)

PRODUCT: Transportation; Airlines (DTR DAI)

REGION: United States; United States; United States - Utah; North American Countries; Utah; North America; Western U.S. (USA US USUT NAMZ UT NME JSW)

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Forbes Magazine
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Monday, April 1, 2002

Volume 169; Issue 08

Top Stories

Are Airplanes Safe Enough?; Is Air Travel Really Safe? Forget terrorists. The real threat at 35,000 feet may be the plane you're flying in.
 Mark Tatge

Mechanics are squawking that airlines are skimping on maintenance. Crash statistics don't bear out their complaints-yet.

Gassed up and loaded with passengers, United flight 9921 was preparing to leave Dulles International for Boston on Sept. 4, 2001. But for some reason the front passenger door on the Boeing 737 wouldn't close. Called to the tarmac, the mechanic removed the inner door panel and found the answer: The door was falling off. "I saw all these faces looking out the little windows, and I thought, 'What if this thing had opened in flight?'" he recalls. One of UAL's maintenance subcontractors had forgotten to connect all the bolts when the jet was overhauled the week before. "It was something that slipped through that shouldn't have," says David Latimer, vice president at Triad International Maintenance Corp. Timco employees involved were disciplined, and controls were tightened.

Both Timco and United

, Latimer says, told the Federal Aviation Administration, charged with regulating airline safety, about the problem-no fines resulted. But the FAA did levy fines in other episodes of maintenance and safety oversight. A United 737 flew 17 flights from Mar. 25 to Apr. 3, 2001 with parts of its fuel system missing or improperly installed. The FAA fined UAL \$200,000 for operating the jet in an "unairworthy condition." In another instance, in 1999, American Airlines

completed 198 flights with inoperable backup batteries to power the emergency aircraft lighting that guides passengers to the exits in a crash. That, coupled with broken chargers and defective battery cables uncovered in a 1999 FAA inspection of American facilities, resulted in penalties of \$1 million. The FAA hit US Airways

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(Publication page references are not available for this document.)

last June with a \$245,000 fine for flying an Airbus A330 hundreds of extra flights without inspecting the engines for defects (the law requires they be checked every 2,000 flight hours). Alaska Airlines

incurred a \$211,000 penalty in March 2001 for flying an MD-80 in what the FAA called "an unairworthy condition" after it sustained damage to a strip on a landing-gear door. The jet made 47 flights before being repaired.

Are airlines getting sloppy with their maintenance? The mechanics say yes; the airlines say no. Such is the rarity of crashes that it's hard to pick up a trend in only a few years of data. For now, at least, the data suggest that air safety is improving. Excluding incidents of suicide and sabotage, U.S. carriers had 11 fatal accidents, killing 439, in the five years from 1983 to 1987, versus 14 fatal crashes from 1997 to 2001, which killed 634. This increase occurred as the number of departures more than doubled between the earlier and the later periods. Serious accidents, including fatalities-caused by weather, pilot error and maintenance slipups-have doubled over time: 102 crashes from 1983 to 1987, versus 211 from 1997 to 2001.

The last crash blamed on bad maintenance was the Jan. 31, 2000 Alaska Airlines flight 261, which plunged into the Pacific, killing 88 people. Investigators are focused on a jackscrew that controlled the horizontal stabilizer. Reacting to the tragedy, the FAA conducted a review of maintenance at nine carriers. Released in late February, its report was delayed nearly a year, in part so the airlines could comment on it. Singled out for maintenance lapses were America West Airlines

and American Airlines, while United and Northwest Airlines were commended for their internal audits.

Mary Schiavo, former inspector general of the U.S. Department of Transportation, doesn't take comfort in the FAA report. "Airlines are allowed an awful lot of leeway in what they can get away with," she says. "The FAA pretty much leaves it up to the carrier to decide what needs to be fixed." When the agency does levy a fine, the airline can appeal-often resulting in a reduced penalty or one that disappears. America West halved a \$5 million levy for what the FAA called "serious" maintenance problems in 1998.

Even without an FAA, carriers would invest in safety. They have reputations to protect and liability insurance to buy. But since they lost \$6 billion last year, they are desperately looking to cut costs. Airlines spend on average 12.3% of operating expenses to keep planes flying, the third-highest noncapital cost after labor and fuel.

Nowhere is the heat more intense than at the number two carrier, UAL.

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Dogged by fractious labor relations and poor on-time performance, it is struggling to get its planes turned around quickly and employment down. In the last year it has shed 20% of its mechanics, to 12,587-but has cut departures by 25%, to 1,800 a day.

What do United mechanics say? FORBES spoke with more than a dozen in Denver, Portland, San Francisco, Chicago and Washington, D.C., who complain they face disciplinary action for writing up maintenance problems when doing so would interfere with UAL's on-time performance. As one United supervisor in Portland, Ore. told his mechanics, "I want you to be blind and on quaaludes when you go into that cockpit." UAL says the complaints are from "disgruntled mechanics" trying to win concessions in the recently settled five-year contract. They received a 37% raise, the first pay increase since taking salary cuts in exchange for stock since 1994.

A pay raise isn't much solace for Denver mechanic George T. Davis. United fired him after he wrote up two aircraft for mechanical problems in 2000. In a whistle-blower complaint he filed with the U.S. Department of Labor, Davis told the captain of a flight headed for Ontario that his plane had a hydraulic leak that could have busted the line, impairing the pilot's ability to control the jet. Davis' supervisor disagreed and tried to clear the plane for takeoff. The captain intervened, refusing to fly until the leak was fixed. Davis' complaint says he also wrote up a tire on an Airbus A320 after finding a 1-to-2-inch gash in it. His manager insisted the tire was fit for takeoff; the pilot demanded the tire be changed. (Davis has since been reinstated but is fighting for lost wages.)

According to testimony before the General Accounting Office by members of the Aircraft Mechanics Fraternal Association-which represents mechanics at Northwest, among others-"managers' income at many airlines is now directly tied to the level of maintenance delays." The GAO is investigating the effect of a decline in the number of mechanics' jobs.

It's impossible to say how widespread supervisory lapses may be. Internal maintenance records suggest that managers at United's O'Hare hub have signed off on planes as airworthy, when they were not. In one case a Boeing 727 had problems with its aileron, the small hinged sections on the outside of the wing that permit a jet to bank on a turn. Records show the 727 left Chicago on July 16, 2001 for Charlotte, N.C.-despite a report by the flight crew claiming the right aileron jerked to the right while airborne. The maintenance supervisor signed off on the plane before it left, saying he had been "unable to duplicate" the problem on the ground; he suspected moisture had caused the aileron to stick. He had mechanics lube the assembly and sent the jet on its way. But en route to Charlotte, the 727 crew had the same trouble. Once on the ground they refused to fly the plane until it was

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(Publication page references are not available for this document.)

fixed and taken on a test flight. Mechanics tore apart the wing and found cables were jamming in the pulleys that operate the aileron.

A 727-200 flew for a month-May 24 to June 20, 2001-before repairs were made to its horizontal stabilizer. Located on the tail of the aircraft, the stabilizer allows a pilot to control the tendency of the plane to pitch up or down. The motors that activate the stabilizer weren't working, and the pilot had to use a hand crank. Mechanics wrote up the defect on four occasions; within a few days, according to one mechanic, the plane was finally repaired. (United denies these episodes occurred.)

"Do we make errors? You bet," says Ronald Utecht, United's senior vice president of engineering and maintenance. But, he says, United does not put unsafe airplanes in the air. "We do everything we can to fix a plane-99% of the writeups get fixed the first time."

United is by no means the only carrier with maintenance problems. Testimony before the GAO claims that mechanics at all major airlines are frequently threatened by supervisors that "the discovery of 'too many' maintenance discrepancies" will result in more work shifting to subcontractors-even though managers "generally concede that these subcontractors are notorious for their inferior workmanship and use of unlicensed staff." The testimony cites the arbitration case of a Northwest Airlines mechanic fired for excessive writeups; it goes on to say that Northwest's own managers confirmed that planes were allowed to fly "in an unairworthy condition" while carrying passengers.

Additional reporting by Megan Johnston

----- INDEX REFERENCES -----

NEWS SUBJECT: English language content; Acts Of Terror; Political/General News; Corporate/Industrial News; Government Bodies; Crime/Courts; Domestic Politics (ENGL GTERR GCAT CCAT GVBOD GCRIM GPOL)

GOVERNMENT: Federal Government, U.S. (FDL)

REGION: United States; United States; North America; North American Countries (US USA NME NAMZ)

Word Count: 1470

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EXHIBIT B



Emergency Egress Slide

The emergency egress slide provides the orbiter flight crew members with a rapid and safe emergency egress through the orbiter middeck ingress/egress side hatch after a normal opening of the side hatch or after jettisoning of the side hatch at the nominal end-of-mission landing site or at a remote or emergency landing site.

The emergency egress slide replaces the emergency egress side hatch bar, which required the flight crew members to drop approximately 10.5 feet to the ground. This drop could cause injury to the flight crew members and prevent an injured flight crew member from moving to a safe distance from the orbiter.

The emergency egress slide will support return-to-launch-site, transatlantic-landing, abort-once-around and normal end-of-mission landings.

The system will be activated manually by the flight crew rotating the slide from the middeck through the egress side hatch opening onto the side hatch if the hatch has not been jettisoned or through the egress side hatch opening if the hatch has been jettisoned. The flight crew pulls a lanyard to inflate the slide with a self-contained air bottle supply. The slide allows the safe egress of the flight crew members to the ground within 60 seconds after the side hatch is fully opened or jettisoned; accommodates the egress of the flight crew members wearing the launch and entry crew altitude protection system; accommodates the egress of incapacitated crew members; withstands and remains functional in the egress environment for a minimum of six minutes after deployment; and can be released from the side hatch to permit fire truck access.

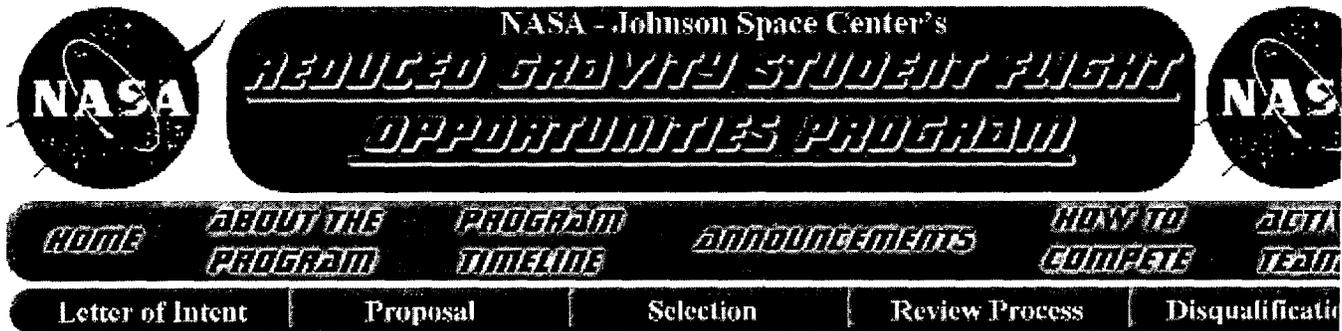
The slide is installed inside the middeck below the side hatch where it will not inhibit ingress/egress when the system is not required and not interfere with normal on-orbit operations.

The egress slide contractor is Inflatable Systems Inc., a division of OEA, Denver, Colo.

Curator: [Kim Dismukes](#) | Responsible NASA Official: [Catherine Watson](#) | Updated: 08/30/2001
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Criteria For Selection...

GENERAL ELIGIBILITY REQUIREMENTS

The NASA Reduced-Gravity Student Flight Opportunities Program competition provides access to NASA's JSC Reduced-Gravity Program for up to 72 teams per year. Each team must consist of four undergraduate student flyers. In addition, teams may include the following optional members:

- one undergraduate alternate flight-crew member (optional)
- a ground-based crew (optional)
- supervising faculty member
- one professional journalist (optional)

The team's reduced-gravity experiment will fly twice. Each flight will accommodate two of the team's four student flyers and the team journalist will fly once.

Usual academic standards regarding original work apply to all materials submitted for review to this competitive program. In all cases, proper credit should be given for referenced work and where applicable, copies of permissions granted for use of copyrighted or patented materials included.

Experiments/hardware that have been flown three times in the RGSFOP will not be considered for a fourth flight (three two-day flights maximum.) Student experiments must be organized, designed, and operated by student team members alone. While private industry groups are allowed to sponsor teams (providing funds and equipment), they will not use any student program as a means to obtain proprietary research objectives. Any student team discovered performing research for private industry, will be disqualified from the competition immediately. In addition to private industry groups, NASA grant researchers can also provide funds and equipment to student teams, but are not allowed to provide research objectives. In all cases, student experiment objectives and design must originate from the student team. When research equipment is donated by private industry groups and/or NASA researchers, students must disclose its past research use and explain how it will be used to obtain different objectives during the student program.

CRITERIA FOR TEAM PARTICIPATION

- Each prospective team member must be a student enrolled in an accredited U.S. institution of higher learning (junior college, community college, college, university) at the time the proposal is submitted.
- Team must be comprised of four undergraduate student flight-crew team members. Teams with less than four flight-crew members are NOT eligible to participate.
- One undergraduate alternate flight-crew member may be named.
- A supervising faculty member must be named in the proposal
- Any team member under the age of 18 who will accompany the team to Houston must provide a signed JSC parental consent form
- Flight Crew and Ground Crew members must be U.S. citizens.
- Student experiments must be organized, designed and operated by student team members alone.
- Flight Crew members may serve in a flight-crew capacity for one team only in the same competition. Flight crew members may serve as ground crew members on another team in the same competition.
- Ground crew membership is unrestricted. Ground crew members may be comprised of students of any level (high school, undergraduate, graduate); faculty members; professional consultants etc.

[<<<Back to Submitting the Proposal](#)

[Forward to the Review Process](#)

Curator:

Wesley Tarkington

Responsible NASA Official:

Donn Sickorez

Last Update: 11 February 2002

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Crewmember and Crew-ground Interactions During International Space Station Missions (Interactions) Results

Experiment

Operations

Results

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Results

The Expedition 3 crew, who returned to Earth on Monday, December 17, 2001, have completed their in-flight questionnaires and will complete a final, postflight session. Meanwhile, the Expedition 4 crew completed their first in-flight questionnaires during the week of December 17. At the conclusion of the Interactions experiment, eight Expedition crews and their support ground control crews will have responded to the battery of questionnaires and provided critical incident logs.

Researchers have been conducting studies on human factors, such as crew interactions and spacecraft environment/crew function, throughout the space program. Nick Kanas, principal investigator for the Interactions study, headed up an international team that conducted a similar study using Shuttle/*Mir* crews. Flight and ground crews, which included five astronauts, eight cosmonauts, 42 U.S. and 16 Russian mission control personnel, completed weekly questionnaires on their respective work environments and team leadership, cohesion, and dynamics. The biggest barrier to a healthy and constructive flight crew/ground crew relationship was a phenomenon called "displacement," where individuals displace tensions and feelings of dissatisfaction to those outside. For example, when the flight



The Expedition 4 crew, shown here smiling for the camera inside the Destiny Laboratory on December 11, 2001, are the latest participants in the Interactions study. For the next two to three months, the crew will rely on each other and members of the ground crew for safety and mission success—even for recreation. Interactions is studying the potential challenges to *esprit de corps* in an effort to create solutions that will ease or remove those challenges. The Expedition 4 crew are, from left, Flight Engineer Daniel Bursch, Commander Yuri Onufrienko, and Flight Engineer Carl Walz.

crew expressed tension and unhappiness, they also expressed the belief that the ground crew did not care about them and weren't providing adequate support. Also, further into missions, crew members were more likely to state that they felt they were receiving less support from their crew's leader. This impression was particularly present among the astronauts. Kanas noted in his study findings that this was likely a consequence of being a lone American on a Russian-led Russian-language mission. This sense of isolation, of being in a foreign environment away from family and friends, was also present in the U.S. ground crews, who were sent to Russia to support the missions.

As a result of these findings, countermeasures have been introduced, including preflight training to help crews understand and deal positively with personal stress and intercultural tensions. The

Interactions study will assess the effectiveness of this training, and will help researchers refine this training and develop new protocols to support a multinational Station crew. While the current and near-future Expedition crews may not benefit directly from Interactions, the data they provide for the experiment will influence the type of training and in-flight support used for future missions.

Applications

The findings of Interactions will improve the ability of future crew members and ground personnel to work together, ensuring the efficiency and success of each mission. Researchers will be able to positively address changes in crew mood and productivity through updated or new methods of screening, training, in-flight counseling, and communication with family and friends. Simple changes to exercise regimes, recreational time and facilities, or Station environment may improve the overall flight experience.

Lessons learned on Station will then be applied to future long-duration space missions outside low Earth orbit. Furthermore, methods used to keep Station and ground crew productivity and morale high can be applied to Earth analogs, such as submarines, Antarctic research stations, and other isolated locations where group communication is important and morale is critical to job performance and the quality of daily life. Strategies used to achieve *esprit de corps* in a stressful environment like the Station can help create team cohesion in increasingly diverse, multicultural and multinational workplaces.

Related Publications

- W.S. Weed. 2001. *Can we go to Mars without going crazy?* *Discover* 22(5).
- N. Kanas, V. Salnitskiy, E.M. Grund, V. Gushin, O. Kozerenko, A. Sled, and C.R. Marmar. 2000. Human interactions in space: results from Shuttle/Mir." *Proceedings of the 13th IAA Humans in Space Symposium*, International Astronautical Association, Santorini, Greece, May 20-26.
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- Kanas Honored for Research on Psychological Effects of Space Travel. UCSF's Electronic Daily *Daybreak News* (1999).

Web Sites

Spaceline: Psychosocial effects of long-duration space flight analyzed in Shuttle/Mir studies
(PDF file)

[New Experiments](#) [All Experiments](#) [Increments](#) [By Research Area](#) [Facilities](#) [Flight Schedule](#) [Deorbited](#)

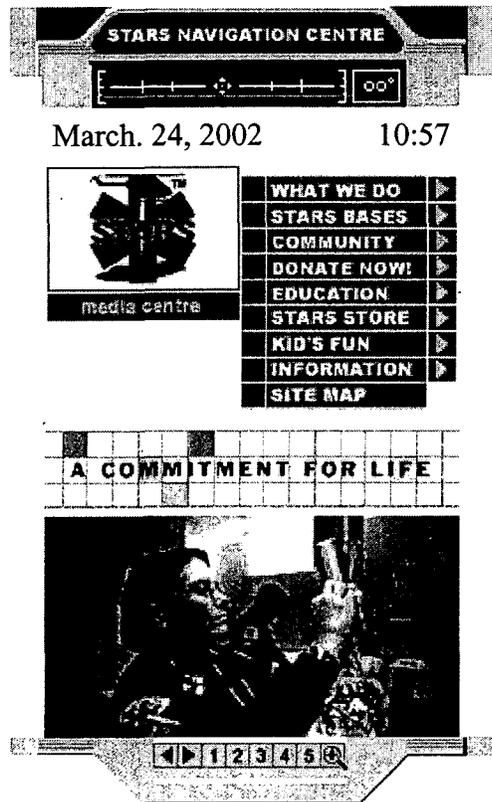
ISS Science Operations News



Research on Station

NASA Headquarters Responsible Official: Code

EXHIBIT C



TEAM MEMBERS

[Home](#) > [What We Do](#)

The STARS Flight Crew includes:

- Referral Emergency Physician
- Pilot
- Co-pilot
- Paramedic
- Nurse

The team works together as an integrated, multidisciplinary unit, providing emergency medical care and helicopter transport to severely injured and ill patients. The air medical crew work very independently, but have the availability of online communication with the referral emergency physician (flight doctor) at any time throughout the mission.

The air medical crew is comprised of highly dedicated and skilled individuals who volunteer part of their time to STARS. They hold part or full-time positions with high performing advanced life support EMS services and major hospital emergency care departments including emergency and intensive care and critical care units. The pilots work full-time at STARS but often complementing this experience with additional professional activities.

On some special needs missions, STARS crews are accompanied by specialized teams such as:

- Pediatric Intensive Care Unit Transport Teams
- Neonatal Intensive Care Unit Transport Teams
- Calgary Fire Department Aquatic Dive Team

Another important component of the STARS team is our "ground crew", which includes staff in the areas of:

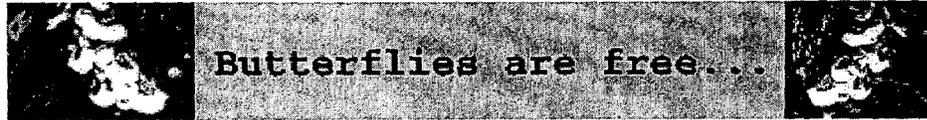
- Aviation engineering
- Administration
- Fundraising

This dedicated ground crew is vital in keeping STARS 1

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USA TODAY COLD SCIENCE

Reports on the Antarctic and Arctic

04/17/00 - Updated 06:21 PM ET

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Emergency supplies dropped at South Pole

By Patrick McMahon, USA TODAY

SEATTLE -- Bundles of medical equipment, along with red roses and fresh fruit, fell from the dark sky over the South Pole on July 10, 1999 during an emergency airlift to one of the world's coldest places.

An Air Force crew from Washington state successfully dropped medicine, an ultra-sound monitor and other equipment for a 47-year-old worker at Amundsen-Scott South Pole Station who is being treated for a potentially cancerous lump in her breast.

The woman, whose name has not been disclosed, is one of 40 people stationed at the National Science Foundation complex, where winter is so severe that airplanes can't land or pick up passengers until at least October, when spring arrives. In the Southern Hemisphere, winter peaks in June, July and August, when there is virtually no daylight at the South Pole.

"It's the most challenging mission we've ever attempted in peacetime," said mission commander Lt. Col. John Pray of the 62nd Aircraft Wing at McChord Air Force Base near Tacoma. The base is home to the Air Force's only C-141 Starlifter cargo jet on the West Coast.

The supply drop was especially risky because of temperatures of 80 degrees below zero, 24-hour darkness, strong winds and the need to open a cargo door in midair.

A physician was on board to treat cases of frostbite or other medical problems, but none were reported.

Speaking by telephone from Christchurch, New Zealand, where the C-141 landed after its 5,000-mile round trip to Antarctica, Pray said, "The mission went almost flawlessly."

The drop area was lit up by drums of burning fuel, and the jet made two passes over the area, 7 minutes apart, at a speed of 200 mph.

The first pass, at about 1:30 a.m. ET, dropped two 350-pound boxes of medical equipment. The second pass dropped two more boxes of medical equipment and two bundles of "freshies."

One bundle -- mostly fresh fruits and vegetables -- broke apart on impact. The ground crew was able to recover about 90% of the supplies, Pray said.

"You should have seen everybody in the back (of the jet)," Pray said. "They were cheering wildly." On the ground, which was in radio contact with the C-141, "they were thrilled just seeing an airplane," Pray said. "You could hear it in their voice."

The ground crew had just about 5 minutes to get the supplies inside the domed station or its outbuildings before the fruit and other items froze.

After the arrival, one of the radio operators on the ground told the cargo jet's crew that he would be off the air briefly because "everybody's eating the pears."

Sgt. Robert Brown, one of the crew members overseeing the cargo, said the importance of their mission to the woman at the station was very much on the minds of the flight crew: "We sent her some roses and a whole lot of cards."

 Members of the flight crew all autographed the bundles being dropped, and some even wrote personal messages to the folks below.

The woman discovered the lump in her breast in June. She is being treated by a doctor at the South Pole facility, said Lt. Lars Anderson, a spokesman at McChord. "She has not been diagnosed with cancer," he said

Danita Hunter, a spokeswoman at the Air Force's Air Mobility Command at Scott Air Force Base near St. Louis said the C-141 flight will be paid for by the National Science Foundation.

The jet left Washington state Thursday and is due back at McChord on Wednesday. Based on an estimated 50 hours of flight time, Hunter said, the flight will cost \$270,270. The Air Force will foot the bill for sending a second aircraft along for part of the trip to handle midair refueling.

The woman at the pole station is an employee of Antarctic Support Associates, a National Science Foundation contractor based in Englewood, Colo.

Antarctic Support spokeswoman Valerie Carroll said employees at the pole routinely undergo psychological and physical tests, including mammograms for women.

Although the woman's identity and treatment are not being disclosed, Carroll said: "I can tell you this. I spoke to her, and she is very grateful for all the support and good wishes."

- [Index to stories about supply drop](#)
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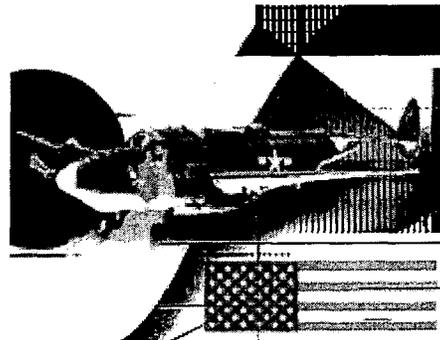
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Remains of U.S. flight crew from WWII found at remote Russian site

August 11, 2000

Web posted at: 8:47 p.m. EDT (0047 GMT)

WASHINGTON (CNN) -- A joint U.S.-Russian recovery team operating at a remote site in eastern Russia has discovered remains believed to be those of U.S. servicemen missing in action since World War II, the Pentagon announced Friday.



Members of the U.S.-Russia Joint Commission on POW/MIAs said they positively identified the wreckage of a U.S. Navy PV-1 Ventura bomber during an August 7-9 visit to the steep face of Mutnovskiy volcano on the desolate Kamchatka peninsula in eastern Russia.

A number of sets of remains found at the site are believed to be those of the crew members of the Navy bomber.

The plane went missing on March 25, 1944, after taking off from a U.S. base on Attu in the Aleutian Island chain.

The bomber and its seven-man crew was part of a five-plane formation that embarked on a bombing mission that day as part of what the military then called "The Empire Express." Their mission was to bomb targets on the Kurile Islands in northern Japan, the Pentagon statement said.

Of the five planes that took to the sky from Attu that day, only one was able to successfully complete the mission, the Pentagon said.

One of the planes crashed shortly after take off. Two others encountered extreme weather and were forced to drop their bomb loads in the ocean before returning to base. The last plane simply never returned.

MESSAGE BOARD

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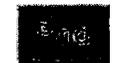
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It is that plane that was discovered by the team more 56 years after it disappeared.

Russian geologists apparently found the wreckage there decades ago but the discovery was not reported to the U.S. until recently, the Pentagon said.

The U.S. Central Identification Laboratory in Hawaii has recommended that a U.S. team return to the barren site next summer to conduct a more complete excavation, in the hope of achieving a more complete accounting of the missing crewmen.

There are more than 78,000 U.S. servicemen unaccounted for from World War II.

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EXHIBIT E



March 20, 2002

United States Patent and Trademark Office
Assistant Commissioner for Trademarks
2900 Crystal Drive
Arlington, Virginia 22202-3513

Dear Sirs:

I am the Senior Buyer of United Airlines. I have held this position for ten (10) years and, thus, am familiar with the retail luggage industry. By virtue of my activities within this industry, I am directly involved in the distribution and sale of luggage products and regularly come in contact with retail luggage stores and consumers of luggage products.

Because of my experience in this field, I have been asked by TravelPro to provide my understanding of the designation "flight crew" in the luggage industry. I can attest to the following. The term "flight crew" generally refers to the pilots and flight attendants on an aircraft. The designation is not customarily used by persons in the retail luggage industry or our customers, which include both the general consuming public and airline employees, to refer to a particular type of luggage. Luggage with wheels and telescoping handles is commonly referred to by persons in the retail luggage industry as "rolling luggage" or "rolling uprights", or as a type of "carry-on luggage." In my experience, customers of these products do not understand or use the term "flight crew," or "flight crew luggage/bag" to refer to rolling luggage or carry-on luggage.

Sincerely,

A handwritten signature in cursive script that reads "Deborah Bell".

Deborah Bell
Sr. Buyer
(847) 700-5619



March 20, 2002

United States Patent and Trademark Office
Assistant Commissioner for Trademarks
2900 Crystal Drive
Arlington, Virginia 22202-3513

Dear Sirs:

I am the Senior Buyer of United Airlines. I have held this position for six (6) years and, thus, am familiar with the retail luggage industry. By virtue of my activities within this industry, I am directly involved in the distribution and sale of luggage products and regularly come in contact with retail luggage stores and consumers of luggage products.

Because of my experience in this field, I have been asked by TravelPro to provide my understanding of the designation "flight crew" in the luggage industry. I can attest to the following. The term "flight crew" generally refers to the pilots and flight attendants on an aircraft. The designation is not customarily used by persons in the retail luggage industry or our customers, which include both the general consuming public and airline employees, to refer to a particular type of luggage. Luggage with wheels and telescoping handles is commonly referred to by persons in the retail luggage industry as "rolling luggage" or "rolling uprights", or as a type of "carry-on luggage." In my experience, customers of these products do not understand or use the term "flight crew," or "flight crew luggage/bag" to refer to rolling luggage or carry-on luggage.

Sincerely,

A handwritten signature in cursive script that reads "Susan Pesoli".

Susan Pesoli
Sr. Buyer
(847) 700-5191



3440 Lang Avenue • Hapeville, GA 30354
Ph: (404) 766-6507 • Fax: (404) 766-0029

March 21, 2002

United States Patent and Trademark Office
Assistant Commissioner for Trademarks
2900 Crystal Drive
Arlington, VA 22202-3513

Dear Sirs;

My name is Noel Pressley. I am the Purchasing Coordinator (buyer) for Flight Station, Delta Air Lines Official Company Store. I have been with the company in this position, or a similar position for the past 4 and ½ years. I consider myself very knowledgeable with the retail luggage industry. My job involves the ordering and distribution of luggage products to a wide variety of customers, including the Pilots and Flight Attendants of Delta Air Lines.

Because of my experience and understanding in this field, I have been asked by TravelPro to provide my understanding of the designation "Flight Crew" in the luggage industry. I can attest to the following:

- The term "Flight Crew" generally refers to the pilots and flight attendants of an aircraft.
- The designation is not customarily used by persons in the retail luggage industry, or our customers, which include both the airline employees, and the general public, to refer to a particular type of luggage.
- Luggage with wheels and a telescoping handle is commonly referred to as "rolling luggage" or "rolling uprights". Or as a type of "carry-on" luggage.
- It is my conclusion that customers who buy this type of luggage, don't use the term "Flight Crew" or "Crew Luggage bag" when referring to the rolling luggage.

Sincerely,

Noel Pressley
Purchasing Coordinator
Flight Station

www.flightstation.com

Brookhurst, Inc.

Since 1889
107 W Carob Street
Rancho Dominguez, CA. 90220-5206
Telephone 310.631.3500 X205 Facsimile 310.763.3846
christopher.collopy@brookhurstinc.com

Christopher S. Collopy
Senior Vice President
Sales and Marketing

Thursday, March 21, 2002

United States Patent and Trademark Office
Assistant Commissioner of Trademarks
2900 Crystal Drive
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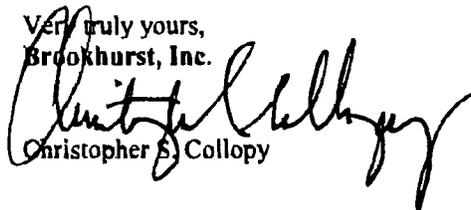
Dear Sirs,

By way of introduction, I am Senior Vice President of Brookhurst, Inc, a 113-year-old uniform and corporate apparel manufacturer, who for the last twenty-seven years has been intimately involved with the retail luggage industry; particularly as it relates to our airline clientele. Inasmuch as I have overall responsibility for our client relationships, I am quite familiar with the scope of luggage and luggage-related products available to our airline client base. Our client group includes over 55,000 individual users of uniform product and accessories.

I have been asked by TravelPro to provide my understanding of the designation 'flight crew' in the luggage industry. The term "flight crew", in general, refers to the pilots and cabin crew/flight attendants staffing an aircraft. To my knowledge, this designation is not used by persons in the retail luggage industry, or our customer base, which is predominantly airline employees, to refer to a particular type of luggage. Luggage with wheels and telescoping handles is commonly referred to in retail as 'rolling luggage' or 'rolling uprights', or as a type of 'carry-on luggage'.

In my experience, customers of these products do not understand or use the term 'flight crew' or 'flight crew luggage or bag' to refer to this type of rolling luggage or carry- luggage.

Very truly yours,
Brookhurst, Inc.


Christopher S. Collopy



United States Patent and Trademark Office
Assistant Commissioner for Trademarks
2900 Crystal Dr
Arlington, VA 22202-3513

March 21, 2002

Dear Sirs:

I am the Planning Manager for Uniform Solutions. I have held this position for 5 years and, thus, am familiar with the retail luggage industry. By virtue of my activities within this industry, I am directly involved in the distribution and sale of luggage products and regularly come into contact with retail luggage stores and consumers of luggage products.

Because of my experience in this field, I have been asked by Travelpro to provide my understanding of the designation "Flight Crew" in the luggage industry. I can attest to the following: The term "Flight Crew" generally refers to the pilots and flight attendants on an aircraft. The designation is not customarily used by people in the retail luggage industry of our customers, which include the airline employees, to refer to a particular type of luggage. Luggage with wheels and telescoping handles is commonly referred to by persons in the retail luggage industry as "rolling Luggage" or "rolling uprights," or as a type or style of "carry-on luggage." In my experience, customers of these products do not understand or use the term "flight Crew," or "flight crew luggage/bag" to refer to rolling or carry-on luggage.

Sincerely,

Gary P. Lehrmann
Planning Manager
Uniform Solutions



EXHIBIT F

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re Application of: TRAVELPRO INTERNATIONAL, INC.

Serial No. 76/030904

Examining Attorney: C. French

Filed: April 19, 2000

Law Office: 15

Mark: FLIGHT CREW

DECLARATION

I, George Cassius, am over eighteen years of age and hereby declare as follows:

1. I have over twenty-five years experience in the travel goods industry and am on the advisory board of the International Luggage Association and the New York/Chicago Premium Shows. I am an independent sales representative for several luggage manufacturers, including Travelpro International, Inc. In addition, I regularly attend industry trade shows.
2. In the course of my sales activities, I have regular dealings within the premium and incentive industry.
3. Within our industry, the term "flight crew" refers to the pilots and flight attendants on an aircraft.
4. Travelpro's customers include the general public who purchase its products through retail stores and on-line Internet retail outlets, as well as airline industry personnel. Accordingly, Travelpro's luggage is used by numerous persons who are not members of a flight crew.
5. Since its introduction in approximately 1987, upright rolling luggage has continued to gain popularity. Today, most every luggage manufacturer features a line or product having wheels and a telescoping handle due to consumer demand.
6. In my experience, luggage having wheels and a telescoping handle so that the user may pull, rather than carry, the bag is known as "rolling luggage," "rolling uprights" "wheeled luggage," "carry-on luggage," or "wheelies." It is my experience that these terms are used by my customers and other luggage manufacturers to refer to this type of luggage.
7. During my twenty-five years in this industry I am not aware of any luggage industry personnel, retail store owner or consumer who refers to any type of luggage by the designation "flight crew." In my experience, customers of these

products do not understand or use the term "flight crew" or "flight crew luggage/bag/case" to refer to rolling luggage or carry-on luggage.

The undersigned, being hereby warned that willful false statements and the like so made are punishable by fine or imprisonment, or both, under 18 U.S.C. § 1001, and that such willful false statements may jeopardize the validity of the Application or any resulting Registration declares that the foregoing statements are true and correct.

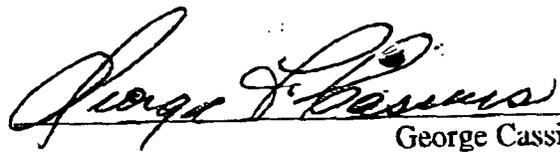

George Cassius

EXHIBIT G

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re Application of: TRAVELPRO INTERNATIONAL, INC.

Serial No. 76/030904

Examining Attorney: C. French

Filed: April 19, 2000

Law Office: 15

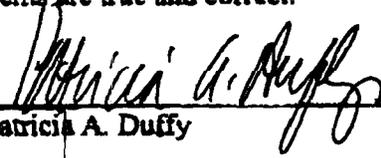
Mark: FLIGHT CREW

DECLARATION

1. I, Patricia A. Duffy, am over eighteen years of age and hereby declare as follows:
2. I am employed by TravelPro International, Inc. as, Director-Airline Division, and have held this position for over six years. My job responsibilities include overseeing all aspects of sales to airline and airline related accounts. Prior to my current position, I was Vice President, Sales/Marketing for Fashionaire, a division of Hartmarx Corporation. I have a total of 21 years experience in dealing with airline accounts in the travel goods industry.
3. I am a member of the International Travel and Leather Goods Association.
4. In the course of my day-to-day job responsibilities, I have regular dealings with airline executives and personnel. I have frequent sales meetings with representatives from major airlines, including Continental Airlines, American Airlines, Northwest Airlines, Delta USAirways, America West Airlines, Southwest Airlines and United Airlines. My sales efforts within this industry segment are substantial, totaling in excess of 100,000 pieces of luggage annually to over 200 customers.
5. Within our industry, the term "flight crew" was originally used to refer to the pilots on an aircraft. The term has now been expanded to encompass the flight attendants, pilots and others on an aircraft responsible for the passenger's safety.
6. Travelpro's customers include the general public who purchase its products through retail stores and on-line Internet retail outlets, as well as airline industry personnel. Accordingly, Travelpro's luggage is used by numerous persons who are not members of a flight crew.
7. Since its introduction in approximately 1987, upright rolling luggage has continued to gain popularity. Today, most every luggage manufacturer features a line or product having wheels and a telescoping handle due to consumer demand.

8. In my experience, luggage having wheels and a telescoping handle so that the user may pull, rather than carry, the bag is known as "rolling luggage," "rolling uprights," "wheeled luggage," "carry-on luggage," or "wheelies." It is my experience that these terms are used by my customers and other luggage manufacturers to refer to this type of luggage.
9. In my experience, customers of these products do not understand or use the term "flight crew" or "flight crew luggage/bag/case" to refer to rolling luggage or carry-on luggage.

The undersigned, being hereby warned that willful false statements and the like so made are punishable by fine or imprisonment, or both, under 18 U.S.C. § 1001, and that such willful false statements may jeopardize the validity of the Application or any resulting Registration declares that the foregoing statements are true and correct.



Patricia A. Duffy

EXHIBIT H

The 55th Annual
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Manufacturers by Product Category

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Backpacks

- Abas Leather Accessories
- Abtron USA, Inc.
- AmeriBag®
- American Procurement Co., Inc.
- Ampac Travelware, Inc.
- Aston Leather
- Badanco Enterprises
- Baggallini
- Bic's USA
- Briggs & Riley Travelware
- California Pak
- Carlucci Leather
- Castello Products (USA), Inc.
- Chasewise Mfg.
- CIAD/Ilifestyle International
- Country Craft, Inc.
- David King & Co., Inc.
- DeBon Leather
- Derek Alexander
- Dony (L.A.) Corp.
- Eagle Creek Travel Gear
- Ellington Leather Goods
- Essa Enterprises, Inc.
- Experience Design, Inc.
- Fossil
- Heritage Industries
- High Sierra Sport Co.
- Hobo International
- International Leather Goods/Osgoods Marley
- J World Products, Inc.
- J.P. Ourse & CIE/Ourse USA, Inc.
- J.R. Tusting & Co., Ltd.
- Jansport, Inc.
- Kenneth Cole New York Business Cases and Luggage
- Kingsport International Corp.
- Korus Co., Inc.
- Latico/Frye Bags
- The Leather Specialty Co.

- Leather Goods of Spain
- Lodis Corp.
- London Fog Luggage, div. of Ryka, Inc.
- Long Sight Enterprises Co., Ltd.
- Luggage America, Inc.
- Maestro Luggage, Inc.
- McKlein Company LLC
- Mercury Luggage/Seward Trunk
- Michael Bianco, Inc.
- Millennium Leather LLC
- Monarch Luggage Co., Inc.
- New World Traders
- Overland Equipment, Inc.
- Pacific Trail® Travel Gear, div. of Ryka, Inc.
- Paragon Luggage, Inc.
- Picnic At Ascot, Inc.
- Rea Creations
- Rimowa Kofferfabrik GmbH
- Saga, Inc.
- Samsonte Corp.
- Scully, Inc.
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- The Sheffield Leather Company
- Shoreline-TD Innovations
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- Tandy Brands Accessories/Rolls/Prince Gardner
- Travel Tech
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- Travelpro
- Travelersdesignworks
- Tumi, Inc.
- Winn International Corp.
- Worldwide Dreams
- Zelco Industries, Inc.

Manufacturers by Product Category

ITLA 200

Business Cases

Abas Leather Accessories
 American Flyer
 American Procurement Co., Inc.
 Ampac Travelware, Inc.
 Andiamo Inc.
 Aston Leather
 Bosca Accessories in Leather
 Brit's USA
 Briggs & Riley Travelware
 Budd Leather Co.
 California Pak
 Carlucci Leather
 Castello Products (USA), Inc.
 Chessewise Mfg.
 CIAO/Lifestyle International
 Daines & Halthaway
 David King & Co., Inc.
 DeBon Leather
 Derek Alexander
 Eagle Creek Travel Gear
 Ellington Leather Goods
 ESQUIRE
 Essa Enterprises, Inc.
 Goldpfeil AG
 Hansa Corporation
 Hartmann, Inc.
 Heritage Industries
 High Sierra Sport Co.
 Hobo International
 International Leather Goods/Osgood
 Marley
 J.R. Tusting & Co., Ltd.
 Jack Georges, Inc.
 JanSport, Inc.
 Ken White Designs
 Kenneth Cole New York Business
 Cases and Luggage
 Kingport International Corp.
 Korus Co., Inc.

Laticofrye Bags
 The Leather Specialty Co.
 Lodis Corp.
 London Fog Luggage, div. of Ryka,
 Inc.
 Long Sight Enterprises Co., Ltd.
 Luggage America, Inc.
 Maestro Luggage, Inc.
 McKlein Company LLC
 Mercury Luggage/Seward Trunk
 Michael Blanco
 Millennium Leather LLC
 Monarch Luggage Co., Inc.
 National Leather Goods
 New World Traders
 Paragon Luggage, Inc.
 Rimowa Kofferfabrik GmbH
 Saga, Inc.
 Samsortie Corp.
 Scully, Inc.
 The Sheffield Leather Company
 Shoreline-TD Innovations
 Simón of California Leathersgoods
 Skyway Luggage Co.
 Sundex, Inc.
 Swiss Army Travel Gear/TRG
 Accessories
 T.Z. Case International Corp.
 Tandi Leather
 Tandy Brands Accessories/Rolfs
 Prince Gardner
 Trager Manufacturing Co.
 Traveler's Choice
 Travelers Club Luggage, Inc.
 Travelon
 Travelpro
 Turni, Inc.
 United States Luggage Co./Solo
 Vanguard USA, Inc.
 Winn International Corp.

Computer Cases

ArnerBag®
 American Flyer
 American Procurement Co., Inc.
 Ampac Travelware, Inc.
 Andiamo Inc.
 Aston Leather
 Baggarlini
 Bosca Accessories in Leather
 Brandess/Kalt/Aetna Group, Inc.
 Brenthaven
 Brit's USA
 Briggs & Riley Travelware
 California Pak
 Castello Products (USA), Inc.
 Chessewise Mfg.
 CIAO/Lifestyle International
 Country Craft, Inc.
 David King & Co., Inc.
 DeBon Leather
 Dory (L.A.) Corp.
 Eagle Creek Travel Gear
 Ellington Leather Goods
 Essa Enterprises, Inc.
 Fossil
 Goldpfeil AG
 Hartmann, Inc.
 Heritage Industries
 High Sierra Sport Co.
 International Leather Goods/Osgood
 Marley
 J.R. Tusting & Co., Ltd.
 Jack Georges, Inc.
 JanSport, Inc.
 Ken White Designs
 Kenneth Cole New York Business
 Cases and Luggage
 Kingport International Corp.
 Korus Co., Inc.
 Latco/Frye Bags

Lodis Corp.
 London Fog Luggage, div. of Ryka,
 Inc.
 Long Sight Enterprises Co., Ltd.
 Luggage America, Inc.
 McKlein Company LLC
 Mercury Luggage/Seward Trunk
 Michael Blanco
 Millennium Leather LLC
 Monarch Luggage Co., Inc.
 New World Traders
 Paragon Luggage, Inc.
 Rimowa Kofferfabrik GmbH
 Saga, Inc.
 Scully, Inc.
 Shanghai Overseas Import & Export
 Co., Ltd.
 The Sheffield Leather Company
 Shoreline-TD Innovations
 Skyway Luggage Co.
 Sundex, Inc.
 Summitex Enterprise Co., Ltd.
 Swiss Army Travel Gear/TRG
 Accessories
 T.Z. Case International Corp.
 Tandy Brands Accessories/Rolfs/
 Prince Gardner
 Trager Manufacturing Co.
 Traveler's Choice
 Travelers Club Luggage, Inc.
 Travelon
 Travelpro
 Turni, Inc.
 United States Luggage Co./Solo
 Vanguard USA, Inc.
 Winn International Corp.
 ZERO Haliburton

Gifts

AMI
 BRISA Music
 Bill Bliss Leather Goods
 Blue Star Leather, Inc.
 Bosca Accessories in Leather
 Bucky Products, Inc.
 Budd Leather Co.
 Collins Brothers, Inc.
 Connect U.S.A.
 Country Craft, Inc.
 Designer Products, Inc.
 DreamsSacks
 Ellington Leather Goods
 En Route Travelware
 Excellbur Electronics, Inc.
 Ex-Cell Metal Products
 Fisher Space Pen Co.
 Fossil
 Gary's Leather Creations, Inc.
 Gift Additions
 Hansa Corporation
 International Leather Goods/Osgood
 Marley
 Ioya of America, Ltd.
 J.P. Ourse & CIE/Ourse USA, Inc.
 L.C. Industries, LLC
 Leban Pen Company
 LaCrosse Technology
 Latco/Frye Bags
 Leather Goods of Spain
 Lehmann-GmbH-
 Lederwarenmanufaktur
 Lodi's Corp.
 London Fog Luggage, div. of Ryka, Inc.
 Millennium Leather LLC
 Milson & Louis, Inc.
 Mountain Properties
 Nostalgic Orient Express®
 Picnic At Ascot, Inc.

Prestocklock By CCL Security Products

Ralka
 Replogle Globes, Inc.
 Retno 1951, Inc.
 Richartz
 Searle Enterprises, Inc.
 Scully, Inc.
 Sarsa By Willat
 The Sheffield Leather Company
 Simón of California Leathergoods
 Swisaco LLC.
 Talus Corp.
 Tilley Endurables
 Travel Tech
 Travelpro
 Travelersdesignworks
 Verlo Company
 Vya International Corp.
 Winn International Corp.
 Wood Expressions, Inc.
 Zelco Industries, Inc.

Handbags

Abas Leather Accessories
 Adheme Vitadini Handbags & Travelware
 Alligator Trading Company, Inc.
 AmeriBag®
 Aston Leather
 Baggallini
 Boyt Brands
 Brics USA
 Cartucci Leather
 Castello Products (USA), Inc.
 CIAO/Lifestyle International
 David King & Co., Inc.
 Derek Alexander
 Dissar Leder
 Dony (L.A.) Corp.
 Ellington Leather Goods

En Route Travelware

Essa Enterprises, Inc.
 Experience Design, Inc.
 Flying Circle Bag Company
 Fossil
 Gary's Leather Creations, Inc.
 Goldpfeil AG
 Hobo International
 International Leather Goods/Osgood
 Marley
 J.P. Ourse & CIE/Ourse USA, Inc.
 J.R. Tusting & Co., Ltd.
 Jack Georges, Inc.
 L.G. International
 Latco/Frye Bags
 Leather Goods of Spain
 Michael Bianco, Inc.
 Nostalgic Orient Express®
 Pea Creations
 Saga, Inc.
 Scully, Inc.
 The Sheffield Leather Company
 Simón of California Leathergoods
 Sven Design
 T.Z. Case International Corp.
 Tandy Brands Accessories/Rolls/
 Prince Gardner
 Travelpro
 Tuml, Inc.
 Vanguard USA, Inc.
 Winn International Corp.
 Worldwide Dreams, .

Luggage & Casual Bags

Abas Leather Accessories
 Abiron USA, Inc.
 Adheme Vitadini Handbags & Travelware
 AmeriBag®
 American Flyer
 American Procurement Co., Inc.

American Tourister, Inc.

Amipac Travelware, Inc.
 Andiamo Inc.
 Aston Leather
 Athalon/Sky Valet
 Atlantic Luggage Company
 Badanuco Enterprises
 Baggallini
 Boyt Brands
 Brandess/Kal/Aetna Group, Inc.
 Brics USA
 Briggs & Riley Travelware
 California Pak
 Cartucci Leather
 Cheese-wise Mfg.
 CIAO/Lifestyle International
 Clemco Products, Inc.
 David King & Co., Inc.
 Dalsey Luggage, Inc.
 Dony (L.A.) Corp.
 Eagle Creek Travel Gear
 En Route Travelware
 Essa Enterprises, Inc.
 Experience Design, Inc.
 Flying Circle Bag Company
 French Luggage/Johnston
 Manufacturing Co.
 GST Industries
 Gary's Leather Creations, Inc.
 Goldpfeil AG
 Hartmann, Inc.
 High Sierra Sport Co.
 Hobo International
 International Leather Goods/Osgood
 Marley
 J World Products, Inc.
 J.R. Tusting & Co., Ltd.
 Jack Georges, Inc.
 JanSport, Inc.
 Kenneth Cole New York Business
 Cases and Luggage

Manufacturers by Product Category

Luggage & Casual Bags

(Continued)

- Kingport International Corp.
- Korus Co., Inc.
- L.C. Industries, LLC
- L.G. International
- Latico/Frye Bags
- The Leather Specialty Co.
- Leisure Merchandising Corp.
- London Fog Luggage, div. of Ryka, Inc.
- Long Sight Enterprises Co., Ltd.
- Luggage America, Inc.
- Maestro Luggage, Inc.
- McKlein Company LLC
- Mercury Luggage/Seward Trunk
- Michael Bianco, Inc.
- Millennium Leather LLC
- Monarch Luggage Co., Inc.
- New World Traders
- Nostalgie Orient Express®
- Olivet International, Inc.
- Overland Equipment, Inc.
- Pacific Trail® Travel Gear, div. of Ryka, Inc.
- Paragon Luggage, Inc.
- Rea Creations
- Saga, Inc.
- Samsonte Corp.
- Scully, Inc.
- Shanghai Overseas Import & Export Co., Ltd.
- The Sheffield Leather Company
- Simon of California Leathergoods
- Slyway Luggage Co.
- Sunnex, Inc.
- Sunnitex Enterprise Co., Ltd.
- Swiss Army Travel Gear/TRG Accessories
- T.Z. Case International Corp.
- Timberland Packs and Travel Gear
- Traveler's Choice

Travelers Club Luggage, Inc.

- Travelon
- Travelpro
- Turni, Inc.
- United States Luggage Co./Solo
- Venlo Company
- Winn International Corp.
- Worldwide Dreams
- ZERO Halliburton

Luggage Carts

- Abtron USA, Inc.
- Badenco Enterprises
- Carlucci Leather
- Clipper Products
- Franzus Company, LLC/Travel Smart
- Goldpreis AG
- J.R. Justing & Co., Ltd.
- Maestro Luggage, Inc.
- Monarch Luggage Co., Inc.
- PFC
- Rainin Kart-A-Bag
- Travelers Club Luggage, Inc.
- Travelon
- WelCom Products

Personal Accessories

- AMI
- Abas Leather Accessories
- Adrienne Vittadini Handbags & Travelware
- Alligator Trading Company, Inc.
- Ampac Travelware, Inc.
- Aston Leather
- Baggallini
- Bill Biass Leather Goods
- Blue Star Leather, Inc.
- Bosca Leather Accessories
- Bric's USA

Briggs & Riley Travelware

- Bucky Products, Inc.
- Budd Leather Co.
- Carlucci Leather
- Castello Products (USA), Inc.
- Connect U.S.A.
- Country Craft, Inc.
- Daines & Hefnaway
- Derek Alexander
- Disser Leder
- DreamSacks
- Ellington Leather Goods
- ESQUIRE
- Essa Enterprises, Inc.
- Ex Officio, Inc.
- Fisher Space Pen Co.
- Flying Circle Bag Company
- Fossil
- Franzus Company, LLC/Travel Smart
- French Luggage/Johnston Manufacturing Co.
- GST Industries
- Gary's Leather Creations, Inc.
- Group III International
- Hansa Corporation
- Hobo International
- International Leather Goods/Osgoode Marley
- J.P. Oursa & CIE/Durse USA, Inc.
- Kan White Designs
- L.G. International
- Laban Pen Company
- LaCrosse Technology
- Latico/Frye Bags
- Leather Goods of Spain
- Lehrmann-GmbH-Lederwarenmanufaktur
- Lodis Corp.
- London Fog Luggage, div. of Ryka, Inc.
- Luggage America, Inc.
- McKlein Company LLC

McNett Corp.

- Mercury Luggage/Seward Trunk
- Millennium Leather LLC
- Millson & Louis, Inc.
- Nostalgie Orient Express®
- Overland Equipment, Inc.
- Raika
- Rea Creations
- Richartz
- Scully, Inc.
- Shanghai Overseas Import & Export Co., Ltd.
- The Sheffield Leather Company
- Shoreline-TD Innovations
- Sigma Impax, Inc.
- Simon of California Leathergoods
- Sunnex, Inc.
- Sven Design
- Swiss Army Travel Gear/TRG Accessories
- Swiftco LLC.
- Tandi Leather
- Tandi Brands Accessories/Rolls/Prince Gardner
- Travel Tech
- Travelon
- Vanguard USA, Inc.
- Venlo Company
- Vista International Corp.
- Winn International Corp.
- Worldwide Dreams
- Zeko Industries, Inc.

Travel Accessories

- AMI
- Abas Leather Accessories
- American Procurement Co., Inc.
- Ampac Travelware, Inc.
- Allartie Luggage Company
- Austin House Travel Essentials

Continued on next page

Manufacturers by Product Category

Travel Accessories

(Continued)

Badanco Enterprises
 Baggalini
 Bill Blass Leather Goods
 Blue Star Leather, Inc.
 Bosca Accessories in Leather
 Briggs & Riley Travelware
 Bucky Products, Inc.
 Budd Leather Co.
 Castello Products (USA), Inc.
 Clemco Products, Inc.
 Collins Brothers, Inc.
 Connect U.S.A.
 DeBon Leather
 Derek Alexander
 Designer Products, Inc.
 DreamSacks
 E-Rock International
 Eagle Creek Travel Gear
 Ellington Leather Goods
 Essa Enterprises, Inc.
 Fisher Space Pen Co.
 Fossil
 Franzus Company, LLC/Travel Smart
 GST Industries
 Gary's Leather Creations, Inc.
 Goldpfeil AG
 Gore-Vaughn Enterprises, Inc.
 Hansa Corporation
 High Sierra Sport Co.
 Hobo International
 International Leather Goods/Osgoods
 Martey
 J World Products, Inc.
 J.P. Course & CIE/Course USA, Inc.
 J.R. Tusting & Co., Ltd.
 Jansport, Inc.
 Ken White Designs
 Kingport International Corp.
 Kous Co., Inc.

L.C. Industries, LLC
 LaCrosse Technology
 Leather Goods of Spain
 Lodi's Corp.
 London Fog Luggage, div. of Ryka, Inc.
 Luggage America, Inc.
 McKlein Company LLC
 McNett Corp.
 Mercury Luggage/Seward Trunk
 Millennium Leather LLC
 Milson & Louis, Inc.
 Monarch Luggage Co., Inc.
 Mountain Properties
 New West Products, Inc.
 New World Traders
 Nostalgic Orient Express®
 Overland Equipment, Inc.
 Pacific Trail® Travel Gear, div. of Ryka, Inc.
 Prestolock By CCL Security Products
 Ralka
 Rea Creations
 Retro 1951, Inc.
 Richardz
 Scully, Inc.
 Sensa By Willat
 The Sheffield Leather Company
 Sherpa's Pet Trading
 Shoreline-TD Innovations
 Simcox of California Leathergoods
 Summitex Enterprise Co., Ltd.
 Swiss Army Travel Gear/TRG
 Accessories
 Swissco LLC.
 Talus
 Tandi Leather
 Tandy Brands Accessories/Rolfs/
 Prince Gardner
 Tilley Endurables
 Timberland Packs and Travel Gear
 Travel Tech

Traveler's Choice
 Travelon
 Travelpro
 Travelersdesignworks
 Vanguard USA, Inc.
 Verlo Company
 Vista International Corp.
 Voltago Valet
 Whyn International Corp.
 Wood Expressions, Inc.
 Worldwide Dreams
 Zelco Industries, Inc.

Umbrellas

Bric's USA
 Eagle Creek Travel Gear
 Franzus Company, LLC/Travel Smart
 Kerlo International Corp.
 L.C. Industries, LLC
 London Fog Umbrellas/Furta USA
 New World Traders
 ShedRain Corp.
 Travel Tech
 Vista International Corp.

Miscellaneous Products

Athalon Sportgear, Inc. Golf Bags
 Big Tag, Div. of Dolan Enterprises Luggage Tags
 Blue Star Leather Jewelry Boxes
 Brandess/Kalk/Aetna Group, Inc. Molded, Waterproof Cases
 BRISA Music Music CDs
 Clipper Products Luggage Hardware
 Collins Brothers, Inc. Travel Bars
 Cross Writing Instruments, Timepieces
 Designer Products, Inc. Pet Carriers
 Everest America Trunks
 Ex-Call Metal Products Luggage Stands
 Ex Office Travel and Outdoor Clothing
 Experience Design LLC Airbags and Corrugated Expanders
 Franklin Packaging Co. Retail Packaging
 Franzus Company, LLC/Travel Smart Travel Electrics
 Gary's Leather Creations, Inc. Belts
 Gore-Vaughn Enterprises, Inc. Handbag Accessories
 Hoya of America Fine Writing Instruments
 J.M. Saddler, Inc. Leather Care Products, Fabric Wash
 Laban Pen Corp. Shoes
 Leather Goods of Spain Fine Writing Instruments
 Lehmann-GmbH-Ledervarenmanufactur Jewelry Cases
 London Fog Umbrellas/Furta USA Call Phone Chargers, Rainwear

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Samsonite Shop

A name you can trust for luggage with durability, security and style.



Travelpro

Travelpro Shop

Pilot designed, flight crew tested, to combine style and rugged durability.



Skyway Shop

Value-packed luggage and innovative travel solutions, since 1910.



Ricardo Shop

Stylish, top quality luggage with value packed into every inch.



Carry-On Approved Luggage
Travel with ease and efficiency with these hassle-free carry-ons.

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[Logistix 21" Rolling Case](#)
\$69.99
(77% off)



[Logistix 18" Rolling Carry-On](#)
\$59.99
(77% off)



[Logistix 30" MAX Rolling Case](#)
\$109.99
(75% off)

March Best Sellers

1.



Brand: Samsonite
Model: Oyster™ 29" Cartwheel® (HS)
Customer Rating:
MSRP: \$200.00
Our price: **\$79.99** (60% off)
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2.



Brand: Skyway
Model: FI-air III Vertical Expandable
Seat Carry-On
Customer Rating:
MSRP: \$140.00
Our price: **\$69.99** (50% off)
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3.



Brand: Atlantic
Model: Expandables II Carry-All Upright
Customer Rating:
MSRP: \$160.00
Our price: \$69.99
Sale: **\$59.99** (62% off) **SALE**
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4.



Brand: Skyway
Model: FI-air III 25" Vertical Expandable Case
Customer Rating:
MSRP: \$180.00
Our price: **\$89.99** (50% off)
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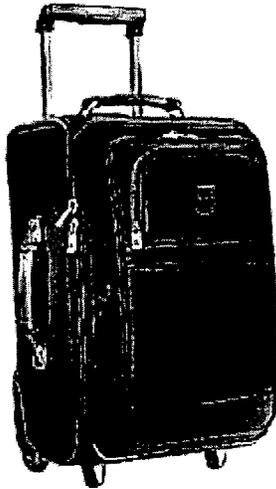


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U.S. LUGGAGE new york

Model: Logistix 21" Rolling Carry-On Suiter (1L21RS)

May w

MSRP: \$300.00

Our price: \$149.99

Sale: \$69.99 (77% off)

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Estimated Arrival Date

Enjoy packing versatility with the removable suiter and removable zippered wet pocket.

click photo to enlarge



- 1800 denier polyester
- Size: 22" x 14" x 8.5"
- (Packing capacity: 21" x 14" x 7.5")
- Weight: 12.25 lbs.
- Warranty: Lifetime

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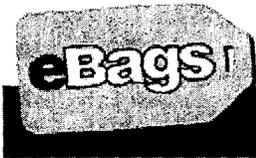
Product Features

- Crafted from durable 1800 denier polyester fabric.
- MAX System™ compatible: Stacks easily on top of 26" or 30" MAX Rolling Pullman Suiter .
- Features an extra-long (42") 2-stage handle to provide comfortable wheeling even for taller travelers.
- Durable exterior locking handle system provides maximum interior packing capacity.
- Inline skate wheels provide smooth, quiet rolling.
- Removable suiter helps reduce wrinkling.
- Removable zippered wet pocket is great for toiletries or damp items.
- Fully lined 210 denier nylon interior protects contents.
- Ribbed corner guards and bottom skid plate help protect case from abrasion.
- Features #10 zippers with extra-wide ergonomic pulls for smooth closure.
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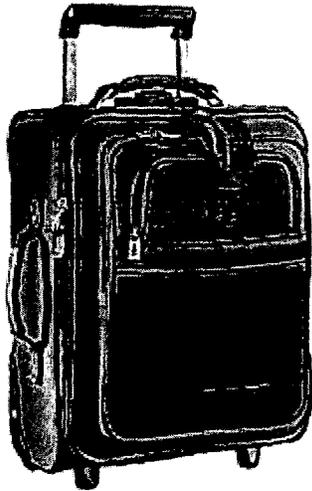


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U.S. LUGGAGE
new york

Model: Logistix 18 Rolling Carry-On (1L18R)

May w

MSRP: \$260.00

Our price: \$129.99

Sale: \$59.99 (77% off)

SALE

[Logistix 2](#)

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Please Select a Color

1. Sage



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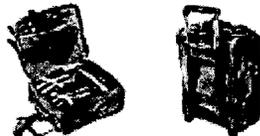
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A great no-hassle carry-on that stacks easily on MAX System pieces for easy mobility.

click photo to enlarge



- 1800 denier polyester
- Size: 20" x 14" x 7.5"
- (Packing capacity: 18" x 14" x 6.5")
- Weight: 9.5 lbs.
- Warranty: Lifetime

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20" R

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Product Features

- Crafted from durable 1800 denier polyester fabric.
- MAX System™ compatible: Stacks easily on top of 26" or 30" MAX Rolling Pullman Suiter .
- Durable exterior locking handle system provides maximum interior packing capacity.
- Inline skate wheels provide smooth, quiet rolling.
- Fully lined 210 denier nylon interior protects contents.
- Ribbed corner guards and bottom skid plate help protect case from abrasion.
- Features #10 zippers with extra-wide ergonomic pulls for smooth closure.
- Cushioned top and side carry handles make lifting easy.

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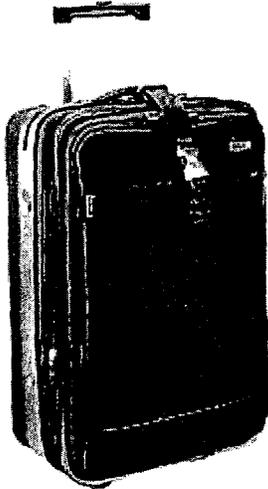
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DAKOTA Model: Metro X/P Expandable 20" Wheeled Suiter (3468) **May w**
 MSRP: \$295.00
 Our price: \$119.99 **SALE**
 Sale: \$114.99 (61% off)
 For volume orders please visit [Corporate Sales](#) **Metro X/P**

Please Select a Color

- 1. Black
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[Platinum](#)

Sized to meet the toughest carry-on restrictions. Great 1-2 night carry-on when space is at a premium.

click photo to enlarge



- X-tech ballistic weave nylon with durable PVC backing
- Size: 22" x 14" x 9"
- (Packing capacity: 20" x 14" x 9")
- Weight: 11 lbs.
- Warranty: Guaranteed against defects in materials and workmanship
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[Metro X/W](#)

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Product Features

- Main compartment expands for additional packing space.
- Unique tie-down suit cover removes to neatly pack hanging clothes or store for later use.
- 1 hand locking handle system offers an extra long reach.
- Durable-yet-flexible honeycomb frame absorbs the toughest blows and bounces back.
- Smooth rolling inline skate wheels for long, easy movement.
- Unique combination lock offers security and convenience.
- Integrated ID pocket keeps information hidden yet easily accessible.
- Zippered ticket pocket on the front of the case.

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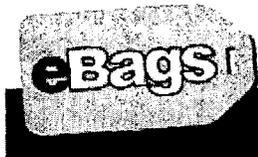
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1.



Brand: Skyway
Model: FI-air III Vertical Expandable Under-the-Seat Carry-On
Customer Rating: 9.0
Available Colors: ■ ■
MSRP: \$140.00
Our price: \$69.99 (50% off)
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2.



Brand: Skyway
Model: FI-air III 22" Vertical Expandable Travel Case
Customer Rating: 8.7
Available Colors: ■ ■
MSRP: \$160.00
Our price: \$79.99 (50% off)
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3.



Brand: Skyway
Model: FI-air III 25" Vertical Expandable Packing Case
Customer Rating: 9.1
Available Colors: ■ ■
MSRP: \$180.00
Our price: \$89.99 (50% off)
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4.



Brand: Skyway
Model: FI-air III 28" Vertical Expandable Overseas Case
Customer Rating: 8.6
Available Colors: ■ ■
MSRP: \$200.00
Our price: \$99.99 (50% off)
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5.  **Brand:** Atlantic
Model: Air 25" Upright Pullman
Customer Rating:  8.4
Available Colors: ■ ■
MSRP: \$240.00
Our price: \$119.99 (50% off)
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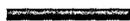

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6.  **Brand:** Atlantic
Model: Air 28" Upright Pullman
Customer Rating:  8.1
Available Colors: ■ ■ ■
MSRP: \$260.00
Our price: \$119.99 (53% off)
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7.  **Brand:** Atlantic
Model: Air Carry-All Upright
Customer Rating:  8.0
Available Colors: ■ ■
MSRP: \$200.00
Our price: \$94.99 (52% off)
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8.  **Brand:** Samsonite
Model: U4 26" Upright Suiter
Customer Rating:  9.2
Available Colors: ■ ■ ■
MSRP: \$285.00
Our price: \$169.99
Sale: \$134.99 (53% off) **SALE**
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9.  **Brand:** Samsonite
Model: U4 30" Upright Suiter
Customer Rating:  8.4
Available Colors: ■ ■ ■
MSRP: \$320.00
Our price: \$189.99
Sale: \$159.99 (50% off) **SALE**
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10.  **Brand:** Samsonite
Model: U4 Carry-On Upright Suiter
Customer Rating:  8.9
Available Colors: ■ ■ ■
MSRP: \$250.00
Our price: \$149.99
Sale: \$119.99 (52% off) **SALE**
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11.



Brand: Briggs & Riley
Model: Baseline 20" Lightweight Upright Carry-On
Customer Rating: 8.6
Available Colors:

Our price: \$249.00

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12.



Brand: Briggs & Riley
Model: Baseline 24" Lightweight Upright Carry-On
Available Colors:

Our price: \$289.00

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1.



Brand: American Tourister
Model: Forester™ 22" Carry-On Upright
Customer Rating: 9.0
Available Colors:
 MSRP: \$160.00
Our price: \$79.99 **SALE**
Sale: \$69.99 (56% off)
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2.



Brand: American Tourister
Model: Tiago 30" Upright
Available Colors:
 MSRP: \$340.00
Our price: \$169.99 (50% off)
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3.



Brand: American Tourister
Model: Florida Sands Expandable 26" Upright
Customer Rating: 8.7
Available Colors:
 MSRP: \$340.00
Our price: \$149.99 **SALE**
Sale: \$139.99 (59% off)
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4.



Brand: American Tourister
Model: Forester II 26" Upright
Available Colors:
 MSRP: \$200.00
Our price: \$99.99 (50% off)
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Brand: American Tourister
Model: Forester II 30" Upright

5.  **Available Colors:** ■ ■
MSRP: \$240.00
Our price: \$119.99 (50% off)
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6.  **Brand:** American Tourister
Model: Forester II Carry-On Upright
Available Colors: ■ ■
MSRP: \$160.00
Our price: \$79.99 (50% off)
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7.  **Brand:** American Tourister
Model: Tribute Expandable 26" Upright Suiter

Available Colors: ■ ■ ■ ■
MSRP: \$340.00
Our price: \$169.99
Sale: \$159.99 (53% off) **SALE**
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8.  **Brand:** American Tourister
Model: Tribute Expandable 30" Upright
Available Colors: ■ ■ ■ ■
MSRP: \$380.00
Our price: \$189.99
Sale: \$179.99 (53% off) **SALE**
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9.  **Brand:** American Tourister
Model: Tribute Expandable Carry-On Upright
Available Colors: ■ ■ ■ ■
MSRP: \$300.00
Our price: \$149.99
Sale: \$139.99 (53% off) **SALE**
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1.



Brand: Andiamo
Model: Tuxedo 19" ErgoGrip Carry-On
 Suiter
Available Colors: ■ ■
MSRP: \$495.00
Our price: \$409.99 (17% off)
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2.



Brand: Andiamo
Model: Tuxedo 22" Expandable ErgoGrip
 Carry-On Suiter
Available Colors: ■ ■
MSRP: \$625.00
Our price: \$529.99 (15% off)
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3.



Brand: Andiamo
Model: Tuxedo 22" Expandable Journeyman
 Carry-On Suiter
Available Colors: ■ ■
MSRP: \$575.00
Our price: \$469.99 (18% off)
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4.



Brand: Andiamo
Model: Tuxedo 22" Journeyman Carry-On
Available Colors: ■ ■
MSRP: \$455.00
Our price: \$384.99 (15% off)
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Brand: Andiamo
Model: Tuxedo 25" Expandable Jumbo

5.  **Journeyman Suiter**
Available Colors: ■ ■ ■
MSRP: \$675.00
Our price: \$559.99 (17% off)
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6.  **Brand: Andiamo**
Model: Tuxedo 25" Jumbo Journeyman
Available Colors: ■ ■ ■
MSRP: \$560.00
Our price: \$449.99 (19% off)
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7.  **Brand: Andiamo**
Model: Tuxedo 28" Jumbo Journeyman
Available Colors: ■ ■ ■
MSRP: \$575.00
Our price: \$475.99 (17% off)
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8.  **Brand: Andiamo**
Model: Tuxedo 28" Jumbo Journeyman Suiter
Available Colors: ■ ■ ■
MSRP: \$625.00
Our price: \$529.99 (15% off)
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9.  **Brand: Andiamo**
Model: Tuxedo 30" Jumbo Journeyman
Available Colors: ■ ■ ■
MSRP: \$595.00
Our price: \$502.99 (15% off)
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10.  **Brand: Andiamo**
Model: Tuxedo 30" Jumbo Journeyman Suiter
Available Colors: ■ ■ ■
MSRP: \$645.00
Our price: \$546.99 (15% off)
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11. **Brand: Andiamo**
Model: Tuxedo 19" ErgoGrip Carry-On Suiter (Slate Blue)
Available Colors: ■ ■ ■
MSRP: \$495.00


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1.



Brand: Atlantic
Model: Expandables II Carry-All Upright
Customer Rating: 8.7
Available Colors:
MSRP: \$160.00
Our price: \$69.99
Sale: \$59.99 (62% off) **SALE**
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2.



Brand: Atlantic
Model: Expandables II 26" Upright Pullman
Customer Rating: 8.6
Available Colors:
MSRP: \$200.00
Our price: \$79.99
Sale: \$69.99 (65% off) **SALE**
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3.



Brand: Atlantic
Model: Hardside 30" Upright
Customer Rating: 8.9
Available Colors:
MSRP: \$380.00
Our price: \$179.99 (52% off)
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4.



Brand: Atlantic
Model: Expandables II 29" Upright Pullman
Customer Rating: 8.9
Available Colors:
MSRP: \$220.00
Our price: \$89.99
Sale: \$84.99 (61% off) **SALE**
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5.



Brand: Atlantic
Model: Eternity 3 Expandable Carry-All Upright
Customer Rating: 8.9
Available Colors:
MSRP: \$240.00
Our price: \$119.99 (50% off)
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6.



Brand: Atlantic
Model: Hardside 27" Upright
Customer Rating: 8.3
Available Colors:
MSRP: \$360.00
Our price: \$169.99 (52% off)
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7.



Brand: Atlantic
Model: Air 28" Upright Pullman
Customer Rating: 8.1
Available Colors:
MSRP: \$260.00
Our price: \$119.99 (53% off)
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8.



Brand: Atlantic
Model: Air 25" Upright Pullman
Customer Rating: 8.4
Available Colors:
MSRP: \$240.00
Our price: \$119.99 (50% off)
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9.



Brand: Atlantic
Model: Air Carry-All Upright
Customer Rating: 8.0
Available Colors:
MSRP: \$200.00
Our price: \$94.99 (52% off)
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10.



Brand: Atlantic
Model: Eternity 3 30" Expandable Upright Pullman
Customer Rating: 9.1
Available Colors:
MSRP: \$300.00
Our price: \$149.99 (50% off)
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11.



Brand: Atlantic
Model: Eternity 3 27" Expandable Upright Pullman
Customer Rating: 9.3
Available Colors:

MSRP: \$280.00
Our price: \$139.99 (50% off)
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12.



Brand: Atlantic
Model: Eternity 3 24" Expandable Upright Pullman
Customer Rating: 9.2
Available Colors:

MSRP: \$260.00
Our price: \$129.99 (50% off)
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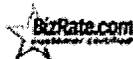
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Compari

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1.



Brand: Briggs & Riley
Model: Baseline 21" Expandable Vertical w/
 Garment Carrier
Customer Rating: 8.9
Available Colors:
Our price: \$329.00

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2.



Brand: Briggs & Riley
Model: Baseline 18" Expandable Vertical
Customer Rating: 9.2
Available Colors:
Our price: \$265.00

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3.



Brand: Briggs & Riley
Model: Baseline 24" Expandable Vertical
 with Garment Carrier
Customer Rating: 8.6
Available Colors:
Our price: \$369.00

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4.



Brand: Briggs & Riley
Model: Baseline 26" Expandable Vertical
 with Garment Carrier
Customer Rating: 8.9
Available Colors:
Our price: \$419.00

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5.  **Brand:** Briggs & Riley
Model: Baseline 28" Expandable Vertical with Garment Carrier
Available Colors:  
Our price: \$459.00

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6.  **Brand:** Briggs & Riley
Model: Baseline 20" Lightweight Upright Carry-On
Customer Rating:  8.6
Available Colors:  
Our price: \$249.00


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7.  **Brand:** Briggs & Riley
Model: Baseline 24" Lightweight Upright
Available Colors:  
Our price: \$289.00

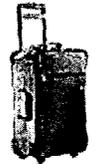

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8.  **Brand:** Briggs & Riley
Model: Baseline 26" Lightweight Upright
Available Colors:  
Our price: \$309.00


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9.  **Brand:** Briggs & Riley
Model: Baseline 21" Upright Carry-On
Available Colors:  
Our price: \$199.00


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10.  **Brand:** Briggs & Riley
Model: Baseline 22" Lightweight Upright Carry-On
Available Colors:  
Our price: \$269.99


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11.  **Brand:** Briggs & Riley
Model: Baseline Companion Tote on Wheels
Available Colors:  
Our price: \$219.00


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1.



Brand: Dakota
Model: Metro X/P Expandable 20" Wheeled Suiter
Available Colors: ■ ■
MSRP: \$295.00
Our price: \$119.99
Sale: \$114.99 (61% off) **SALE**
[See details](#) | [Add to cart](#)



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2.



Brand: Dakota
Model: Metro X/P Expandable 27" Wheeled Suiter
Available Colors: ■ ■
MSRP: \$400.00
Our price: \$159.99
Sale: \$154.99 (61% off) **SALE**
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3.



Brand: Dakota
Model: Metro X/P Expandable 29" Wheeled Suiter
Available Colors: ■ ■
MSRP: \$430.00
Our price: \$174.99
Sale: \$169.99 (60% off) **SALE**
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1.  **Brand:** Delsey
Model: Calypso 26" Expandable Suiter Trolley
Available Colors:
MSRP: \$260.00
Our price: \$129.99 (50% off)
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2.  **Brand:** Delsey
Model: Calypso 29" Expandable Suiter Trolley
Available Colors:
MSRP: \$280.00
Our price: \$139.99 (50% off)
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3.  **Brand:** Delsey
Model: Calypso Carry-on Expandable Suiter Trolley
Available Colors:
MSRP: \$200.00
Our price: \$99.99 (50% off)
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4.  **Brand:** Delsey
Model: Helium 26" Expandable Suiter Trolley
Available Colors:
MSRP: \$240.00
Our price: \$119.99 (50% off)
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Brand: Delsey

 [Estimated Arrival](#)

5.  **Model:** Helium 29" Expandable Suiter Trolley
Available Colors: ■ ■
MSRP: \$260.00
Our price: \$129.99 (50% off)
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6.  **Brand:** Delsey
Model: Hemisphere 26" Expandable Suiter Trolley
Available Colors: □ ■ □
MSRP: \$300.00
Our price: \$149.99 (50% off)
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7.  **Brand:** Delsey
Model: Hemisphere 29" Expandable Suiter Trolley
Available Colors: □ ■ □
MSRP: \$340.00
Our price: \$169.99 (50% off)
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8.  **Brand:** Delsey
Model: Hemisphere Carry-On Expandable Suiter Trolley
Available Colors: □ ■ □
MSRP: \$260.00
Our price: \$129.99 (50% off)
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9.  **Brand:** Delsey
Model: Horizon 26" Expandable Suiter Trolley
Available Colors: ■ ■
MSRP: \$400.00
Our price: \$199.99 (50% off)
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10.  **Brand:** Delsey
Model: Horizon 29" Expandable Suiter Trolley
Available Colors: ■ ■
MSRP: \$440.00
Our price: \$219.99 (50% off)
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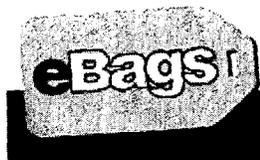

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Brand: Delsey
Model: Horizon Carry-on Expandable Suiter


Estimated Arrival

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1.



Brand: High Sierra
Model: Endeavors™ 22" Expandable Wheeled S.U.T. North-South
Available Colors:
MSRP: \$260.00
Our price: \$179.99 (31% off)
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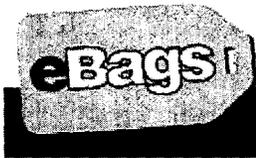
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1.



Brand: JanSport
Model: Active Travel 22" Expandable Upright

Available Colors:

MSRP: \$220.00

Our price: \$129.99 (41% off) **New!**

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2.



Brand: JanSport
Model: Active Travel 26" Expandable Upright

Available Colors:

MSRP: \$250.00

Our price: \$149.99 (40% off) **New!**

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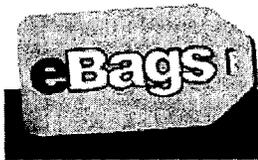
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1.



Brand: Lark
Model: Classic 17" Carry-On Upright
Customer Rating: 8.0
Available Colors:
MSRP: \$250.00
Our price: \$125.00 (50% off)
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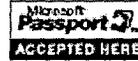
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1.



Brand: Samsonite
Model: Oyster™ 29" Cartwheel® (HS)
Customer Rating: 8.3
Available Colors:
MSRP: \$200.00
Our price: \$79.99 (60% off)
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2.



Brand: Samsonite
Model: Oyster™ 26" Cartwheel® (HS)
Customer Rating: 8.4
Available Colors:
MSRP: \$160.00
Our price: \$69.99 (56% off)
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3.



Brand: Samsonite
Model: Carbon 20" Cabin Carry-On
Customer Rating: 8.7
Available Colors:
MSRP: \$285.00
Our price: \$169.99 (40% off)
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4.



Brand: Samsonite
Model: U4 Carry-On Upright Suiter
Customer Rating: 8.9
Available Colors:
MSRP: \$250.00
Our price: \$149.99
Sale: \$119.99 (52% off) **SALE**
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Brand: Samsonite

[Estimated Arrival](#)

5.  **Model:** U4 26" Upright Suiter
Customer Rating:  9.2
Available Colors: 
MSRP: \$285.00
Our price: \$169.99 **SALE**
Sale: \$134.99 (53% off)
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6.  **Brand:** Samsonite
Model: Aspire Expandable Cabin Carry-On
Customer Rating:  9.0
Available Colors: 
MSRP: \$200.00  [Estimated Arrival](#)
Our price: \$99.99 **SALE**
Sale: \$89.99 (55% off)
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7.  **Brand:** Samsonite
Model: U4 30" Upright Suiter
Customer Rating:  8.4
Available Colors: 
MSRP: \$320.00  [Estimated Arrival](#)
Our price: \$189.99 **SALE**
Sale: \$159.99 (50% off)
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8.  **Brand:** Samsonite
Model: Carbon 2010 26" Upright Suiter
Customer Rating:  8.9
Available Colors: 
MSRP: \$385.00  [Estimated Arrival](#)
Our price: \$239.99 (37% off)
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9.  **Brand:** Samsonite
Model: 735 Series Expandable 30" Upright Suiter
Customer Rating:  9.3
Available Colors: 
MSRP: \$420.00  [Estimated Arrival](#)
Our price: \$249.99 **SALE**
Sale: \$199.99 (52% off)
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10.  **Brand:** Samsonite
Model: Carbon 2010 29" Upright Suiter
Customer Rating:  8.8
Available Colors: 
MSRP: \$420.00  [Estimated Arrival](#)
Our price: \$259.99 (38% off)
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11.



Brand: Samsonite
Model: Aspire Expandable 30" Upright
Customer Rating: 7.3
Available Colors:
MSRP: \$280.00
Our price: \$139.99
Sale: \$129.99 (54% off) **SALE**
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12.



Brand: Samsonite
Model: Aspire Expandable 26" Upright
Customer Rating: 8.8
Available Colors:
MSRP: \$240.00
Our price: \$119.99
Sale: \$99.99 (58% off) **SALE**
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1.



Brand: Skyway
Model: FI-air III Vertical Expandable Under-the-Seat Carry-On
Customer Rating: 9.0
Available Colors: ■ ■
MSRP: \$140.00
Our price: \$69.99 (50% off)
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2.



Brand: Skyway
Model: Celebrity 20" Sky Track™ Vertical Carry-On with DaySuiter
Customer Rating: 8.3
Available Colors: ■
MSRP: \$280.00
Our price: \$139.99 (50% off)
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3.



Brand: Skyway
Model: FI-air III 28" Vertical Expandable Overseas Case
Customer Rating: 8.6
Available Colors: ■ ■
MSRP: \$200.00
Our price: \$99.99 (50% off)
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4.



Brand: Skyway
Model: Novus 19" Vertical Under-the-Seat Carry-On
Customer Rating: 8.2
Available Colors: ■
MSRP: \$120.00
Our price: \$59.99
Sale: \$49.99 (58% off) **SALE**

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5.



Brand: Skyway
Model: Fl-air III 22" Vertical Expandable Travel Case
Customer Rating: 8.7
Available Colors: ■ ■
MSRP: \$160.00
Our price: \$79.99 (50% off)
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6.



Brand: Skyway
Model: Novus 24" Vertical Packing Case
Customer Rating: 8.6
Available Colors: ■ ■
MSRP: \$160.00
Our price: \$79.99
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7.



Brand: Skyway
Model: Fl-air III 25" Vertical Expandable Packing Case
Customer Rating: 9.1
Available Colors: ■ ■
MSRP: \$180.00
Our price: \$89.99 (50% off)
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8.



Brand: Skyway
Model: Novus 27" Vertical Packing Case
Customer Rating: 9.4
Available Colors: ■ ■
MSRP: \$180.00
Our price: \$89.99
Sale: \$79.99 (56% off) **SALE**
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9.



Brand: Skyway
Model: Celebrity 26" Sky Track™ Expandable Vertical Packing Case with Versa-Pocket Suiter
Customer Rating: 9.3
Available Colors: ■
MSRP: \$320.00
Our price: \$159.99 (50% off)
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Brand: Skyway



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10.



Model: Celebrity 23" Sky Track™
 Expandable Vertical Travel Case with Versa-Pocket Suiter
Available Colors: ■
MSRP: \$300.00
Our price: \$149.99 (50% off)
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11.



Brand: Skyway
Model: Varsity-3 22" Sky Track Expandable
 Travel Case w/ Suiter
Available Colors: ■ ■
MSRP: \$200.00
Our price: \$99.99 (50% off) **New!**
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12.



Brand: Skyway
Model: Varsity-3 26" Sky Track Expandable
 Packing Case w/ Suiter
Available Colors: ■ ■
MSRP: \$240.00
Our price: \$119.99 (50% off) **New!**
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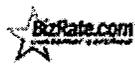
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5.  **Available Colors:** ■ **Our price:** \$300.00 **Sale:** \$224.99 (25% off) **SALE**  [Estimated Arrival](#) [Compare Se](#)
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6.  **Brand:** Timberland **Model:** Trek Compactor 20" **Available Colors:** ■ ■ **Our price:** \$130.00 **Sale:** \$79.99 (38% off) **SALE**  [Estimated Arrival](#) [Compare Th](#) [Compare Se](#)
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7.  **Brand:** Timberland **Model:** Trek Compactor 22" **Available Colors:** ■ ■ **Our price:** \$150.00 **Sale:** \$89.99 (40% off) **SALE**  [Estimated Arrival](#) [Compare Th](#) [Compare Se](#)
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8.  **Brand:** Timberland **Model:** Trek Compactor 24" **Customer Rating:**  8.6 **Available Colors:** ■ ■ **Our price:** \$175.00 **Sale:** \$99.99 (43% off) **SALE**  [Estimated Arrival](#) [Compare Th](#) [Compare Se](#)
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9.  **Brand:** Timberland **Model:** Trek Compactor 26" **Available Colors:** ■ ■ **Our price:** \$200.00 **Sale:** \$119.99 (40% off) **SALE**  [Estimated Arrival](#) [Compare Th](#) [Compare Se](#)
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10.  **Brand:** Timberland **Model:** LTD 18" Wheeled Upright **Available Colors:** ■ ■ **MSRP:** \$450.00 **Our price:** \$350.00 **Sale:** \$199.99 (56% off) **New!** **SALE**  [Estimated Arrival](#) [Compare Th](#) [Compare Se](#)
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11.  **Brand:** Timberland **Model:** LTD 20" Expandable Wheeled Upright **Available Colors:** ■ ■ **MSRP:** \$475.00 **Our price:** \$375.00 **Sale:** \$209.99 (56% off) **New!** **SALE**  [Estimated Arrival](#) [Compare Th](#) [Compare Se](#)

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12.



Brand: Timberland
Model: LTD 22" Wheeled Upright w/
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Available Colors: ■ ■
MSRP: \$550.00
Our price: \$450.00
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On the Outside, this piece is made of 2100 denier ballistic polycord fabric weave Nylon. All this featured thru out Ricardo's Del Mar 7600 line. Comes in black, red,green,blue,aubergine or tapestry..

5 piece Set
(includes Tote, 30", 22", 27" & Duffel)
(#7616, 7630, 7622, 7627 & 7621)

#Del Mar 7600 5 piece (1000.00 Suggested Retail) 360.00

qty

Del Mar



Del Mar 7600 Series
from..left..to..right:
Tote,29",22",25".and..Duffel

Del Mar 7622	22" Upright Suiter	22x14x8.5"	(240.00 Suggested Retail) 84.00
		qty <input type="text" value="1"/> <input type="button" value="Select Color"/> <input type="button" value="Add to Cart"/>	
Del Mar 7624	24" Upright Suiter	24x17x9.5"	(260.00 Suggested Retail) 92.00
		qty <input type="text" value="1"/> <input type="button" value="Select Color"/> <input type="button" value="Add to Cart"/>	
Del Mar 7627	27" Upright Suiter	27x19x10.5"	(280.00 Suggested Retail) 100.00
		qty <input type="text" value="1"/> <input type="button" value="Select Color"/> <input type="button" value="Add to Cart"/>	
Del Mar 7630	30" Upright Suiter	30x21x11.5"	(300.00 Suggested Retail) 135.00
		qty <input type="text" value="1"/> <input type="button" value="Select Color"/> <input type="button" value="Add to Cart"/>	

Del Mar 7642	Wheeled Garment Bag	24x17x9.5"	(300.00 Suggested Retail)	108.00
	qty	<input type="text" value="1"/>	Select Color	<input type="text" value=""/>
Del Mar 7617	17" Wheel Tote	17x13x7.5"	(200.00 Suggested Retail)	79.00
	qty	<input type="text" value="1"/>	Select Color	<input type="text" value=""/>
Del Mar 7621	21" Duffle Bag	21x11x11"	(100.00 Suggested Retail)	39.00
	qty	<input type="text" value="1"/>	Select Color	<input type="text" value=""/>
Del Mar 7616	16" Tote	16x11x7"	(80.00 Suggested Retail)	35.00
	qty	<input type="text" value="1"/>	Select Color	<input type="text" value=""/>

Also all Ricardo Luggage pricing includes Free domestic shipping and more. No sales tax if shipped to anywhere outside the state of Michigan. On-line ordering is of the highest level secure format. All Ricardo pieces are backed by Manufacturer's Warranty.

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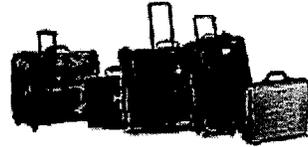
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Classic 17" Carry-On Upright (937301)

- MicroLock™ nylon
- Size: 19" x 13" x 8.5"
- (Packing capacity: 17" x 13" x 7")
- Weight: 7.5 lbs.
- Warranty: Lifetime

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MSRP: \$ 250.00

Sales Price: \$ 125.00

Qty:



Classic 24" Upright Suiter (937303)

- MicroLock™ nylon
- Size: 24" x 16" x 8"
- (Packing capacity)
- Weight: 11.5 lbs.
- Warranty: Lifetime

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MSRP: \$ 380.00

Sales Price: \$ 260.00

Qty:



Classic 26" Upright Suiter (937102)

- MicroLock™ nylon
- Size: 26" x 19" x 9"
- (Packing capacity)
- Weight: 12.0 lbs.
- Warranty: Lifetime

Free Shipping

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MSRP: \$ 400.00

Sales Price: \$ 280.00

Qty:



Classic 30" Upright Suiter (937103)

- MicroLock™ nylon
- Size: 30.5" x 21" x 10"
- (Packing capacity)
- Weight: 13.0 lbs.
- Warranty: Lifetime

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Sales Price: \$ 320.00

Qty:



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Air Cabin Carry-On Trolley (06972)

• Injection Moulded polypropylene • Size: 20" x 14" x 9" • (Packing capacity: 19" x 13.5" x 9" • Weight: 6.6 lbs. • Warranty: 5 Years

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MSRP: \$ 200.00

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Qty:

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Horizon



Horizon 24" Expandable Suiter Trolley (61275)

- Bullet-Proof(TM) ballistic nylon treated with Stain-Guard
- Size: 24" x 16" x 8"
- (Packing capacity)
- Warranty: Lifetime

Free Shipping

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MSRP: \$ 380.00

Sales Price: \$ 189.99

Qty:



Horizon 26" Expandable Suiter Trolley (61277)

- Bullet-Proof(TM) ballistic nylon treated with Stain-Guard
- Size: 26" x 18" x 9"
- (Packing capacity)
- Warranty: Lifetime

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MSRP: \$ 400.00

Sales Price: \$ 199.99

Qty:



Horizon 29" Expandable Suiter Trolley (61279)

- Bullet-Proof(TM) ballistic nylon treated with Stain-Guard
- Size: 29" x 20" x 10"
- (Packing capacity)
- Warranty: Lifetime

Free Shipping

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MSRP: \$ 440.00

Sales Price: \$ 219.99

Qty:



Horizon 30" Trolley Duffel (61228)

- Bullet-Proof(TM) ballistic nylon treated with Stain-Guard
- Size: 30" x 15" x 14"
- (Packing capacity)
- Warranty: Lifetime

Free Shipping

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MSRP: \$ 340.00

Sales Price: \$ 169.99

Qty:

Horizon Carry-on Expandable Suiter Trolley (61274)

- Bullet-Proof(TM) ballistic nylon treated with Stain-Guard
- Size: 22" x 14" x 9"

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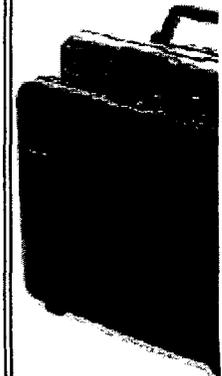
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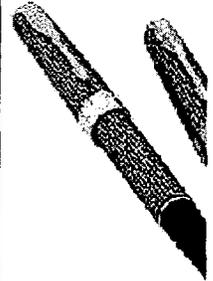
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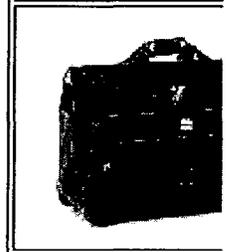
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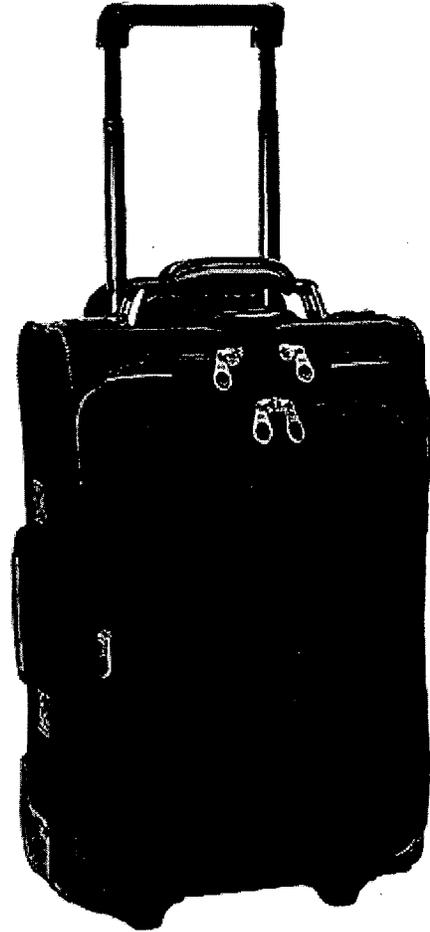
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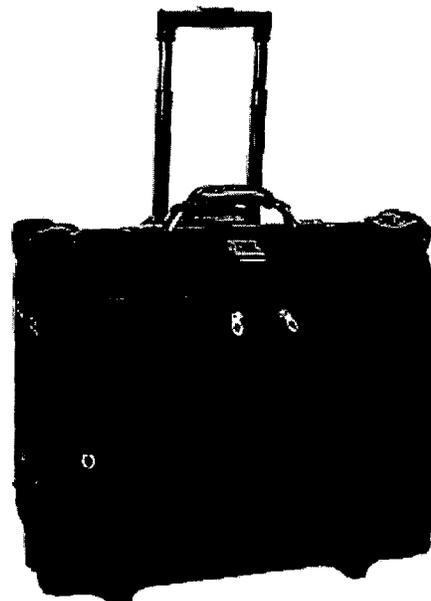
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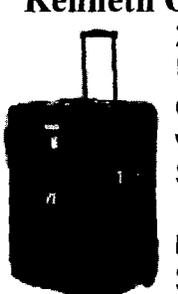
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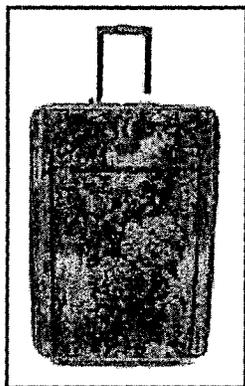
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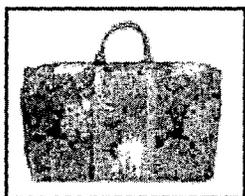
French Luggage
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Garment Luggage



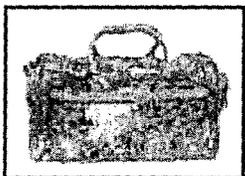
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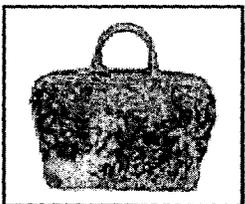
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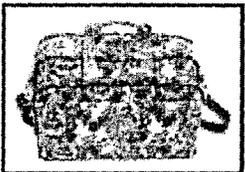
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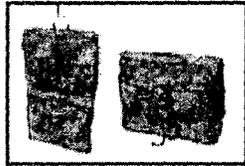
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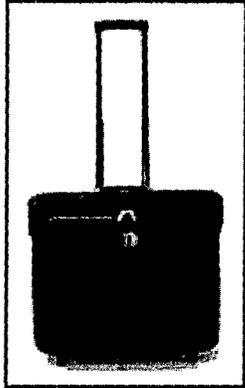
French: Soft Garment Bag - Item No. 166
Size: 42" x 23" x 4"
Colors available: Black Shadow, Paradise,



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French: Horizontal Rolling Garment Bag - Item No. 407

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Colors available: Black Shadow, Paradise, Grey Rose, Herringbone.

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French

Features:

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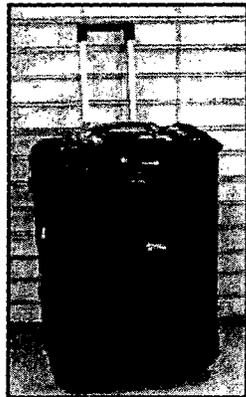
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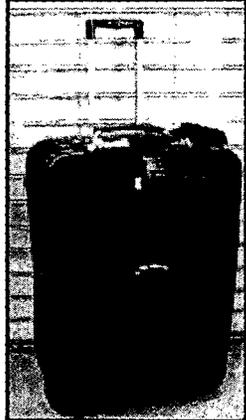
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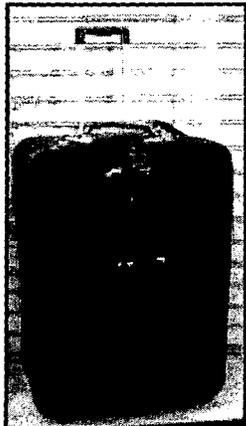
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Pathfinder - Avenger: 24" Expandable Trolley - Item No. 6824
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Colors available: Black, Sage, Red
For complete list of Features, [click here](#)
Retail Price: \$235.00
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Colors available: Black, Sage, Red
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Serial No. 76/030904)
Filed: April 19, 2000)
Trademark: FLIGHT CREW)
Law Office 115
Trademark Attorney
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Respectfully submitted,

Date: 3/25/02


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