

# Lockheed L-1011 TriStar



On the front cover:  
Lockheed L-1011 TriStar Roll-out, N1011,  
November 16, 1970. Jon Proctor Photograph  
via Joe Fernandez.

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The mission of the World Airline Historical Society is to encourage and facilitate through private and public collections the preservation of memorabilia representing the world's commercial airlines. The Society also helps document the histories of aircraft, airports, and air carriers.

Membership in the Society includes a free subscription to The Captain's Log (the Society's educational journal published in July, October, January, and April), priority vendor table selection at the Society's annual Airliners International Collectibles Show and Convention, and other benefits as announced in The Captain's Log.

The World Airline Historical Society also endorses and supports a number of regional aviation-related collectibles shows held throughout the year.

The Membership year begins July 1. New members joining at other times during the year will pay a full year's membership, and will receive all copies of The Captain's Log from the previous July 1 through the following June 30th. Annual dues are based on your mailing preference for receiving your free subscription to The Captain's Log:

USA	\$30 Permit Mail; \$40 First Class Mail
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International	\$45 Air Mail

The World Airline Historical Society is incorporated in Florida, and has been declared a 501(c)(3) not-for-profit corporation.



GAMMA™

# From the Flight Deck

By Duane L. Young • President@WAHSOnline.com  
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Welcome Aboard!

Our 36th annual convention in Memphis, TN is less than 2 months away from the opening bell. If by chance you have not finished making your plans to attend, you might want to drop everything and do it now. All of the traditional activities will be available: display hall, educational seminars, model and photo contests, slide show, and the Saturday night Banquet, just to name a few. The tours of Federal Express, Memphis Control Tower, and the Memphis Airport Ramp still have a small number of seats left and the price of each tour is very reasonable. For all the latest offerings and information, please check out the official website: [www.AI2012Memphis.com](http://www.AI2012Memphis.com). DO IT TODAY!

The Association now has an Official Face Book page. To access, sign in to Face Book, then search for Airliners International Association or World Airline Historical Society. Please go on our page, "like" us, post your thoughts, and participate in the discussions. We also now have a Twitter Account. To access go to Twitter.com and search WorldAirSociety (one word, no spaces). Please visit our page and Tweet. I hope to see hundreds of Tweets.

Once again at this year's convention, we will be offering items for sale that have been donated by various members. Please look for the Society tables in the convention hall and make a purchase. Also, please encourage those you know with aviation items, to consider donating them to the Society. Some of these items will be making their way to various aviation museums across the country. As always, we are able to furnish an IRS recognized non-profit donation letter.

## WAHS/AIA Membership Renewals

It is time to renew your WAHS/AIA membership, if you have not already done so. You can verify your membership expiration date by looking at your mailing label or by contacting our Secretary, Bill Demarest, at [Editor@WAHSOnline.com](mailto:Editor@WAHSOnline.com). If your mailing label shows '6/2012', your membership expires with this issue. Please send your payment to Society headquarters to ensure that your membership remains current. We appreciate your continued support of the World Airline Historical Society, dba Airliners International Association.

Your AIA/WAHS Board will be having its next board meeting in July in conjunction with the Airliners International 2012 Memphis Convention. If you have any questions, concerns, or even praise about the Society, please tell one of your board members. They will bring it up for discussion at the board meeting. Please do not forget that the Officers and Board members donate their time and money for the betterment of the Society, and they need your input. They could all use a pat on the back for job well done. I hope to see all of you in Memphis.

Now to see if any of you read this letter ...  
My trivia question for the Banquet Trivia Contest:

***In what city did Federal Express start operations?***

Join the fun at AI2012 Memphis!!

## New WAHS Members!

*Please welcome the following new members:*

Mike Levy, Massachusetts

Larry Richards, Nevada

Jerry Cooley, New Mexico

Merle Arnold, California

Carol S. Neff, Texas

**We're Glad To Have You With Us!**

## Flying Ahead....With The Log

Issue 37-2 ~ We're Ready For Delta Air Lines

Issue 37-3 ~ It's 5 o'clock in the Caribbean

Issue 37-4 ~ The Majestic Propliners

Issue 38-1 ~ The Airlines of Spain

# Lockheed L-1011 TriStar

By Duane Young • jetduane@att.net



TWA Trans World Airlines L-1011, N31029, November 1996. Photograph via Joe Fernandez Slide Collection.

## *Lockheed's final aircraft offered to the commercial market.*

The Lockheed L-1011 TriStar was launched in March 1968 with a purchase order of fifty aircraft from Eastern Air Lines, forty-four aircraft from Trans World Airlines, and another fifty aircraft from the British firm Air Holdings, Ltd. Actual manufacture of the first aircraft was started one year later in March 1969, and the official roll-out ceremony was held on September 1st of the same year. The very first production aircraft N31001 was painted in Trans World Airlines (TWA) colors for the flight development. However, this aircraft was eventually refurbished and was actually delivered to Eastern Air Lines and re-registered as N301EA. The first actual flight was with Lockheed aircraft number N1011, in Lockheed manufacturer's colors, on November 16th, 1970. Its first overseas flight was made to the Paris Air Show in June 1971.

The iconic Lockheed L-1011 TriStar Wide body Jet was not only a customer favorite, but a flight crew top choice as well. The aircraft featured new standards of avionics that went unmatched for the next five years. It was also the first wide body aircraft to receive Federal Aviation Certification for landings in zero-zero weather

conditions. The spacious interior featured a two aisle cabin nearly twenty feet wide. The interior height was only one inch shy of eight feet. A unique feature was the under floor galley with an industry first: an elevator for the flight crew as access. The aircraft could also be configured to carry up to 400 passengers in an all coach or as we say today "cattle car" configuration. The L-1011 enjoyed unmatched achievement in reliability, maintainability and profitability for the individual operators. In fact it won numerous accolades as being the quietest, cleanest, safest and most technologically advanced aircraft ever produced. The FAA type certificate was awarded on April 15, 1972. Certification by the British Air Registration Board was completed in July 1972.

The financial failure of Rolls-Royce in February 1971 due to the development costs of the RB.211 engine nearly doomed the Tri-Star program. It resulted in the program being slowed considerably for 10 months and the lay-off of well over 5000 Lockheed employees. Eventually, a deal was struck between the United States and British Governments. Basically this agreement stated that the British Government (which had purchased some of the assets of the bankrupt Rolls-Royce Ltd.) would continue with the RB.211



Lockheed L-1011 N1011 in factory colors. Postcard published by International Airline World Publishing Company, May 1992.



Eastern Air Lines L-1011 N324EA at Vancouver, August 1980. Photograph via Joe Fernandez Slide Collection.



British Airways L-1011-500 G-BFCB. Postcard published by J. Arthur Dixon. WAHS Collection.



Delta Air Lines L-1011 N701DA. Airline issued postcard via WAHS Collection.

engine program if the United States would build the L-1011. This, of course, is a very simplified explanation of these events. It was much more complex at the time. I think the widely used terms these days to describe the events would be uncertainty and tons of "Drama".

The original customers for the Lockheed L-1011 Tri-Star were Eastern Air Lines (50), Trans World Airlines (44), British firm Air Holdings Ltd. (50), Delta Air Lines (28), Air Canada (5), Air Lanka (2), Alia Royal Jordanian (9), All Nippon Airways (20), BWIA (4), Cathay Pacific (14), Court Line (2), Gulf Air (11), LTU German (5), Pan American (12), Pacific Southwest (5), Saudi Arabian (18), and TAP Air Portugal (5). The 250 Tri-Stars built were as follows: 123 L-1011-1's, 19 L-1011-50's, 21 L-1011-100's, 35 L-1011-200's, 2 L-1011-250's, and 50 L-1011-500's. The last airframe rolled off the assembly line in Palmdale, California in 1983. This aircraft was built specifically for the Algerian Government. It carried registration tail # 7T-VRA.

Eastern Air Lines took delivery of its first aircraft (N306EA) on April 6, 1972. It was the first airline to offer scheduled service on the big Lockheed jet. It was called a Whisperliner for its unmatched low levels of noise both inside and outside the aircraft. Commercial service began a mere twenty days later on April 26, 1972. The aircraft flew from Miami to New York. Eastern originally offered a First Class Lounge, but it only lasted for four months, before being removed in favor of more first class seats. Most all of Eastern's L-1011's were operated from its Miami base. Eastern heavily utilized the L-1011's until the very end, when Eastern sadly went out of business in January of 1991.

Trans World Airways took delivery of its first aircraft (N11002) on April 7, 1972. Commercial service began on June 25, 1972. The route was from St. Louis International Airport (STL) to Los Angeles International Airport (LAX). Flight time was 3 hours 10 minutes. The flight was operated completely on autopilot from





TWA Trans World Airlines L-1011 N31021, November 1978, at SFO. Photograph via Joe Fernandez Slide Collection.



Court Line Aviation L-1011 G-BAAA (yellow/orange colors). Postcard published for the airline by Charles Skilton & Fry, Ltd. WAHS Collection



Pan Am L-1011-500. Photograph by Pan Am via WAHS Collection.



United Airlines L-1011-500 N513PA. Postcard published by Fred Hems Postcards, FH26, via WAHS Collection.

takeoff in STL to landing at LAX. During its heyday TWA operated over 440 wide body Lockheed L-1011 flights per week. One of TWA's former L-1011's is now on display at the old downtown airport in Kansas City as part of the display owned by the Airline History Museum.

The first airline outside the United States to order the TriStar was Court Line, a British tour operator based in Luton, United Kingdom. They were colorfully painted in shades of orange and pink. They were also given colorful names. For example, one was called the Halcyon Breeze. Lockheed also developed special retractable air stairs that retracted into the cargo hold, as well as double wide doors to help speed loading and unloading, specifically for Court Line. Sadly the airline went into liquidation in August 1974, but the aircraft went on to a long life with Cathay Pacific.

The Lockheed L-1011-500 was the most advanced variant of the L-1011 family. It was designed for an airline's long haul opera-

tions. In fact, at that time, The Dash 500 was able to serve all long haul or over water intercontinental routes. It was fitted with Rolls-Royce 50,000 pound thrust RB.211-524B engines. The aircraft was also fitted with a fairing change to the inlet duct of the number two (Top) engine. This resulted in a significant noise reduction in the cabin. This became an option that Lockheed offered to all operators and variants of the L-1011 Dash 500.

The first airline to order the long range Tri-Star Dash 500 was British Airways which ordered six aircraft. The Dash 500 was also initially ordered by Air Canada, AeroPeru, ALIA Royal Jordanian, BWIA, Delta, LTU German, and Pan American airlines. First delivery of the aircraft to British Airways was on April 30, 1979, and the airline started service to Abu Dhabi in May. British Airways initially used these aircraft on routes from London to the United States, the Caribbean, and the Persian Gulf.

Delta Airlines was the second customer for the long range version



PSA Pacific Southwest Airlines L-1011 N10114 seen here at San Diego, January 1975. Photograph via Joe Fernandez Slide Collection.



Royal Air Force (UK) L-1011-500 ZD951, July 1987. Photograph via Joe Fernandez Slide Collection.

Tri-Star Dash 500. The type was ordered to operate the airline's new route from Atlanta International Airport (ATL) to London Gatwick International Airport (LGW). Unfortunately, Delta had to lease two L-1011-200's from Trans World Airlines, to start the route on May 1, 1978, until their newly ordered Dash 500's were delivered. Delta took this opportunity to also introduce its prestigious new International in-flight service, named "Medallion Service". Delta eventually operated 11 of the Dash 500's, and even went on to become the largest operator of all variants, with a total of fifty six (56) aircraft in its fleet at one point.

Pan American surprised many in the industry with its order for 12 TriStar Dash 500's in 1978 and started service with the type in July of 1980 to London Gatwick (LGW) as part of the airline's around-the-world service. Pan American's TriStar's were fitted with extended wingtips and active ailerons which produced a reported 2.5 percent fuel savings. Pan American's L-1011s were included in the sale of its Pacific operation to United Airlines in October 1986.

One of the more colorful operators of the L-1011 TriStar was Pacific Southwest Airlines (PSA). PSA ordered five of the aircraft for use on high density routes such as San Francisco to Los Angeles. However, due to economic circumstances at the time only 2 aircraft were actually delivered to the airline. The first aircraft (N10112) was delivered in July 1974. The aircraft were fitted with a lower deck lounge. They also featured the optional self contained air stairs which provided ground level entry. This was especially attractive for those airports which still did not have jet bridges. The aircraft were painted with bright red and orange color schemes. The aircraft nose was painted with a smile. Another popular feature of PSA at the time were the flight attendant uniforms. Namely colorful hot pants! The L-1011's were only in the airline's fleet for 2 years, and I suspect the hot pants were also disposed of.

The Lockheed TriStar was also obtained by the Royal Air Force in the United Kingdom. Nine former British Airways long range

L-1011-500's were bought. Seven of these jets were converted into tanker and cargo roles while two of the aircraft remain in a passenger only configuration. These nine aircraft are based at RAF Brize Norton in Oxfordshire, England. An interesting fact during refueling operations at altitude, is that the troops on board are not allowed to use the washrooms. The concern is that if the tank is drained during flight the water discharged will form ice and hit the aircraft being fueled! No major airlines operate Tri-Stars today, but a number of the airframes have found work among some Third World operators and some European charter airlines as well. A large number of the Delta aircraft are stored in Victorville (VCV), California.

The Lockheed L-1011 enjoyed a long career of safe and reliable operation. However two high profile accidents involving United States registered aircraft were widely covered, and warrant mention. The first was Eastern Air Lines flight 401 landing at Miami International Airport (MIA) on December 29, 1972. The nose wheel/gear light failed to illuminate upon finals. A missed approach was executed and the aircraft was placed on autopilot. Evidently as the pilots fixated on this nose gear problem one of them accidentally disengaged the auto pilot. The Captain was busy trying to change the bulb, and the second officer had climbed down below the cockpit floor to confirm whether the nose gear was locked into place or not for landing. Both pilots somehow failed to notice the gradual descent into the Florida Everglades below. Eastern TriStar N310EA hit the swamp at a level altitude 17 miles due west of Miami International Airport (MIA) breaking up on impact, and causing the tragic loss of 101 people into the swamps of the Everglades.

Delta Air lines Flight 191 was landing at Dallas/Ft. Worth International airport (DFW) on August 2, 1985. It encountered a severe thunderstorm or microburst, and then three distinct swirling "vortex" of updrafts and cross currents. This combination forced the aircraft to lose flight controls and crash into water tanks near



Duane Young alongside Delta L-1011 N728DA. Photograph via author.

the end of runway 17 Left. Tragically 137 people were killed. This event has been widely credited with helping prioritize research into such weather patterns. Also due to this tragedy and subsequent research and development, airports around the world are now equipped with new windshear and radar equipment which has undoubtedly saved many lives.

Delta retired its last L-1011 ship number N728DA on August 1st, 2001. I was one of the privileged on that final flight number 9930 from Atlanta (ATL) to Victorville (VCV). I will never forget our water canon salute as we left the gate, as well as the ATL tower fly-by at 150 feet. The Captains, yes there were two on this special flight, left the intercom on for most of the flight. We were able to hear all communication going on up front. I will never forget one of the pilots telling the other "Let's pop the clutch and take her around again". We were also allowed to sit in one of the jump-seats during the flight, as the cabin door was left wide open! The TriStar flight deck has a distinctive hum, and it was music to my ears. The wrap around large side windows in the cockpit also gave a panoramic view. As we passed the Grand Canyon we were given air traffic control clearance to descend to 5000 feet and make a circle

above it at reduced air speed. Then it was on to Victorville (VCV) where we did another fly-by and had another water canon salute. We had quite a party in the hanger in Victorville before driving to LAS for a 1AM red eye flight back to Atlanta. This particular aircraft N728DA was then donated to The Flying Hospital. The Flying Hospital provides free humanitarian medical and surgical care in developing and emerging countries.

The intent of this article was to focus on the positive aspects of the Lockheed Tri-Star L-1011 program. But I would be remiss if I ignored the facts that the developmental costs of the airframe and the Rolls-Royce engine problems resulted in the aircraft not being a profit center for Lockheed. In fact, these two issues were instrumental in Lockheed's decision to retire from the commercial aircraft business for good! That said, the L-1011 TriStar will always be remembered as one of the finest, passenger friendly wide body aircraft ever built!



# Aircraft Models

By Ken Miller • ozmiller@sbcglobal.net

## *Stargazer L1011*

The Lockheed L1011 certainly holds an important spot in jet airliner history. It was the third jumbo jet to enter service after the Boeing 747 and Douglas DC-10. Though technologically advanced the plane suffered from the design limitation of only using Rolls Royce engines. The Rolls Royce RB211 engine had serious developmental problems that caused Rolls Royce to declare bankruptcy. Lockheed was stuck for a time with completed L1011 aircraft waiting for engines before they could be delivered to customers. Both the L1011 and DC-10 were built to meet the same design criteria and subsequently neither aircraft was the success it might have been. Due to “poor” (less than anticipated) sales the L1011 was the last airliner that Lockheed produced. The book “The Sporty Game” by John Newhouse gives an excellent account of marketing and selling jet airliners and details the competition between the DC-10 and L1011 programs.

No L1011's are still in scheduled commercial service. Wikipedia mentions that some smaller start-up carriers have recently used them in Africa and Asia. Delta operated the largest fleet which numbered 56 at one time. The airline retired the type at the end of 2001. Delta flew a total of 70 L1011's over the plane's service

life. ATA's fleet once numbered over 19 Tristars but the number had shrunk to just three L1011-500's when the company shut down in 2008. My friends and I consider ourselves lucky that we flew on one of the last Delta L1011 flights from Fort Lauderdale to Atlanta when we returned home from the Miami Airliners International Convention in 2001. The Royal Air Force still operates nine L1011's as tanker transport aircraft that were acquired from Pan Am and British Airways.

There is still one L1011 in “special” freighter service in North America. In the early 1990's Orbital Sciences Corporation converted an L1011-100 into a launcher for the Pegasus Rocket. The plane is based at Mojave Airport and has launched 34 Pegasus Rockets in addition to captive carry flights of the X-34 re-useable launch vehicle demonstrator. The plane is registered N140SC and has Lockheed construction number 1067. It first entered service with Air Canada registered as C-FTNJ in March 1974. It was leased to Air Lanka for a few weeks in February 1982 during which it was registered as 4R-TNJ. Air Canada stored it in Marana in November 1990. Orbital Sciences removed the plane from storage in May 1992, registered it as N140SC and named it Stargazer. The Stargazer name is an inside joke. In the Star Trek: The Next Generation series character Jean Luc Picard was



Fig. 1 – Orbital Sciences L-1011 N140SC. Photograph by Orbital Sciences via Wikipedia.

Captain of the Stargazer Ship prior to the events of the series. In addition First Officer William Riker once served aboard a ship named Pegasus.

The Pegasus Rocket certainly deserves mention as well. It is a winged space vehicle used to launch small payloads into low earth orbit. The rocket is carried aloft by the Stargazer aircraft to approximately 40,000 feet altitude for launch. Advantages of the aerial launch include avoiding ground based weather launch problems as well as eliminating the need for all ground based launch infrastructure. The initial launch price offered was \$6 million without any options or additions. The rocket size was increased and many improvements were made which required more money. In addition customers often purchase additional services such as extra testing, design, analysis, and launch site support. Cost of a launch package is now approximately \$30 million. An interesting bit of information is that the Pegasus wing was designed by Burt Rutan. In a way even the Pegasus Rocket could be thought of as an airliner. It has a wing and flies. People can pay for the service of having their cargo transported by air and space. The Orbital Sciences program is maybe the beginning of private space cargo transportation.

Getting things back on the model track there were 1/144 scale decals produced for the Stargazer L1011 and Pegasus Rocket. Meteor Productions produced the decals as well as a resin kit of the Pegasus Rocket and launch rail for the L1011. Sadly Meteor Productions closed down a number of years ago so if you didn't get the decals or rocket kit then you are either out of luck or will have to pay eBay prices. I've mentioned before that in 1/144 scale a modeler has three choices of injection molded kits. The Revell and Airfix kits seem to be available though they were last released a number of years ago. The Otaki kit is the one to get though it hasn't been produced in many years. The molds were allegedly destroyed so you will never ever see a re-release of the Otaki kit. Due to its rarity the Otaki kit continues to command very high prices in the used kit market. Welsh Models also produces vacuform L1011 kits in 1/144 scale that get good reviews. It won't help with building a Stargazer and Pegasus model but Hasegawa makes 1/200 scale L1011 kits and Doyusha also makes a 1/100 scale L1011.

By using a Revell or Airfix kit and the Meteor Productions decals and Pegasus kit one can build a very unique model of a unique and specialized "airliner". The L1011 is one of my favorite airliners and I look forward to building some L1011 models in the future. I consider myself lucky to have flown on a Delta L1011 just before they were retired and also to have seen the Stargazer L1011 at Mojave on a few visits.



Fig. 2 – Orbital Sciences L-1011 N140SC. Photograph by Orbital Sciences via Wikipedia.



Fig. 3 – Meteor Productions L-1011 Decals. Photograph by the author.

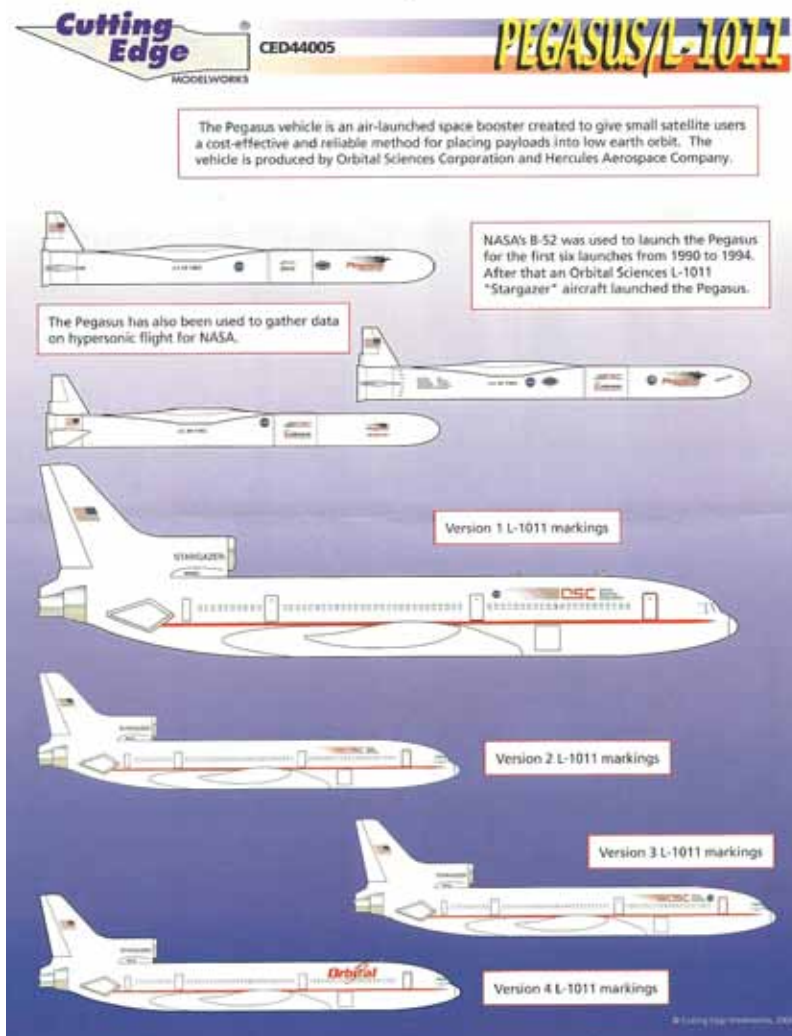


Fig. 4 – Meteor Productions L-1011 Decals. Photograph by the author.



Fig. 5 – Meteor Productions L-1011 Decals. Photograph by the author.

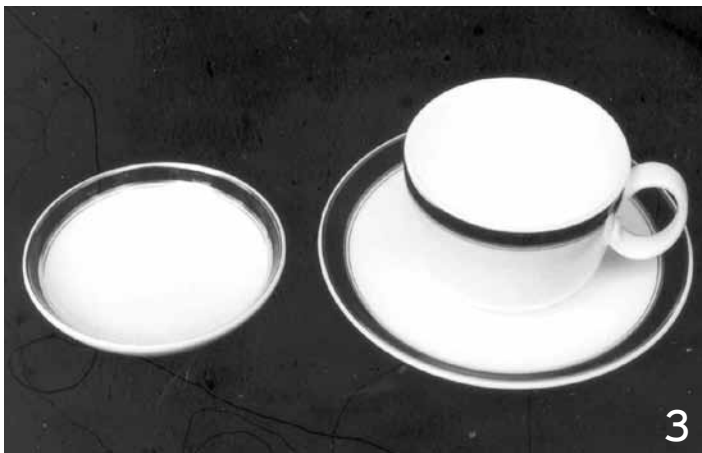


# China Service

By Dick Wallin • [rrwallin@aol.com](mailto:rrwallin@aol.com)

I can't begin this column without a few lines of personal reminiscences as I often flew TWA and the L-1011 has to be far and away my favorite wide body aircraft. In the 1980's as the west coast airline hobby shows proliferated, I tried to make them all, and living only 100 miles from STL, it was a snap to catch TWA there, most often an L-1011. TWA was most generous with First Class upgrades for only 10,000 miles (roundtrip!), and with the triple miles in place,

the trip earned you more than 10,000 in the process! The nice big soft comfortable seats had tons of legroom. Every cocktail came with two miniature bottles of the best brands, and the meals always came on that attractive red stripe china. Those were the Good Ole Days, we just didn't know it then. A future without TWA and L-1011s? Unthinkable! Thanks for indulging an old man in his memories!



[Figure 1]  
Air Canada put out this 50th Anniversary plate with several historic craft illustrated; the L-1011 at the bottom.

[Figure 2]  
American Trans Air actually had some really gorgeous blue & gold china on their "Round-The-World" charters. Made by Inflight Top-Noritake.

[Figure 3]  
British Airways had many patterns during its history, but here is a simple dark blue & gold design.

[Figure 4]  
Here is a rarely seen "Flying D" logo Delta "dog dish" style plate, Inca Ware by Shenango China Co.





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[Figure 5.] In the 1980's and 90's, Delta used this attractive "Signature" pattern featuring their name in gold script.

[Figure 6.] Some Eastern Rosenthal pieces, with a simple silver rim design. These came out only after the tight-fisted Eddie Rick-enbacker retired. To complaints he said "we're running an airline, not a restaurant"

[Figure 7.] Royal Jordanian had this attractive gold design china, made by Cloudland in Japan.

[Figure 8.] Earlier Royal Jordanian china carried their prior name

-Alia-, with red markings, made by Mayer China in USA!

[Figure 9.] Saudia had this attractive Rosenthal china, some in light green markings (earlier) or dark green (later)

[Figure 10.] TAP Air Portugal had this attractive blue & gold china.

[Figure 11.] Here's the original TWA red stripe china with the gold RA (Royal Ambassador) Rosenthal on the left and the later Japanese made on the right with a gold TWA in the crest.

# Safety Cards

By Fons Schaefer • f.schaefer@planet.nl

The first thing that I noticed when reviewing my collection of TriStar safety cards was the large variety of names for the aircraft type: TriStar 1, Super TriStar, L-1011-100, TriStar-500 L-1011, and so on. When consulting planespotter.de (which is unfortunately no longer kept updated) I found some more curious identification labels on safety cards such as L-1011-385-1 and Lockheed 1011-15. So, before looking at the cards themselves I did some research to unravel this complex system of naming.

Lockheed gave most of its designs a model number. A famous number is 49 for the family of Constellations such as the 749 Constellation, the 1049 Super Constellation and the 1649 Starliner. The Hercules has 82 (L-182, L-382), the 1950s Electra, 88 (L-188). For the TriStar it is 93, but that number did not catch. (Yet, it comes back in the TriStar serial numbers that start with either 193 or 293). Instead, the number L-1011, which was originally just a design study number, caught on. Actually, the number was CL-1011-365, with C standing for Lockheed-California (as opposed to Lockheed-Georgia, e.g. the C-5 started as GL-500), 1011 being a sequence number and 365 indicating the planned gross weight of 365,000 lb. The name TriStar was chosen following a contest amongst personnel, won by an hourly female employee who understood the name should have to do with stars to keep Lockheed's tradition of stellar names.

The Lockheed L-1011 TriStar was built in basically two versions: the original length, similar in size to the DC-10, and a shorter version. Lockheed identified the initial version of the standard length aircraft as L-1011-1. Its range was poor, so they made a version with increased fuel capacity by adding a centre wing fuel tank and increasing the gross weight from 385,000 lb to 460,000 lb, called the -100 (although some -100s did not have the extra fuel capacity). A 'hot and high version', with a different engine became the -200. Maximum passenger seating capacity for these standard length TriStars was 400, but 345 was more typical. The later shorter version, which Lockheed called the L-1011-500, was 5 metres shorter version and able to fly much farther. Apart from its reduced length, it can also be discerned by the number of exits: three on each side, as opposed to four for the original length versions.

Many L-1011-1s were later converted into -100s, some into -200s. Also, three new versions resulted from conversions: the -50, -150 and the -250. Differences were mainly in engine type, fuel capacity and gross weight.

The formal FAA type certificate designation for the initial version is L-1011-385-1. (385 referred to the original gross weight of 385,000 lb). For both the -100 and the -200, the FAA designator is either L-1011-385-1-14 or L-1011-385-1-15, the main difference being the gross weight. Conversions were also identified as -1-14s or 1-15s. The shrink version was certificated as the L-1011-385-3.

Eight -500s were acquired second hand from British Airways and

Pan Am by the Royal Air Force and equipped for different missions, each with its own designator. Thus, 16 different official designations came to exist for the TriStar, see first table.

Formal identifications				
Lockheed model number	93			
Lockheed commercial id. (as manufactured)	L-1011-1	L-1011-100	L-1011-200	L-1011-500
FAA identification	L-1011-385-1	L-100-385-1-14; L-1011-385-1-15	L-1011-385-3	
Lockheed commercial id. (after conversion)	L-1011-50 L-1011-100 L-1011-150 L-1011-200 L-1011-250	L-1011-200		
RAF id. (after conversion)				TriStar C Mk 1 TriStar C Mk 2 TriStar K Mk 1 TriStar KC Mk 1

Now, when the airlines identified these models on their safety cards, they understandably got confused and used all sorts of identifications. This resulted in a variety of names. In the next table, I have attempted to list them, ordered both by model (horizontal axis) and by style (vertical axis). For the latter, I use the following order: (1) name only (e.g. TriStar) or a combination of name and model number (e.g. TriStar 200); (2) 1011 without the L (only used by TWA); (3) 1011 with the L – this category is the most frequent; (4) a combination of 1011, the L and the TriStar name; (5) a combination with the full name of the manufacturer (Lockheed).

This results in almost 40 combinations that actually appeared on safety cards. It is interesting to note that the original model designation '93' is lacking completely.

Identification on safety card					
Lockheed id.		L-1011-1 L-1011-50 L-1011-150 L-1011-250	L-1011-100	L-1011-200	L-1011-500
Style	generic				
Name only or name with model no.	TriStar	TriStar 1	TriStar 100 Super TriStar 1)	TriStar 200	TriStar 500 TriStar C Mk 1 TriStar C Mk 2 TriStar K Mk 1 TriStar KC Mk 1
1011 without L 2)		1011	1011-100 1011 International		
1011 with L	L1011 L 1011 L-1011 L1011Whisperliner 3)	L1011-1 L1011-50 L1011-101 4) L 1011 150 L1011-250 L-1011-385-1	L1011-15 L1011-102 4)  L-1011-100/200		L 1011 500 L-1011 500 L-1011-500
combi of 1011, L and name	L-1011 TriStar TriStar L-1011	L-1011-1 TriStar			L-1011-500 TriStar L-1011 TriStar 500 TriStar-500 L-1011
with mfg name	Lockheed L-1011		Lockheed 1011-15		

- 1) used by Cathay Pacific, presumably for the -100 (Cathay operated both the -1 and the -100 variants)
- 2) used by TWA only
- 3) used by Eastern only
- 4) used by Worldways, which operated both the -1 and the -100 variants. I assumed that their -101 designation reflects the -1 and their -102 designation reflects the -100.

Figure 1 shows a compilation of safety cards showing the different names. They are from Novair, RAF, Air Ops, BWIA, Euro Atlantic Airways, Air Lanka, TWA, Cathay Pacific and Hawaiian.

From a safety card contents point of view, the TriStar was not spectacular.

Exit operation was simple and identical for all doors, which was unique at the time. The other early wide bodies (747, DC-10) had different exit types, and so had all narrow bodies. It is interesting to note the differences in how exit operation is portrayed by the various airlines. Interaction Research, which supplied cards to BWIA, Pan Am and others, shows four steps, starting with removing a protective cover and clearly showing the pulling action (figure 2, BWIA). Upon pulling the handle, the door automatically opens and raises inwards and up. The Royal Jordanian instructions are the least clear, see figure 3. Air Lanka seems to miss the point and focuses on the exit sign rather than the handle, figure 4. The Royal Air Force uses photographs rather than drawings, but also fails to

show the pulling action clearly, as well as the result: door opening automatically (figure 5). Instead, shoes off follows. Almost all airlines show the handles to the right of the door. Delta is the only airline that mentions the location of the door that is illustrated (figure 6), but does not explain the differences with other locations. I believe the only difference is the position of the handle in relation to the door: to its right on the left side of the aircraft and vice versa. Only British Airways and Caledonian show a right side exit.

TriStars were equipped with slides or, on international versions, slide rafts. In most cases, the cards show both the land evacuation and the water evacuation scenarios, in some cases in one and the same picture, with land on one side and water on the other side, see figure 7 (Air Atlanta Icelandic). Whether this economical way of conveying a message to naive passengers is effective remains



Figure 1 - Safety cards from various L-1011 operators

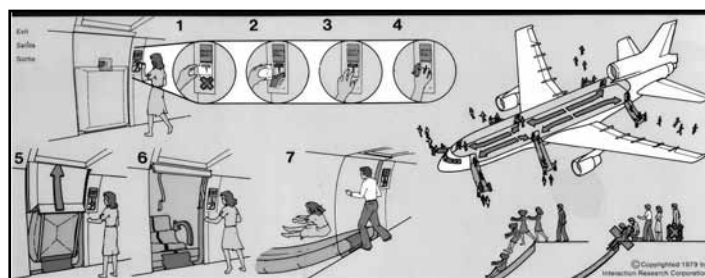


Figure 2 - BWIA (Trinidad & Tobago)

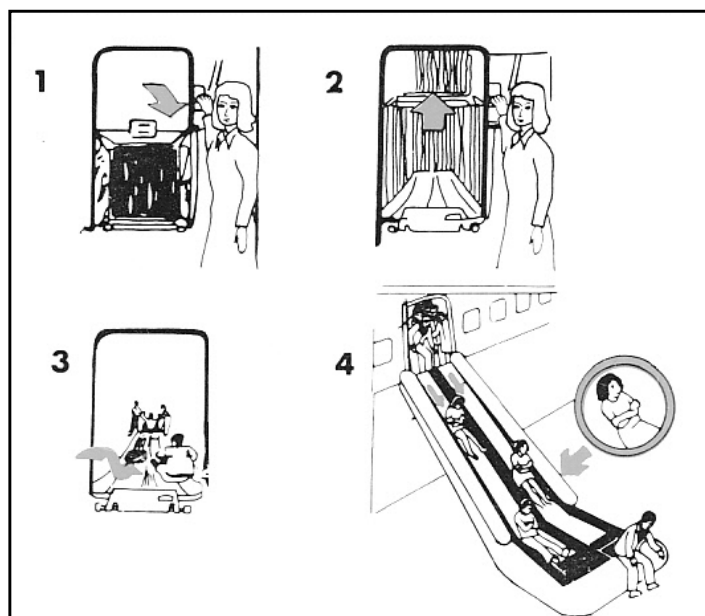


Figure 3 - Royal Jordanian Airlines (Jordan)

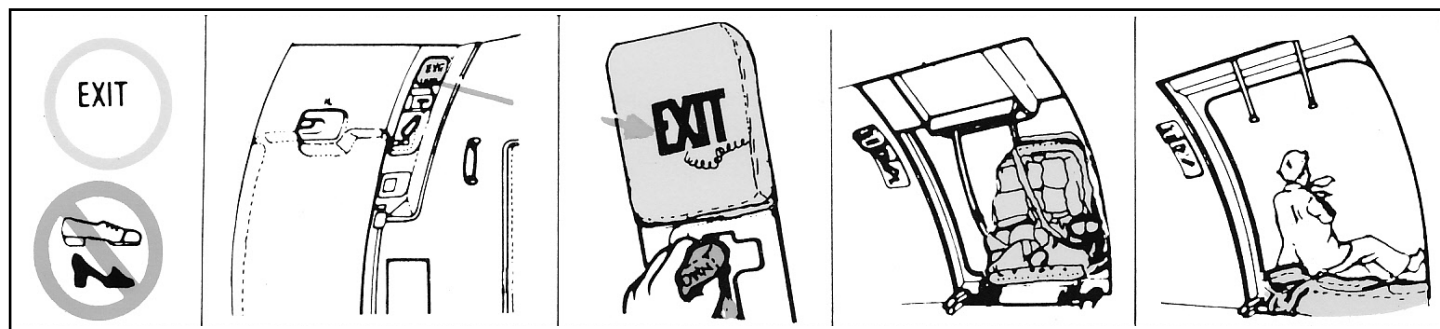


Figure 4 - Air Lanka (Sri Lanka)

to be seen, but it is better than not showing it at all. While I can understand this for Air Canada's L-1011-1, which was used within the continent, it becomes more pressing for the Air Lanka card, when realising that Sri Lanka is an island that can only be reached by crossing vast areas of sea or ocean.

The LTU TriStar card was special in that it showed all emergency equipment, see figure 8. The RAF card shows the seating layout (figure 9). Reportedly, the seats on RAF military transport aircraft are facing aft, but this is not clear from the safety card.

The TriStar was the last of the first three wide bodies that entered service, but the first to suffer a crash. In December 1972, just half a year after the first L-1011 commercial flight, an Eastern Air Lines TriStar crashed in the Everglades on its approach to Miami. Apart from the fact that this crash taught some safety lessons that brought "Crew Resource Management" to the industry, it is also famous for its ghost stories. In the months and years after, there were quite a few reports of uncanny apparitions of the deceased flight engineer on sister ships.

The TriStar is now at the end of its life. Until some years ago, a few aircraft were still operating in Europe by second tier airlines. Because of delays, possibly a result of poor product support by the manufacturer, TriStars got a bad reputation among passengers. Now, just a few remain flying in obscure parts of the world, such as Mali, and many are stored, not only in the usual U.S. desert storage areas but also in the Middle East. On a recent visit to Amman, Jordan, I spotted three TriStars in various degrees of dismantling. The only active fleet is that of the RAF.

On a different note, readers may be interested to view some interesting safety videos which differ from the usual, in attempts to get the attention of the passengers. The Russian carrier Nordwind Airlines uses children as the presenters of the safety information, see [www.norwindairlines.ru](http://www.norwindairlines.ru). The flag carrier of New Zealand decided that the only way to get passenger's attention is to have cabin crew undo their clothes. Or rather, to paint uniforms on their bare skins. Check out <http://www.youtube.com/watch?v=7-Mq9HAE62Y> to see how nude they get.

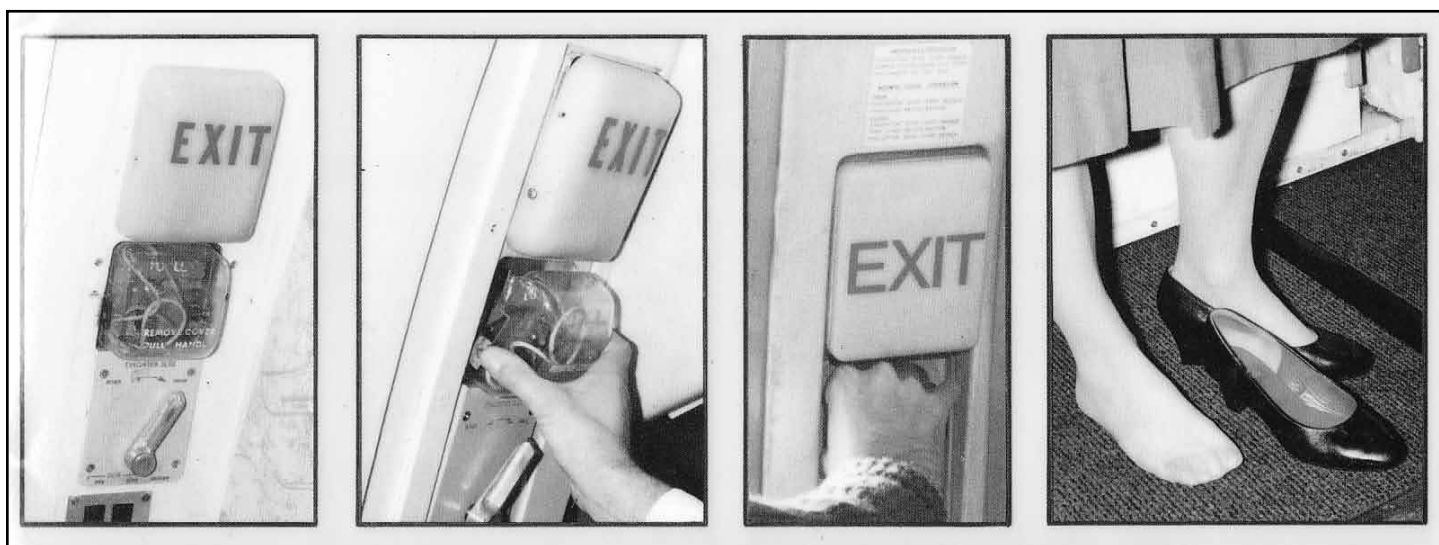


Figure 5 - Royal Air Force (United Kingdom)

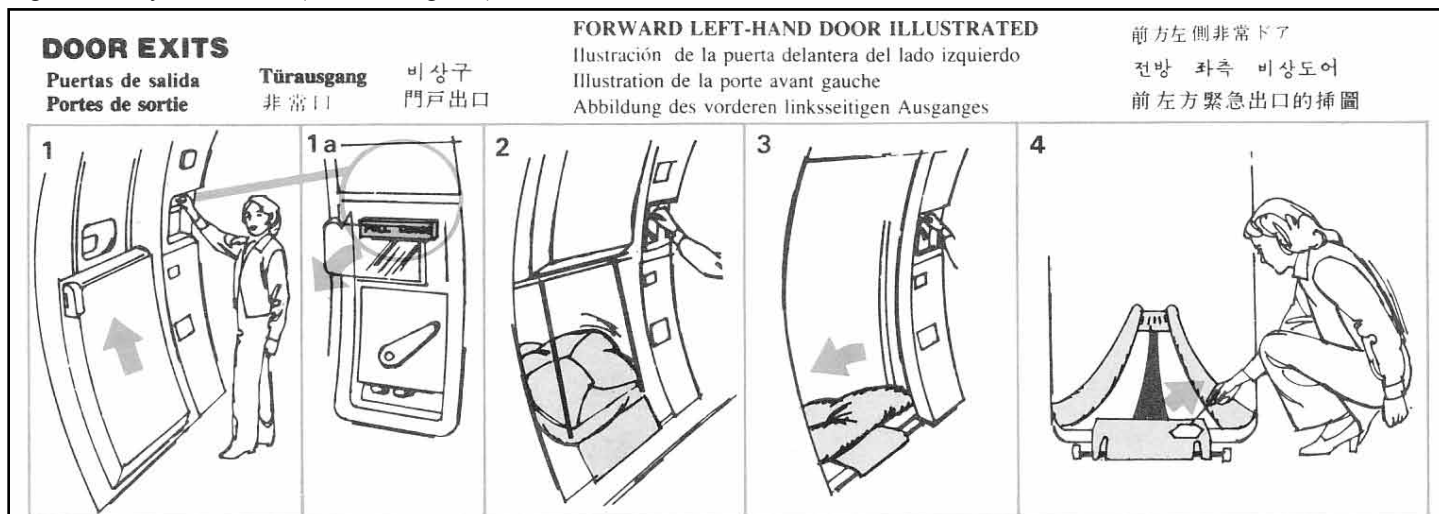


Figure 6 - Delta Air Lines (USA)



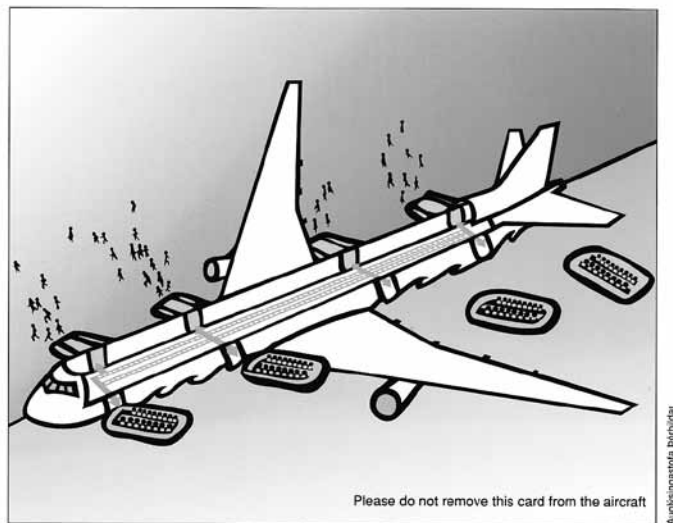


Figure 7 - Air Atlanta (Iceland)

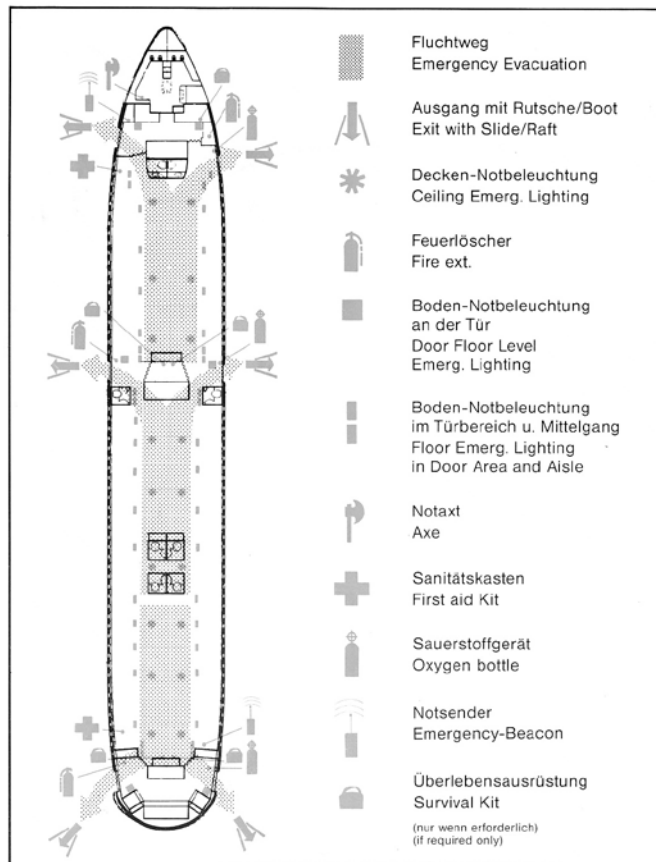


Figure 8 - LTU (Germany)

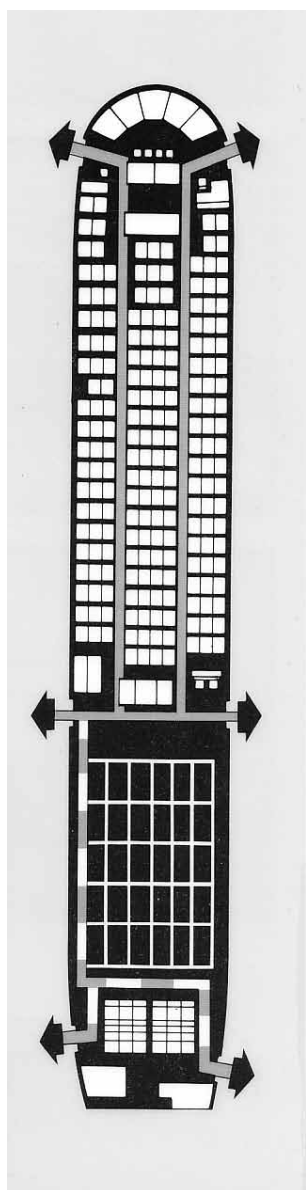


Figure 9 - Royal Air Force  
(United Kingdom)



Figure 10 - Recent view from Amman, Jordan, showing an ex-Rich International L-1011.



Figure 11 - A sad looking Trade Winds Airways L-1011 in Greensboro, NC.

# Tickets and Ticket Jackets

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While there were some 250 L-1011's built, the TriStar is a bit shy and retiring when it comes to appearing on Tickets & Jackets – at least in my collection.

We'll start with one of the classic images from Delta (Figure 1) for whom the L-1011 was a cornerstone of the fleet. I'll admit a fondness for this image in that my final flight in an L-1011 was with Delta due to an exciting mid-winter involuntary re-route where "General Winter" had, as usual, sabotaged Chicago and thus my smooth oneworld connection on AA/CP from Atlanta to Edmonton disappeared. The salvation turned out to be a middle seat deep in the cabin of a DL 1011 to Salt Lake City while the subsequent "joy" of a fully loaded Comair Canadair RJ at Midnight to Calgary didn't quite fit the bill of salvation.

For an early image of the L-1011, we turn to All Nippon Airways (ANA). Figure 2 highlights an early 1970's era image in their livery (apologies for the Japanese characters; it is indeed a used jacket.) Students of Lockheed history will remember the sad saga which surrounded the original attempts to sell the aircraft into Japan in the fiercely competitive climate vs. the DC-10.

Figure 3 has the L-1011 in the background as an Air Canada "big brother" to BC / Alberta regional connector Air BC's Bae-146.

While AC issued numerous jacket designs featuring their classes of service and destinations, it took Air BC to actually show the L-1011 (and B767) on a jacket. In Air Canada service, the L-1011 was a mainstay of the transcontinental services and, on occasion, went farther afield.

Hawaiian Airlines was a "2nd generation operator" of the aircraft, taking "-1" models from the likes of ANA and TWA and using them for their West Coast Services in the late 80's to early 90's before moving them on to "3rd generation" operators such as Rich International and ATA. Figure 4 features one of their jacket designs with the aircraft ... and of course a Hawaiian maiden on the beach. One of the staunchest supporters of the L-1011 was BWIA International Airways – the flag carrier of Trinidad and Tobago. BWIA was a proud operator of the 500 Series, purchasing their aircraft new in the early 80's and flying them through to 2003 (for most A/C). They featured their aircraft on several editions of their Ticket Jackets including one for their Scarlet Ibis class (Figure 5) as well as a lovely in-flight image (Figure 6) of 9Y-TGJ (which subsequently moved on to Star Air Jordan). I remember seeing one of these BWIA birds in their waning days in December 2002 at Heathrow and was simply amazed - imagining the fuel burn in comparison to their rivals. Thus not a huge surprise that the cumulative years of losses took their toll on the carrier in 2006.



Fig. 1 – Delta Air Lines (USA)



Fig. 2 – All Nippon Airways (Japan)



Fig. 4 – Hawaiian Airlines (USA)



Fig. 5 – BWIA International (Trinidad & Tobago)



Fig. 3 – Air Canada (Canada)



Fig. 6 – BWIA International (Trinidad & Tobago)



# Label Time

By Daniel Kusrow • dkusrow@us.net

The L-1011 TriStar was a financial failure for Lockheed Aircraft. It was the world's third commercial widebody aircraft following the Boeing 747 and the Douglas DC-10. Despite being a very well designed and engineered aircraft and a joy for crew and passengers,

it sold in relatively small numbers to the world's airlines.

Given the above, it is not surprising that few airline labels and stickers were issued depicting the L-1011.



Lockheed-California Corporation and PSA  
L-1011 World Tour – Baggage Sticker,  
1974, Uncommon



Delta Air Lines – Baggage Sticker, 1974,  
Uncommon



Eastern Air Lines – L-1011 Component  
Locator Manual, late 1970s, Scarce



British Airways – L-1011 Decal, 1980,  
Scarce



Delta Air Lines – Baggage Sticker, mid  
1980s, Uncommon



LTU – Baggage Sticker, mid 1980s, Un-  
common (Marvin Goldman Collection)



Air Canada – Baggage Sticker, mid 1980s, Uncommon



Delta Air Lines – Baggage Sticker, 2001, Uncommon

# Postcard Corner

By Marvin G. Goldman • marvilynn@gmail.com

The Lockheed L-1011 three-jet widebody aircraft, like its similar direct competitor the McDonnell Douglas DC-10, was a product of the 1970s and 1980s (250 L-1011s produced during 1970-83, versus 386 DC-10s during 1970-88). On postcards and other images, the easiest way to distinguish an L-1011 from a DC-10 is to look at the tail-mounted engine. On the L-1011 that engine has its intake above the fuselage (including the portion with the rearmost seats) and its exhaust at the end of the fuselage. In contrast, the DC-10's tail-mounted engine extends straight through the tail fin.

As I mentioned in The Captain's Log issue featuring the DC-10 (no. 32-2, Fall 2007), the '70s and '80s came after the peak of historical airline and airport postcards with distinctive views of aircraft and their interiors and crews, and before the era of modern computer printing and graphics which has led to many extraordinarily beautiful modern airline postcards. As a result, there are relatively fewer L-1011 postcards from that era that are special or unusual. Nevertheless, I'll try my best to give you an interesting look at the more significant L-1011 operators through the medium of airline postcards.

It all started with Lockheed's prototype L-1011 'TriStar', powered by Rolls-Royce RB.211 engines, which first flew on 16 November 1970.



Lockheed L-1011 prototype, N1011. Publisher Plastichrome, Boston, no. P98793, distributed by Mitock and Sons, North Hollywood CA, about 1971.

The first production model was the L-1011-1. Three major U.S. airlines took 110 of the 161 L-1011-1s built -- Eastern (37), Delta (35) and TWA (38). Of these, Eastern flew the first scheduled service of the type -- on 26 April 1972. I had the pleasure of taking several Delta and Eastern L-1011 flights, and I always enjoyed the comfortable, quiet ride.



Eastern Air Lines L-1011-1, N301EA, the second TriStar built. Publ'r Mike Roberts, Berkeley CA, no. B3363, about 1972. (A similar card, with different text, was published by Dexter Press, no. 86178-C). Eastern called its L-1011s 'Whisperliners', as elaborated in the following text on the back of the illustrated card:

*EASTERN AIRLINES newest addition to its fleet is the L-1011 Whisperliner, the quietest jet aircraft now in commercial service. It is powered by 3 Rolls-Royce RB.211 engines which enable it to do 3 times the work of a DC-8 with less than half the noise. The Whisperliner was designed for passenger comfort, with push-button operated clothes closets; two-abreast seating so that no passenger will be more than one seat from the extra-wide aisles; a spacious 20-foot-wide cabin; and a centralized under-floor galley. It carries 226 passengers in unsurpassed comfort and quiet.*

B3363



Trans World Airlines (TWA) L-1011. Airline Issue ('AI'), probably by its Brussels office. The back advertises its daily nonstop service between Brussels and New York, and I found this postcard in a stamp store in Brussels. TWA launched its L-1011 service on 25 June 1972, and the type played an important role on high density routes from TWA's hub in St. Louis.





Delta Air Lines L-1011-500, N751DA. AI, no. 0442-0275. The back of the card refers to the L-1011-500 in four languages. Delta also issued a similar card with the words “Delta Air Lines” and its logo on the front and an L-1011 description on the back in three languages. The -500 series of the L-1011 was the most advanced model, being a long-haul intercontinental variant with a shortened fuselage and extended wingspan. It entered Delta’s fleet in 1979.

Now let’s take a look at some of the other U.S. airlines that operated the L-1011.



Pan Am L-1011-500, N511PA, ‘Clipper Black Hawk’. Publ’r FISA, London, no. 6. (FISA also featured a Pan Am L-1011-500 on its card no. 4). Pan Am introduced L-1011s to its fleet relatively late, in 1980 when it purchased 12 of the longer range -500 series.



Pacific Southwest Airlines (‘PSA’) L-1011-1 ‘Mother Grinning-bird’. AI, no. MS 34C, issued Feb. 1975. PSA operated only two L-1011s, receiving its first in 1974. They were used in a high density configuration for its Los Angeles-San Francisco route, but were soon phased out.



American Trans Air (ATA) L-1011s. AI. ATA added L-1011s to its fleet in 1985 (mostly ex-Delta and TWA aircraft), and still had three of them, used for military charters, when it ceased operations in 2008.



Rich International Airways L-1011-1, N303EA, at Miami, July 1991. Publ’r Flite-Line, no. 215. Rich International, a cargo and passenger charter airline, operated up to 16 L-1011s in the 1990s, until it ceased operations in 1996.

Turning to airlines outside the U.S., let’s take a round the world postcard tour on L-1011s, starting with the Americas and traveling eastward to Europe and beyond.



Air Canada L-1011-1, C-FTNJ, 'shown landing at Toronto' (I'll take the publisher's word for it). Publ'r Aviation Hobby Canada, no. AHCO7, Dexter Colour no. A-96245-D. Air Canada acquired 10 series 1 aircraft which entered service in 1973 on high density routes between Canada and the U.S. Later it acquired six -500 series, mainly for transatlantic services, the last being retired in 1993.



Faucett Peru L-1011, in a particularly beautiful livery. AI. (William Demarest collection). Faucett operated a few L-1011s in the 1990s.



Worldways L-1011-100, C-GIES, landing at the airline's base in Toronto. Publ'r Aviation Hobby Canada, no. AHCO8, Dexter Colour no. A-96244-D. Worldways operated seven L-1011s during 1985-94.



British Airways L-1011. AI, no. BA 864. British operated about 20 L-1011s of different series, between 1974 and 1999.



BWIA International Airways L-1011-500. AI. BWIA, based in Trinidad and Tobago, operated four -500 series aircraft, mainly on Caribbean-London routes, starting in 1980.



Court Line Aviation L-1011-1, G-BAAA. Probably AI. Publ'r Charles Skilton & Fry, Edinburgh and London, no. OC26. Skilton issued two similar 'publisher' cards, with nos. 256 and 258, and a different view as no. 259. Court Line, a British inclusive-tour operator, acquired two L-1011s in 1973 for holiday package tours, utilizing colorful paint schemes, but the airline unfortunately ceased operations the following year.



Speaking of Court Line, here is an uncommon and interesting ‘what is it?’ postcard submitted by Leonardo Pinzauti.



L-1011-1, N305EA. Publ'r J. Arthur Dixon, UK, no. PNA/21604. Leonardo writes that this is an Eastern Air Lines plane utilized for a European demo-tour and route proving by Court Line in the early 1970s. It has 'Lockheed TriStar' titles, Eastern 'jockey stick' colors, and the Court Line additional logo on the fuselage. Leonardo says the aircraft was shot in a low-level flying run, possibly during an air show or a landing test. This particular aircraft was never in the Court Line fleet, so it was probably painted for Lockheed promotional purposes or briefly used by Court for crew familiarization or flight tests. (Leonardo Pinzauti collection).



TAP Air Portugal L-1011-500. AI, no. MOD. 2098, probably issued by TAP's Munich office. Special imprint on front and back promoting service between Munich and Lisbon, Rio de Janeiro and Johannesburg. TAP operated five L-1011-500s on its long-range routes, during 1983-97.



LTU International Airways L-1011, front view. AI. LTU operated up to 13 L-1011s of different series, mainly on holiday charters between Germany and the Mediterranean. Based in Dusseldorf, LTU was acquired by Air Berlin in 2007, and the LTU name was then phased out. Over the years LTU was a prolific issuer of many beautiful airline postcards.



Gulf Air L-1011 flight deck, seen at dawn. AI. Gulf Air operated up to 12 L-1011s of the -100 and -200 series between 1976 and 1998.



Royal Jordanian Airlines (formerly Alia) L-1011-500, JY-AGA. AI. During 1981-2000, Royal Jordanian (which adopted its present name in 1986) operated eight series -500 L-1011s, among the last built. On 3 August 1994, while I was driving in Tel Aviv, Israel, I suddenly saw a Royal Jordanian L-1011 flying low over Tel Aviv, escorted by two Israeli F-15 fighter jets. Surprised, I quickly turned on the radio and immediately heard a live broadcast with King Hussein of Jordan speaking to Israeli Prime Minister Yitzhak Rabin. Hussein, a noted pilot, was indeed piloting his personal Royal Jordanian L-1011 on a flight from London to Amman, Jordan, and by prearrangement with the Israeli government he was taking an air tour of Israel including Tel Aviv and Jerusalem. An Israel-Jordan peace agreement was signed soon thereafter.



Air Lanka L-1011. AI, with text on back promoting regular TriStar service between Sri Lanka and Paris, Frankfurt, Zurich and the Middle East. The airline operated four L-1011s during 1980-94. (Formerly in the collection of Allan Van Wickler who acquired the card in 1982).



Saudi Arabian Airlines ('Saudia') L-1011-100 (later converted to a -200), HZ-AHE, in an uncommon night scene. Publ'r FISA, London, no. 20. Saudia operated 20 L-1011s of different types during 1975-93. It was the first customer of Lockheed for the -100 and -200 series which featured increased maximum take-off weights and allowed greater fuel loads and range.



Cathay Pacific L-1011-100, VR-HHK, with text on front and back indicating routes from its Hong Kong base to other destinations in Asia. AI, no. CX7564. My card is postmarked 14 June 1976. The L-1011 was Cathay Pacific's primary aircraft for many years on Asian routes, and it became the largest operator of L-1011s outside the U.S., with 22 of them in service, many of which were ex-Eastern Air Lines, acquired when Eastern ceased operations.





Cathay Pacific L-1011-100 interior. AI, no. CX 7563, dated March 1977. There are very few interior views of L-1011s on postcards, and this one is a favorite. Here you can see why Lockheed boasted that in the L-1011 you were never more than one seat from the aisle, even though it's a widebody. (But later many airlines discovered 'higher density' configurations). Cathay Pacific has always been a prolific issuer of airline postcards, much to the joy of collectors.

We close with another significant Asian operator of L-1011s, with 21 of them in its fleet over the years -- All Nippon Airways -- ANA. They were used mainly on high-density routes within Japan, starting in December 1973.



All Nippon Airways L-1011-1 in original colors, with crew. AI. (William Demarest collection). ANA, like Cathay Pacific, has continued to issue numerous airline postcards -- many of great beauty -- and these are greatly appreciated by postcard collectors.

Notes: The original postcards of those shown are all in color and published in standard or continental size. Except as noted, the cards shown are from the author's collection. I estimate their rarity as -- Rare: the Faucett Peru and ANA cards; Uncommon: the cards shown for TWA, PSA, Court Line in Eastern colors, TAP with Munich routes, Air Lanka, and Cathay Pacific with Asian destinations. The rest are fairly common.

Many times an airline will issue the same image in many advertising forms, so the image on a postcard might also be on other

advertising or promotional items. In this issue of the Log, for example, I note that the playing card images shown by Fred Chan for ANA, Cathay Pacific and Royal Jordanian have also been issued in postcard form.

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1. Eden, Paul E. (ed.), Civil Aircraft Today, section on the L-1011 TriStar, pp. 148-153 (Amber Books, London, 2008, reprinted 2009).
2. Davies, R.E.G. Sections on the L-1011 in his books on Delta, Eastern, PanAm, TWA and Saudia.

I hope to see you at Airliners International 2012 in Memphis, and until then, Happy Collecting. Marvin.

## TRISTAR LABELS

Courtesy of Henk Heiden Collection



# Book Review

By Shea Oakley • [ancientskies1@safeaccess.com](mailto:ancientskies1@safeaccess.com)



## *Crash*

By Rob and Sarah Elder  
Atheneum, 1977  
ISBN 0-689-10758-7

The Lockheed Tri-Star has the unfortunate distinction of being the first of the original generation of “Jumbo-Jets” to suffer a fatal accident. On a dark night in late December of 1972, Eastern Air Lines Flight #401 from New York-JFK to Miami, operated by a brand new EAL L-1011 “Whisperliner,” crashed into the Florida Everglades. In the crash and its immediate aftermath, 103 of the 176 people aboard perished.

The loss of N310EA is one of the more multi-faceted and enduring legends in the history of commercial aviation. This disaster is considered to be the primary catalyst for the development of the science of Cockpit Resource Management (“C.R.M.”). The tragedy also inspired three books and at least two films. Today, members of the “Flight 401 Tribute Group,” including crash survivors, are working to establish a unique memorial at the impact site. The world’s first loss of a wide-body aircraft even spawned a ghost story.

Thirty-five years ago, a husband and wife team of investigative reporters, Ron and Sarah Elder, published the definitive account

of this crash. Their 253-page volume is as excellent a book as I have ever come across addressing the multi-dimensional drama of a major air disaster. Both post-graduate students at Stanford at the time of the manuscript’s publishing, the young authors truly sweated the details. The Elders skillfully recount the technical aspects of the story while also movingly portraying the anguish of the survivors and their loved ones, the courage of the rescuers, and the resolve of the many aviation professionals responsible for discovering the cause of accident.

Flight 401 was lost to a web of factors including a burnt-out nose gear status light, mismatched autopilots and, perhaps most importantly, a distracted and apparently automation-dependent crew. These aviation professionals failed to do the one thing most vital when troubleshooting an in-flight anomaly: continue to fly the airplane. In the end this “causation chain” led a perfectly airworthy, state-of-the-art jetliner to fly itself into a swamp. The vast amount of detective work that was necessary to discover this and determine the probable cause of the crash is effectively covered by the authors. The Elders further enrich their narrative with an attention to small facets of information that surpasses what many lay writers might be expected to provide their readers. By the end of *Crash* we know the cut and colors of the Flight Attendants’ uniforms in the winter of 1972 as well as the little known fact that these F/A’s worked beneath perhaps the only chandelier ever installed on a commercial aircraft. (It hung in the Whisperliner’s First Class lounge.) We are made familiar with the flora and fauna of the Everglades with which the passengers and crew had to reckon that night. We also receive a detailed view of the medical challenges that faced those who survived, including painful and life-threatening “Gas Gangrene” caused by the unique bacteria living in this particular swamp.

*Crash*, an altogether compelling book about a historic air disaster, remains relevant today in an era when cockpit crews work in 21st Century glass cockpits that make the L-1011’s automated systems, as impressive as they were at the time, look primitive. Despite the ongoing emphasis on the need for crew communication and airmanship that was the primary lesson of this accident, contemporary captains and first officers are still tempted to allow their aircraft to “fly themselves” in conditions requiring critical attention to basic flying skills. (The 2009 loss of an Air France A-330 in the South Atlantic is a prime example of what can happen when this temptation is indulged.)

The lessons and legacy of Eastern Flight 401 remain with us today.

Availability: Used copies of this book can be found on [Alibris.com](http://Alibris.com) starting at about \$20. Reasonably priced copies can also sometimes be found at airline collectibles shows held around the nation.

This book review column focuses on both current and older books on commercial aviation topics.



# Flying Stamps

By Jim Edwards

The Lockheed L-1011 TriStar has been well represented on postal stamps since the aircraft first flew in 1970. Enjoy these examples from around the world.

Fig. 1

Bermuda issued this postal stamp in 1980 with a British Airways L-1011 as part of a series to commemorate "London 1980."

Fig. 2

Gulf Air's 40th anniversary was marked with the issue of this stamp from the Sultanate of Oman featuring one of the airline's L-1011s.

Fig. 3

Barbados commemorated the 150th anniversary of the Inland Post with this issue featuring a BWIA (British West Indian Airways, "Bee Wee") L-1011 TriStar.

Fig. 4

Another BWIA L-1011 is shown on this postal issue from the Ca-

ribbean island nation of St. Lucia in 1980.

Fig. 5

In an unusual twist, the Republic of the Maldives issued this stamp in 1984 featuring a L-1011 from AirLanka, the flag carrier of Sri Lanka, as part of a series honoring the 40th anniversary of I.A.C.O. (International Air Carrier Organization).

Fig. 6

A Pan Am L-1011 is featured on this issue from Grenada in 1985 to commemorate the first flight to New York from the island's new Pt. Saline Airport.

Fig. 7

Two stamps with Lockheed L-1011s were issued by the Kingdom of Saudi Arabia in honor of Saudia's 40th anniversary in 1975. The stamps also feature a small Douglas DC-3.



Fig. 1



Fig. 2



Fig. 3



Fig. 4



Fig. 5



Fig. 6



Fig. 7



# Playing Cards

By Fred Chan • [topflite@olympus.net](mailto:topflite@olympus.net)

Not a resounding business success, the L-1011 TriStar was mostly responsible for Lockheed's departure from the commercial aircraft industry. As all the readers of this publication know, most airlines chose the Boeing 747 and the Douglas DC-10 over the TriStar.

So it is no wonder that there have been very few playing cards based on the L-1011. Of the 4458 different playing card designs that we know to exist, I could find only nine cards that featured the TriStar, including two different designs each from BWIA and Cathay Pacific.



All Nippon Airways, Japan



Cathay Pacific Airways, Hong Kong



Royal Jordanian Airlines, Jordan



BWIA, Trinidad & Tobago



Cathay Pacific Airways, Hong Kong



Saudia, Saudi Arabia



BWIA, Trinidad & Tobago



Peach Air, United Kingdom



TWA, Trans World Airlines, USA

# What Is It?

By Ken & Beth Taylor • keebeetay@telus.net

Sometimes I receive short and vague replies via email. For instance, I have received replies that have no sender's name. Could it be my computer? Here is another example:



[Fig 1]  
This emblem is from "ULTRAIR" of Houston, Texas. ULTRAIR had a lifespan of 18 months, ceasing operations in 1993.



[Fig 2]  
Question #1. What is "ATI"?



[Fig 3]  
Question #2. This wing appears to have an Eskimo ice home, (igloo) and a Canadian maple leaf. Obviously Canadian but who?



[Fig 4]  
Question #3. This one appears to be military. My books do not show it. Any ideas from our readers?



[Fig 5]  
Question #4. Who is "Harris"? From where and when?



[Fig 6]  
Question #5. Who is "Funworld"?





[Fig 7]

Question #6. Looks like a wolf. Who, where and when?



[Fig 10]

Question #9. This wing is from a US collector but no company name and no date.



[Fig 8]

Question #7. This is from East German "Interflug", but I want identification on the type of emblem.



[Fig 11]

Question #10. I would like to try this one again. Who is "Central"?



[Fig 12]

Question #11. Could one of you collectors ID this wing?



[Fig 9]

Question #8. Is also Interflug, with "FS". What is it?



[Fig 13]

And, finally, we have a response from Kjell Oskar Granlund concerning:

In the latest Captain's Log there is a reference to a shield being part of the flag of Zambia. The Zambian flag has no shield in it whatsoever as shown below:





[Fig 14]

The coat of arms are also void of a shield. I don't believe this is a Zambian wing. The only African country, I can off-hand remember having a shield in its flag is Swaziland.



[Fig 15]

That said, the shield does look like a Zulu-style warrior shield found in Southern Africa, also in Zambia where the Ngoni people settled after leaving Zululand at the time of King Shaka (early 1800s). During the apartheid era, the bantustans of South Africa, set up a number of airlines, e.g. Transkei Airways. It could be one of these, or an East African airline - not EAAC, however, which had EAA with a lion.

I am sorry I can only say what the wing isn't and not what it is.



Going back to "HAWKER". A note came from Mark Hall-Patton, Museum Administrator at the Clark County Museum (Nevada) system. He says, "I noticed in the last Captain's Log the Hawker pin in your column. I don't think this is an airline pin. The men's historical fraternity known as "E Clampus Vitus" uses the term "Hawker" to designate those members who sell items at events (which we call Doins). Most hawkers make up their own pins, so there is no standard in this area. Given the "Old West" style of lettering, I think this was a one-time pin used by one of the chapter hawkers (there are 40 chapters of E Clampus Vitus throughout the western states) I hope this helps."

A badge collector in Calgary says that this badge is British made because of the British style of military pinning of badges. He thinks it is a test pilot's cap badge from the Hawker Aircraft Manufacturing business (During WWII, the Hurricane aircraft was referred to as the Hawker Hurricane)

Can you give me a hand with any of these? Please note the new email address is keebeetay@telus.net

Beth and I are looking forward to meeting with you in Memphis in July.

Thanks for your help.

Ken

## FROM THE EDITOR'S COLLECTION



TradeWinds L-1011, Airline Issued Postcard,  
William Demarest Collection.

# Airline Timetables

By David Keller • [dkeller@airlinetimetables.com](mailto:dkeller@airlinetimetables.com)

The Lockheed TriStar was conceived as a response to requirements drawn up by American Airlines in the mid-1960's for an aircraft to fill the gap between the narrow bodied transports of the day and the much larger 747 being developed by Boeing. Unfortunately for the manufacturer, the program faced a number of challenges (including a very similar design from McDonnell Douglas), which would conspire to prevent the program from being a financial success.

One of the initial impediments in the competition with the DC-10 was the selection of Rolls-Royce as the engine manufacturer. The cost of developing the new power plant resulted in Rolls-Royce going bankrupt, putting Lockheed into financial hardship as well, with firms requiring government assistance to overcome those obstacles. All of this delayed the service entry of the L-1011 some 9 months after that of the DC-10, and left Lockheed fewer options to offer regarding engines and operating range.

Eastern Airlines was one of the launch customers for the L-1011, and had been comfortable enough with its selection to sell its delivery slots for 4 747's to TWA. But delays in deliveries of the TriStar forced the airline to lease 3 747's from Pan Am in 1970 to protect its market share on the competitive routes from New York to Florida and San Juan. In the spring of 1972, those aircraft were returned to Pan Am, and the April 30, 1972 [Figure 1] timetable shows the new L-1011 going into service with one daily Miami-New York round trip. The return trip to Miami was operated as flight 401, which was the flight being operated on December 29, 1972 when a burned-out landing gear indicator light, coupled with the flight crew's inexperience with the new type and inattention to their situation, resulted in a deadly crash in the Florida Everglades.

Unlike today, when crashes are synonymous with their flight number, this accident wasn't so identified until a book and TV movie came out in the second half of the 1970's. Despite the notoriety, Eastern continued to operate flight 401 from New York to Miami until 1987.

Another launch customer for the L-1011 was TWA, which put the type into service on June 10, 1972 with service from Los Angeles to Chicago and St. Louis, as shown in the timetable dated June 1, 1972 [Figure 2]. With the Arab Oil Embargo and economic downturn the following year, TWA largely removed its 747 fleet from domestic service (selling some, using the remainder internationally), leaving the TriStar to serve the high-density domestic routes. In later years, some of those aircraft were upgraded to allow Trans-Atlantic service.

Delta Air Lines also found itself at a competitive disadvantage due to Lockheed's precarious financial situation. The solution was to take delivery options on 5 DC-10's in the event the L-1011 program was halted. When it became evident that deliveries would proceed, Delta sold those options to United Airlines, but leased the

aircraft back until 1975 when enough TriStars had entered service to take over. The L-1011 entered service with Delta in late 1973, and the January 7, 1974 timetable [Figure 3] is the first issue to show the type in service. The itinerary section shows both the DC-10 and L-1011 routings.

PSA also ordered the L-1011, primarily for use on the high-density Los Angeles to San Francisco route. The PSA aircraft were specially modified to have a lower deck lounge, sacrificing range for customer amenities. The August 1, 1974 timetable [Figure 4] shows that service (with L-1011 flights denoted by an arrow at the left). Unfortunately, the previously-mentioned Arab Oil Embargo was initiated in October of 1973, and PSA found itself putting these aircraft in service while facing decreased demand and higher fuel prices. The service lasted less than a year, with PSA refusing



Fig. 1 – Eastern Air Lines, April 30, 1972



Fig. 2 – TWA, June 1, 1972

Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
From: <b>LOS ANGELES, Cal. (Cont'd)</b>					
To: <b>CHICAGO, Ill. (CDT)</b> ✈					
F-\$154.00 Y-\$123.00 K-\$110.00 DA-\$214.00 AIRPORTS: M-Midway O-O'Hare					
945a	O 320p	24	NON-STOP	Daily	✈ ✕ Ambassador Service <b>747</b>
Discontinued after June 9, 1972					
945a	O 320p	24	NON-STOP	Daily	✈ ✕ Ambassador Service <b>1011</b>
Effective June 10, 1972					
1135a	O 517p	36	NON-STOP	Daily	✈ ✕ Ambassador Service
155p	O 737p	26	NON-STOP	Daily	✈ ✕ Ambassador Service
320p	O 857p	28	NON-STOP	Daily	✈ ✕ Ambassador Service
1210a	O 544a	20	NON-STOP	Daily	✈ ✕ Ambassador Service <b>747</b>

delivery of 3 additional aircraft and engaging in a legal battle with Lockheed (as the manufacturer was not pleased to have these undelivered aircraft with modifications that most other airlines would not be interested in).

Lockheed also found eager customers in other parts of the world. Air Canada inaugurated service between Montreal, Toronto and Vancouver on March 15, 1973. The timetable dated April 29, 1973 has a full page ad for the aircraft [Figure 5]. Air Canada also had an unusual agreement with Eastern Airlines, whereby 2 TriStars were scheduled to operate for Air Canada during the summer peak travel season, joining Eastern's fleet for their winter travel needs.

Bringing British Airways into the fold was never going to be a problem for Lockheed, given Rolls-Royce's participation. Initially ordered by British European Airways, the Tristars were delivered to British Airways as a result of BEA's merger with BOAC and several smaller carriers. The timetable dated July 11, 1977 [Figure 6] finds the airline making frequent use of the L-1011 on the heavily-traveled London to Paris route.

As with all aircraft manufacturers, Lockheed wanted to find customers in all corners of the globe. A foothold in Asia was achieved by wrestling All Nippon Airways away from McDonnell Douglas'

DC-10, even though an order had already been placed by the carrier. Several years later it was learned that Lockheed had bribed Japanese government and All Nippon officials to secure the order. Anti-corruption legislation was passed in several countries resulting from this and several other bribery accusations involving Lockheed. The timetable dated October 1, 1983 [Figure 7] shows the carrier's new colors, as it was now simply being identified by the initials "ANA".

Another Asian carrier to operate the TriStar was Cathay Pacific Airways, which put the type into service in 1975. [Figure 8] Although only a few aircraft were purchased new from Lockheed, Cathay bought up a large number of used aircraft (including the 2 very colorful Court Line ships), and eventually operated about 20.

Lockheed also found customers in the fast-growing Middle East. Saudi Arabian Airlines operated a substantial Tristar fleet, primarily for service to Europe. The timetable dated March 29, 1981 shows the type in service to 7 European destinations, while 747's operated to the US [Figure 9].

Gulf Air also operated the Tristar between Europe and the Middle East. The timetable dated April 1, 1976 shows the smartly-painted L-1011 joining VC-10's in service to London, with connections to the US [Figure 10].

EFFECTIVE JANUARY 7 THRU JANUARY 31, 1974		
DELTA AIR LINES		
1016	DC-10 F Y	ATL PHL JFK
1032	DC-10 F Y	ATL DTW
1033	DC-10 F Y	DTW ATL JAX
1034	DC-10 F Y	JAX ATL
1041	DC-10 F Y	JFK FLL
1042	DC-10 F Y	MIA TPA ATL
1047	DC-10 F Y	ATL MCO
1048	DC-10 F Y	MCO ATL MEM
1049	DC-10 F Y	MEM ATL MIA
1052	DC-10 F Y	FLL DTW
1053	DC-10 F Y	DTW ATL
1054	DC-10 F Y	MIA TPA DTW
1055	DC-10 F Y	DTW FLL MIA
1056	DC-10 F Y	MIA ATL CAE
1071	DC-10 F Y	JFK FLL
1072	DC-10 F Y	MIA JFK
1075	DC-10 F Y	JFK MIA
1084	DC-10 FNYN	FLL JFK
1091	DC-10 FNYN	CAE ATL MIA
1100	L-1011 F Y	LAS DAL ATL
1101	L-1011 F Y	ATL DAL LAS
1110	L-1011 F Y	TPA LGA
1121	L-1011 F Y	ATL IAH
1122	L-1011 F Y	IAH JFK
1123	L-1011 F Y	JFK ATL
1125	L-1011	LGA MSY IAH FY LGA MSY; FYK MSY IAH
1177	L-1011 F Y	LGA TPA
1186	L-1011 FNYN	IAH ATL
1188	L-1011 FNYN	ATL LGA

Fig. 3 – Delta Air Lines, January 7, 1974



One factor hampering Lockheed was the lack of a true long-range model of the L-1011. McDonnell Douglas was able to deliver the long-range DC-10-30 only 2 years after the domestic model started service, but due to Rolls' financial problems, development of the more powerful engines needed for heavier aircraft was delayed.

Eventually, Lockheed was able to offer upgrades to earlier models, and rolled out the first long-range L-1011-500 in 1978. While the capabilities of the -500 gained some additional orders from existing operators such as British Airways, Delta and Air Canada, and brought in a few new customers, it proved to be too little, too late, with only 50 examples built.

One of new customers to purchase the shortened -500 series Tri-Star was Pan Am. The timetable dated June 28, 1982 [Figure 11] shows the type in service to Europe and South America, as well as on several domestic routes where the additional range was not required.

BWIA was another carrier lured by the -500's increased range. The Trinidad and Tobago-based airline took delivery of 4 aircraft in the early 1980's, allowing the 60's-era 707's to be phased out. In the timetable dated March 27, 1994, BWIA's TriStars were operating to New York, Toronto and 3 destinations in Europe [Figure 12].

As the original L-1011 operators began selling some of their aircraft, additional carriers added the type to their fleets.

In the 1980's, Hawaiian Air was seeking expansion opportunities, particularly flights to the mainland. But such services would require new aircraft, since the carrier's DC-9's didn't have nearly enough range, and the DC-8's used to the South Pacific would be at a competitive disadvantage. Secondhand L-1011's were the answer, and the timetable dated April 28, 1985, shows Hawaiian inaugurating service between Honolulu and Los Angeles on June 12 [Figure 13]. Those Tristars would later be replaced by used DC-10's, then by 767's and A330's.

Also in 1985, Pan Am negotiated the sale of its Pacific division to United Airlines, which included the carrier's L-1011-500 and 747 SP fleets. The United timetable dated January 31, 1987 shows the long-range TriStars in service to a number of Asian destinations, which was a change from their traditional Latin American and European duties with Pan Am [Figure 14].

Air America began operations as a charter carrier under the name Total Air. The airline operated a small fleet of L-1011's previously

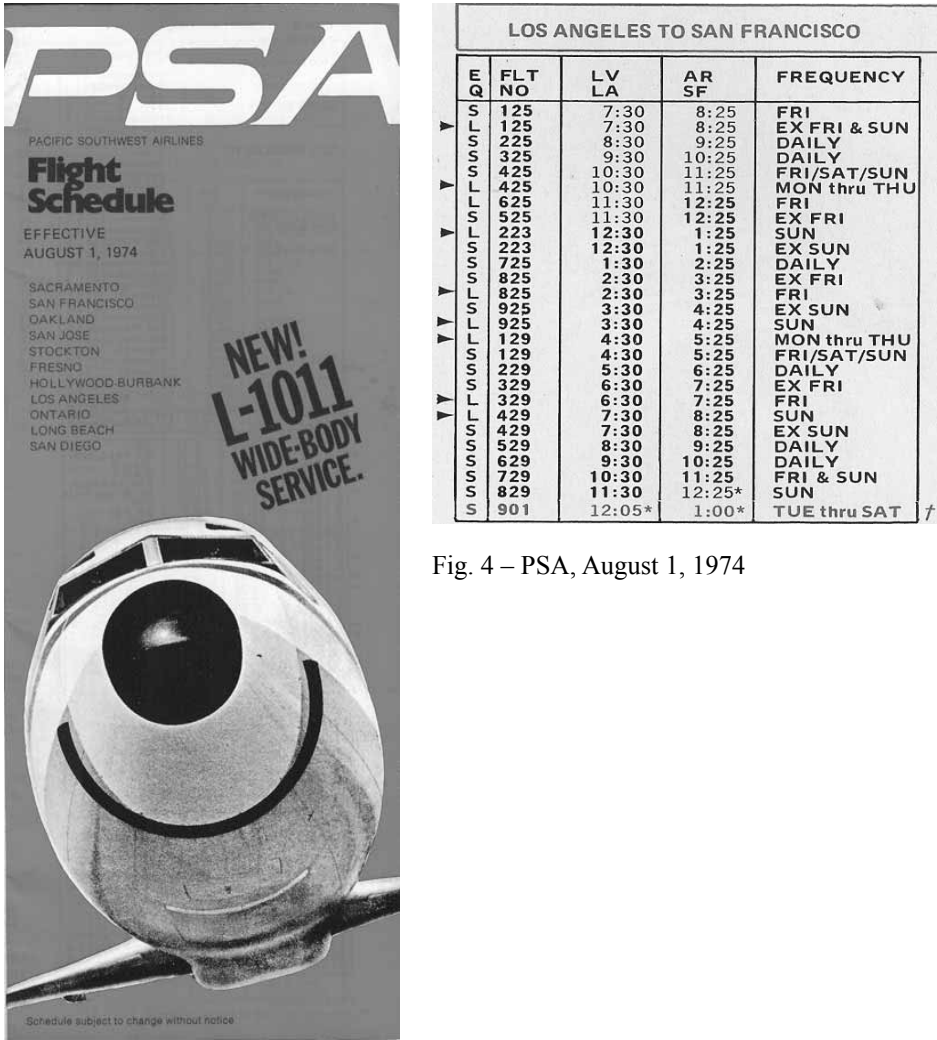


Fig. 4 – PSA, August 1, 1974

flown by Delta and Eastern. In 1986 it began scheduled services and changed its name to Air America. The February 1, 1987 timetable shows service to 7 destinations, with most routes being flown once or twice weekly [Figure 15].

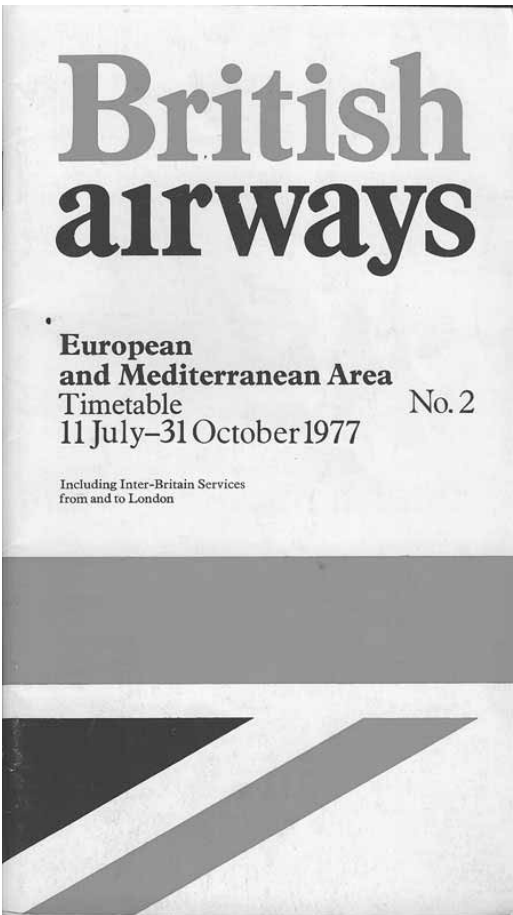
Second hand L-1011's found work with a number of other charter carriers, one of which was Canada's Air Transat. In the airline's Summer 1996 timetable, Air Transat was operating a fleet of 7 TriStars (as well as 4 757's) to several dozen destinations in

Europe [Figure 16].

Forty years after the Tristar entered service, only a very few remain operational today. (By contrast, a large number of DC-10's are still in service as freighters.) Despite the many obstacles that prevented the L-1011 from becoming a commercial success for Lockheed, it will be remembered as a well-designed aircraft that provided many years of reliable service to airlines around the world.



Fig. 5 - Air Canada, April 29, 1973



**LONDON-PARIS**

DEPART London, Heathrow Airport. BE flights: Terminal 1 (Minimum check-in time at pier gate 20 mins)  
AF flights: Terminal 2 (Minimum check-in time 25 mins)  
ARRIVE Paris, Charles de Gaulle Airport

Frequency	Aircraft	Dep	Arr	Via	Transfer Times	Flight	Aircraft	Class & Catering
Daily ex Su to 25 Sep		0700	0900(y)	non-stop		AFB43	AB3	FN 11
Su to 24 Sep		0800	1000	non-stop		AFB43	727	FN 11
Daily		0800*	1000(y)	non-stop		BE002	TRD	FY 11
Daily ex Su		0900*	1100(y)	non-stop		AFB45	AB3	FY 11
Daily		1000*	1200(y)	non-stop		BE008	L10 (a)	FY 11
Daily		1100*	1300(y)	non-stop		AFB47	AB3	FY 11
Daily		1200*	1400(y)	non-stop		BE012	TRD (c)	FY 11
Daily to 31 Jul & from 1 Sep		1300*	1500(y)	non-stop		AFB49	AB3	FY 11
Daily		1400*	1600(y)	non-stop		BE016	L10 (a)	FY 11
Daily		1530*	1730(y)	non-stop		AFB51	AB3	FY 11
Daily		1600*	1800(y)	non-stop		BE022	TRD	FY 11
Daily		1700*	1900(y)	non-stop		AFB53	AB3	FY 11
Daily		1800*	2000(y)	non-stop		BE026	L10 (a)	FY 11
Daily		1930*	2130(y)	non-stop		AFB55	AB3	FY 11
Daily		2030*	2230(y)	non-stop		BE028	L10 (a)	FY 11
Daily from 25 Sep		2100*	2200	non-stop		AFB57	AB3 (a)	FY 11
Fr Su		2120*	2320(y)	non-stop		AFB59	727	FY 11

(a) - TRD on Sa Su.  
(b) - TRD on Sa.  
(c) - L10 on Mo 11 Jul-30 Sep.

(d) - 727 on Sa Su.  
(y) - One hour earlier from 25 Sep  
\* - One hour earlier from 23 Oct

Fig. 6 - British Airways, July 11, 1977



Fig. 7 - ANA All Nippon Airways, August 1983

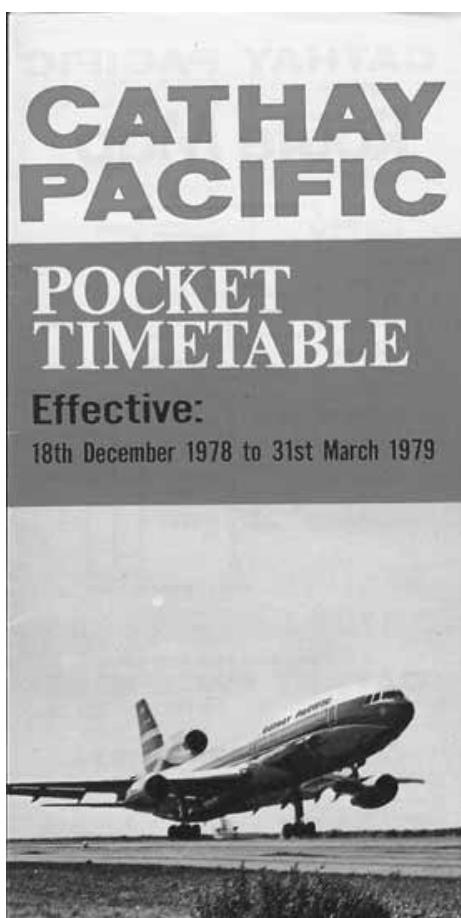


Fig. 8 - Cathay Pacific, December 18, 1978



SAUDI ARABIA TO EUROPE/USA

DAY	MON	TUE	WED	THU	FRI	SAT	SUN
DAY	171	173	025	167	795	171	573
FLIGHT NO. SV	3,101	3,101	8747	3,101	8707	3,101	3,101
AIRCRAFT	3,101	3,101	8747	3,101	8707	3,101	3,101
DHAKRA							
RIYADH	0645	2015	2345	0630	2015	2305	2345
DAHRAN	0655	2115	2359	0640	2115	2359	2359
JEDDAH	0850	2115	2359	0820	2115	2359	2359
ATHENS							
TUNIS							
ROME							
MADRID							
GENEVA	1145			1510			
FRANKFURT	1245			1610			
PARIS							
LONDON	1320	1455		1320	1645		
NEW YORK							

Fig. 9 - Saudia, March 29, 1981



DAY	MONDAY	TUESDAY	WEDNESDAY
AIRCRAFT	TRI*	VC10	VC10
FLIGHT NUMBER	GF 002	GF 122	GF 008
CLASS	FY	FY	FY
LONDON	D 1000	2045	1000
AMSTERDAM	D		1045
PARIS (Only)	A		1245
	D		1340
BEIRUT	D		
BAHRAIN	A 1825		0505
	D 1940		0605
DOHA	A	0515	1835
	D	0615	1950
ABU DHABI	A 2135		0800
	D GF184		
	D 2240		
	(VC)		
DUBAI	A	0805	2135
	D	0850	2220
MUSCAT	A	2330	2305
		0935	2345

Fig. 10 - Gulf Air, April 1, 1976



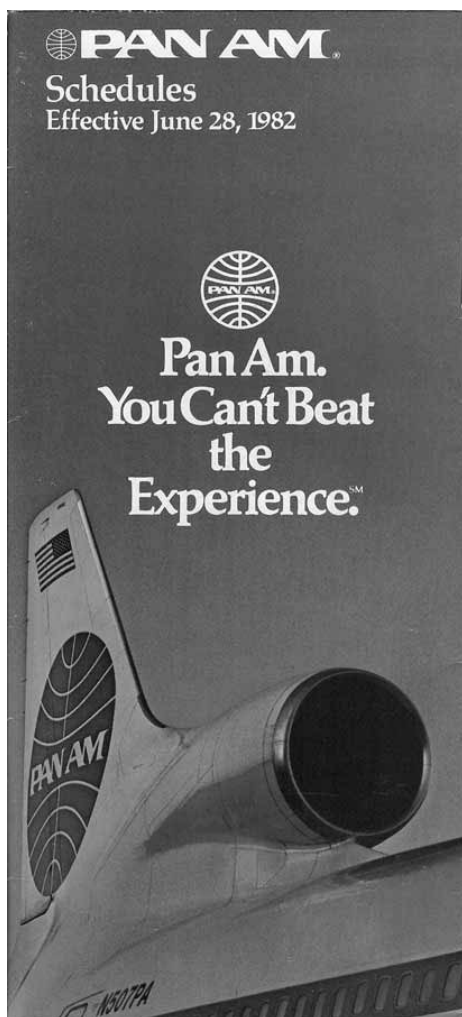
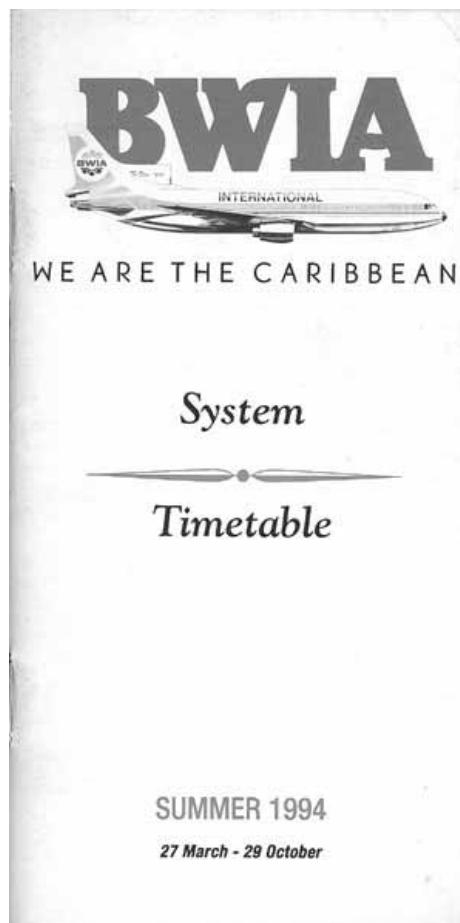


Fig. 11 - Pan Am, June 28, 1982



#### LONDON (HEATHROW)

##### TO ANTIGUA

Flight No.	Frequency	Dep	Arr	Equip	Stops	Effective
BW903	6	0850	1210	L15	0	27/3-22/10
BW903	3	1330	1650	L15	0	27/3-22/10

##### TO BARBADOS

BW901	6	1145	1520	L15	0	27/3-22/10
BW901	4	1200	1535	L15	0	27/3-22/10

##### TO GEORGETOWN *Change at Port of Spain*

BW901/467	4	1200	2010	L15/M83	3	3/4-29/10
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##### TO GEORGETOWN *Change at Antigua*

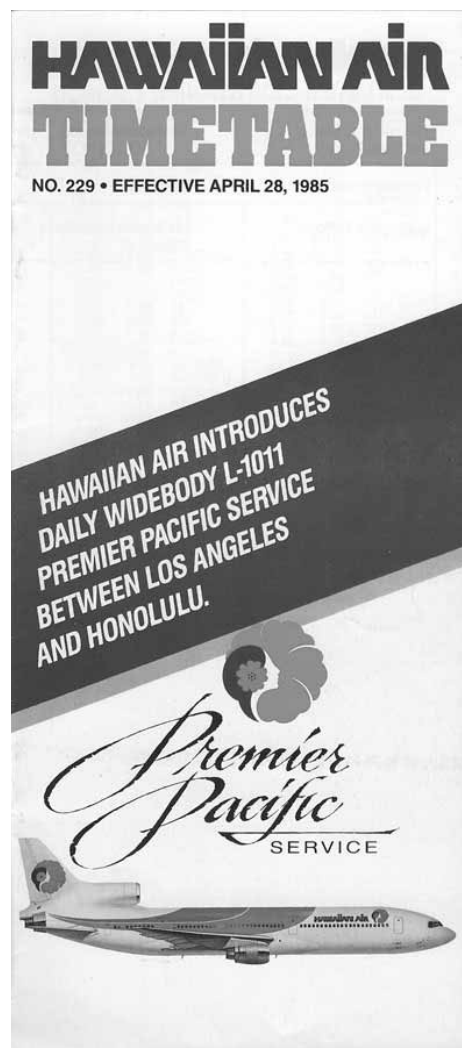
BW903/427	6	0850	1550	L15/M83	2	3/4-29/10
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Fig. 12 - BWIA, March 27, 1994

## FROM THE EDITOR'S COLLECTION



TWA Trans World Airlines L-1011, postcard published by Johnson Wax Company.  
William Demarest Collection



#### Los Angeles EFFECTIVE: JUNE 12, 1985 L-1011 JET SERVICE

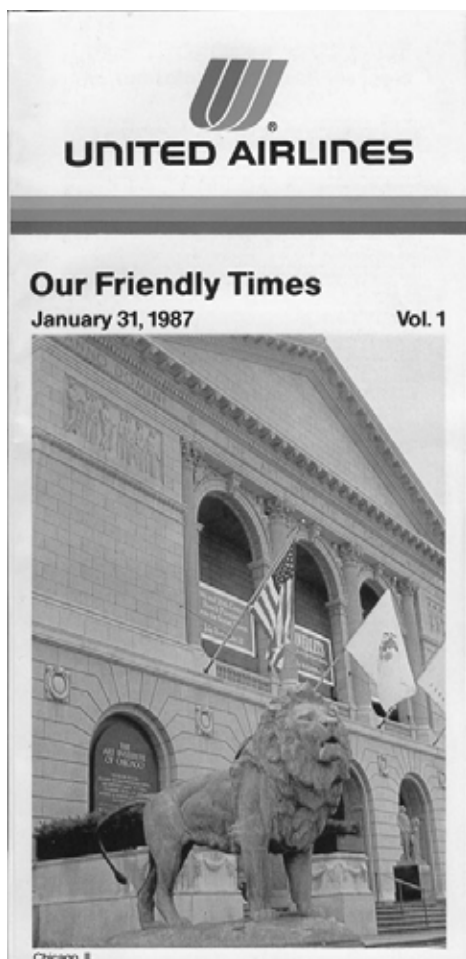
##### TO: LOS ANGELES

DEP	ARR	FLIGHT	AIRCRAFT
FROM: HONOLULU			
1:00	9:10	HA2	L10 ✈
FROM: HILO			
9:55	9:10	HA251/HA2(1)	M80/L10 ✈
FROM: KONA			
11:42	9:10	HA2(1)	M80/L10 ✈
FROM: LIHUE			
11:14	9:10	HA318/HA2(1)	M80/L10 ✈
11:49	9:10	HA28/HA2(1)	M80/L10 ✈
FROM: MAUI			
11:48	9:10	HA2(1)	M80/L10 ✈

##### FROM: LOS ANGELES (PDT) 1-800-367-5320

DEP	ARR	FLIGHT	AIRCRAFT
TO: HONOLULU			
9:00	11:25	HA1	L10 ✈
TO: HILO			
9:00	3:18	HA1/HA702(1)	L10/D7 ✈
TO: KONA			
9:00	12:43	HA1(1)	L10/M80 ✈
TO: LIHUE			
9:00	12:36	HA1/HA87(1)	L10/M80 ✈
TO: MAUI			
9:00	12:37	HA1(1)	L10/M80 ✈

Fig. 13 - Hawaiian Air, April 28, 1985



801	IAD-JFK	B767	228	1:10	
	JFK-NRT	B747	6745	13:55	LM
	NRT-SEL	L10	765	2:20	DA
	SEL-TPE	L10	920	2:20	SA
802	NRT-JFK	B747	6745	12:30	DM
803	JFK-NRT	B747	6745	13:55	LM
805	JFK-SFO	B747	2586	6:07	BM
	SFO-HKG	B747	6914	14:50	LM
	HKG-SIN	DC10	1598	3:25	DF
806	SIN-HKG	DC10	1598	3:30	BF
	HKG-SFO	B747	6914	11:30	LM
	SFO-JFK	B747	2586	5:08	LM
807	DEN-LAX	DC10	849	2:10	BF
	LAX-NRT	B747	5451	11:30	LM
	NRT-TPE	L10	1356	3:50	DA
	NRT-SEL	L10	765	2:20	DA
	SEL-TPE	L10	920	2:20	SA
808	NRT-LAX	B747	5451	9:20	DM
	LAX-DEN	B727	849	2:06	L
809	LAX-SFO	B727	338	1:15	
	SFO-OSA	L10	5389	11:30	LM
	OSA-MNL	L10	1660	3:55	DA
810	MNL-OSA	L10	1660	3:25	LA
	OSA-SFO	L10	5389	9:20	DM
	SFO-LAX	B727	338	1:10	

Fig. 14 - United Airlines, January 31, 1987



Fig. 15 - Air America, February 1, 1987



Toronto					
TORONTO			AMSTERDAM		
TUESDAY	FLT #	DEP	ARR	A/C	STOP
May 07 - June 18	TS 238	18:00	07:00+1	B-757	0
June 25 - Sept 10	TS 238	19:55	10:40+1	B-757	1
Sept 17 - Oct 15	TS 238	18:00	07:00+1	B-757	0
THURSDAY	FLT #	DEP	ARR	A/C	STOP
June 27 - Sept 12	TS 250	15:00	05:45+1	B-757	1
FRIDAY	FLT #	DEP	ARR	A/C	STOP
May 03 - June 28	TS 254	17:50	08:15+1	L1011	1
July 05 - Sept 05	TS 282	23:00	12:00+1	B-757	0
Sept 13 - Oct 25	TS 254	17:50	08:15+1	L1011	1
TORONTO			ATHENS		
SUNDAY	FLT #	DEP	ARR	A/C	STOP
April 28	TS 308	14:15	09:00+1	L1011	1
May 12	TS 308	14:15	09:00+1	L1011	1
May 26 - Oct 13	TS 308	14:15	09:00+1	L1011	1
TORONTO			BASEL		
MONDAY	FLT #	DEP	ARR	A/C	STOP
May 06 - June 24	TS 128	17:15	08:15+1	L1011	1
Sept 07 - Oct 07	TS 128	17:15	08:15+1	L1011	1
SATURDAY	FLT #	DEP	ARR	A/C	STOP
Sept 14 - Sept 28	TS 144	16:00	07:00+1	B-757	1
TORONTO			BELFAST		
FRIDAY	FLT #	DEP	ARR	A/C	STOP
May 03 - June 21	TS 268	20:30	07:45+1	L1011	0
June 28 - Sept 06	TS 268	18:45	06:00+1	L1011	0
Sept 13 - Oct 04	TS 268	20:30	07:45+1	L1011	0

Fig. 16 - Air Transat, Summer 1996

# Wings

By Charles F. Dolan • wingcobda@yahoo.com

When I think of the L-1011, I sometimes think of Sumo wrestlers. After all, this aircraft was competing with the Douglas DC-10 in the battle of the wide-bodies. Boeing stayed out of the fray, concentrating their efforts on the successful 747 series of jumbo jets. They began production of mid-sized transports later with the 757 and 767 aircraft.

Several of the major carriers tried both the L-1011 and DC-10 and made the decision to stay with one or the other. The Lockheed Tri-Star found homes with Air Canada, British Airways, Delta, Eastern, Saudia, and TWA. Because many of these carriers have been or will be featured in Log issues, I have selected images of those airlines which operated the TriStar on a lease basis or obtained used L-1011s from carriers which had purchased them new.

One L-1011 was owned by Haas-Turner, leased to Eastern Airlines and then sub-leased to Air Canada during their peak travel seasons. This arrangement lasted from 1973 to 1980. The aircraft was registered in the USA as N312EA and in Canada as C-FTNA.

When Delta and Eastern brought the L-1011 to Montreal's Dorval Airport (CYUL) (now Pierre Elliot Trudeau Airport) for a RON stop during the winter, they engaged in what I considered a strange ritual. Because many of their operations folks thought that the "1011" meant "it won't start ten out of eleven tries in the winter", they would start the engines at six in the morning to determine that the same engines would start again at nine o'clock the same morning. With temperatures hovering at forty degrees below zero, it seemed illogical that the RB-211 engine would hold the warmth from the early start that long.

My most memorable flight in an L-1011 took place in January 1977. We had taken a trip to Florida to escape a Buffalo, NY winter when the city decided to pull a blanket of snow over its head and "rest" for a week. Eastern Airlines contacted us to advise that all flights to Buffalo were cancelled and that they would phone us when they were to resume service. Luckily, the people who had reserved our accommodations for the next week might have also been delayed by weather. At least we had a place to hang our hats and swim trunks.

After three days, we got the call that service was to be resumed and we headed from Melbourne, FL to Atlanta, GA and thence to Buffalo, NY. Things looked promising until we got to the gate at Atlanta. The agent advised the passengers that although the flight would operate to Buffalo, even though the airport was open, the city was "closed". The mayor had declared an emergency and warned that anyone driving in the city, other than essential personnel, was subject to arrest. I was working for U.S. Customs at the time and the fellow who was picking us up at the airport also worked the border, so I figured we were on firm ground (or at least packed snow).

As we waited to board the L-1011, we saw the captain leave the aircraft to have a bite to eat. Karen saw his white hair and the white shirt showing through the elbows of his sweater and remarked that he seemed a bit old (mature?). I told her that under the circumstances, he was just the man I wanted to see in the left front seat.

It was a good trip. Enjoy this trip down memory lane with operators of the L-1011.







[Fig 1 - Previous Page]

This image with the two L-1011s came from Sam Gatelaro, the Superintendent of Maintenance for Air Canada in Montreal (CYUL). It was taken in 1984 when C-FTND was being painted and groomed during a heavy check before being sent out on a long term lease to Gulf Air. After seeing that livery, I was a bit disappointed when I received the Gulf Air uniform insignia shortly thereafter and saw how subdued they were in comparison.

The L-1011 in the foreground is C-FTNA, which was shared frequently with Eastern Air Lines for peak seasons.

[Fig 2] Air Atlanta Iceland • CC ABD • 1986 – present

The wing is of gold color metal having satin finish lower surfaces and polished high surfaces. The wing is clutch back and bears no hallmark.

[Fig 3] Air Transat • TS TSC • 1987 – present

This version of the cap badge is sewn on to the cap and has fine gold bullion thread on black fabric backing. There was a metal cap badge as well, similar to the wing, but it has eluded me.

The wing is of gold color metal with red and blue letters. The lower surfaces are textured and the higher surfaces polished. This wing is clutch back, but there is evidence that the fasteners may have been modified. There is no hallmark.

[Fig 4] All Nippon Airways • NH ANA • 1952 – present

The cap badge is made of gold and silver bullion thread on a dark blue fabric backing. The device has a single screw post and one positioning pin.

The wing is of gold color metal with satin finish on the lower surfaces and polished upper surfaces. The design in the center disc is composed of red, white and black enamel. There is a black plastic backing to the wing and a pivoting metal strap and hook to attach the wing to the jacket. There is no hallmark visible.

[Fig 5] American Trans Air • TZ AMT • 1973 – 2008

(Airline began as Ambassador)

The cap badge has gold bullion thread on a black fabric backing. The center shield (called the “runway design”) is of gold color metal with white and dark blue enamel. It has a single screw post and lacks any hallmark.

The wings are polished gold color metal with the white and dark blue enamel center shield. Both wings are clutch back and are hallmarked “DYER”.

[Fig 6] BWIA • BW BWA • 1940 – 2006

Now operating as Caribbean Airways.

BWIA used four L-1011s in 1974

Both the wing and cap badge are of the sew-on variety. The insignia are of black fabric backing with gold and silver bullion thread. The center design represents the segmented playing surface of a steel drum. There is dark blue fabric under the bullion thread in the center of both insignia.

[Fig 7] Cathay Pacific Airways • CX CPA • 1946 – present

The cap badge is of padded black fabric with gold bullion thread and red, blue and white thread making up the Swire Group “house





flag". The insignia is of the sew-on variety.

The wing is made of gold color metal with a distinctive texture to the surface. The Swire Group flag is depicted in black, white, red and blue enamel. There are two lugs on the back of the wing which pass through the jacket material and are secured by a split pin. There is no hallmark.

[Fig 8] Dragonair • KA HAD • 1985 – present  
Hong Kong Dragon Airlines  
Used L-1011s from Cathay Pacific

The cap badge is of the sew-on variety. The backing is grey fabric with gold and silver bullion thread making up the design. There is orange fabric behind the dragon. The dragon's eye is made of black thread.

The Dragon Air wing is quite small, spanning only 2 ¼ inches. It is made of polished gold color metal with black and orange paint on the wings and behind the dragon. The wing is held to the uniform by a split pin passing through two lugs. There is no hallmark.

[Fig 9] Gulf Air • GF GFA • 1950- present

The insignia are of gold bullion thread on green fabric backing. All of the insignia are sewn on to the uniform.

[Fig 10] LTU • LT LTU • 1955 – 2009

Both cap badge and wing are of the sew-on variety. The backing is blue material with gold bullion thread. The center design is made of red fabric with the letters "LTU" in white thread.

[Fig 11] TAP • TP TAP • 1946 – present  
Air Portugal

The cap badge is of the sew-on variety with black fabric backing. The center shield and letters "T A P" are of silver bullion thread. The other bullion thread designs are in gold. Blue, red and green thread are used for the other details of the insignia.

The sew-on wing is of black fabric with gold sequins and gold bullion thread making up the wing. The center device has red fabric and silver bullion thread forming the cross.

The metal wing is of gold color metal with red and white enamel forming the cross. The wing is pin back, without any hallmark.

[Fig 12] Worldways Canada • WG WWC • 1973 - 1991  
Used L-1011s 1985-90

The cap badge is of gold color metal with light and dark blue enamel. It has two screw posts to attach to the cap. There is no hallmark.

The wing is of gold color metal with light and dark blue enamel. It is clutch back and hallmarked "MADE IN CANADA BY BOND – BOYD TORONTO"

# Jr. Wings

By Lane Kranz • [lanekranz@msn.com](mailto:lanekranz@msn.com)

This is my first contribution to the Captain's Log. My longtime friend and colleague, Stan Baumwald, has recently retired as Editor of the Junior Wing's page. Stan has been one of the most active and well-respected collectors/ researchers of Junior Wings and has been an excellent mentor. I hope to follow in his jetstream and develop interest in our niche of airline collectables.

For continuity, I will adopt the "Baumwald Numbering System" when referring to Junior Wings. I always enjoy meeting fellow wing collectors and talking about wings! Feel free to contact me at [lanekranz@msn.com](mailto:lanekranz@msn.com) with your suggestions. See you in MEM this summer!

Lane

This is not the first time I have followed Stan. A few years after Stan retired from Northwest Airlines, I was hired at NWA. Stan often referred to me as his 'replacement'. I have been a pilot at Northwest, and now Delta Air Lines, since 1996. I am a Lifetime Member of WAHS and have attended most Airliners' International Conventions since 1985, which was my first AI Convention in San Jose, CA. Like most of you, I have collected many things over the years, but have focused on Junior Wings specifically for the past 20 years.

The larger US operators of the L1011 Tristar included DL, TW, EA, PA/UA. Each of these carriers produced numerous Junior Wings. Shown below are two beautiful, metal Junior Wings issued by Eastern. Also shown are several of the smaller US operators of the Tristar: Hawaiian, ATA, and PSA. Lastly, a small upstart charter (briefly a scheduled carrier) Five Star Airlines. Internationally, BWIA and Cathay Pacific were among the many operators of the L1011. Cathay Pacific issued several beautiful wings, including the magnificent wing shown below. It's one of the most striking and detailed wings out there!



EA-08. Metal with pin-back. Gold and blue



EA-07. Metal with pin-back. All gold.



HAL-05. Plastic and pin-back.



HAL-06. Plastic and pin-back.



ATA-01. Plastic and sticky-back.



ATA-02. Plastic and sticky-back.



BWIA. Plastic and pin-back.



FVE-01. Five Star Airlines.  
Plastic and pin-back.



CPX-02. Cathay Pacific. Metal and pin-back.



PSA-03. Puffed vinyl.



# L-1011 TriStar Photo Gallery

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All photographs via the Joe Fernandez Slide Collection

NEA (Northeast) fake airline L-1011 N765BE (ex Hawaiian) for the movie "Die Hard II"  
seen here in 1990 Photograph (Slide) by Bob Shane.



American Pride L-1011 N31018 fake airline in partial Trans World colors for the movie "The Langoliers"  
seen here in 1994. Photograph (Slide) by Bob Shane.



# L-1011 TriStar Photo Gallery

All photographs via the Joe Fernandez Slide Collection

ATA L-1011-500 N161AT at Miami International, January 2003.  
Photograph by Bruce Drum, [AirlinersGallery.com](http://AirlinersGallery.com).



Faucett / Aero Peru L-1011 OB1455 at Miami International, December 1991. Photograph by Joe Fernandez .



# L-1011 TriStar Photo Gallery

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All photographs via the Joe Fernandez Slide Collection

Millon Air L-1011 N851MA at Miami International, April 1997.



Classic Airways L-1011 G-1011, October 1997. Photograph by Mike Axe.





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**WANTED:** Looking for DELTA AIR LINES TIMETABLES from the following years only 1929, 1930, 1934, 1937, 1942, 1944. Only complete system schedules in very good condition. Contact Duane Young: [jetduane@bellsouth.net](mailto:jetduane@bellsouth.net) or 504-458-7106

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**WANTED:** Material related to the recently demolished National Airlines "Sundrome" terminal at JFK (Terminal 6) and any items from Sarasota-Bradenton Airport circa 1968-89. Also Eastern "Falcon" and National "Now" employee newspapers: 1964-80. Please contact Shea Oakley at [ancientskies1@safeaccess.com](mailto:ancientskies1@safeaccess.com)

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**WANTED:** Airliners and Airways magazine binders. Please contact Jon Proctor at: [twahistorian@yahoo.com](mailto:twahistorian@yahoo.com)

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See WAHSONline.com for a complete show listing.

Always check with the individual show promoter to ensure the event is still scheduled as stated before making your travel plans.

Please send your show listing to [editor@wahsonline.com](mailto:editor@wahsonline.com) or to WAHS headquarters.

## **LOS ANGELES AIRLINE MEMORABILIA SHOW • Saturday, June 16, 2012**

Embassy Suites LAX/South, 1440 E. Imperial Ave, El Segundo, CA 90245.

Contact: David Cherkis ([deceeflyer@cox.net](mailto:deceeflyer@cox.net)) via phone (702) 360-3615

or Marshall Pumphrey ([mpumpfr@aol.com](mailto:mpumpfr@aol.com)) via phone at (562) 987-1904.

Special room rate available by calling 1-800-362-2779 and mention the LAX AIRLINER EXPO group.

## **AIRLINERS INTERNATIONAL 2012 MEMPHIS • Tuesday - Saturday, July 24-28, 2012**

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See [www.ai2012memphis.com](http://www.ai2012memphis.com) or email: [info@ai2012memphis.com](mailto:info@ai2012memphis.com)

Phone: Andrew Stiffler 1-262-751-4799. P.O. Box 4927, Portland OR 97208 USA.

## **NEWARK AIRLINE COLLECTIBLES SHOW • Saturday, September 15, 2012**

Ramada Inn Newark Airport.

Jeff Matera, [Newarkshow@aol.com](mailto:Newarkshow@aol.com); Airline Collectible Shows, 2 Kiel Ave #239, Kinnelon, NJ 07405.

Web site: [www.newarkairlineshow.com](http://www.newarkairlineshow.com)

## **SAN FRANCISCO AIRLINE COLLECTIBLE SHOW • Saturday, September 29, 2012**

SFO Grosvenor Best Western SFO airport.

Mike Chew Box 25494, San Mateo, CA 94402 or Tom Vance (408) 504-8345.

[SFOairlineshow@juno.com](mailto:SFOairlineshow@juno.com); [www.SFOairlineshow.com](http://www.SFOairlineshow.com)

## **26th Annual ATLANTA AIRLINE COLLECTIBLES SHOW • Saturday, October 6, 2012**

Delta Air Transport Heritage Museum, 1060 Delta Blvd., Bldg. B, Atlanta, GA 30354. Time: 9am—4pm.

Admission: \$5, children under 12 free. For more information on the show and vendor table availability,

contact Greg Romanoski (404) 715-7886 or via email at [greg.romanoski@delta.com](mailto:greg.romanoski@delta.com).

## **MINNEAPOLIS AIRLINE COLLECTIBLES SHOW • Saturday, October 20, 2012**

Best Western Plus Hotel (across from the famous Mall of the Americas), 1901 Killibrew Drive, Bloomington, MN.

Phone 952-854-8200. Special show hotel rate of \$99. Admission: \$5, children under age 12 are free. Hours: 9am until 4pm.

The show is sponsored by the NWA History Centre, and the contact will be Bill Rosenbloom, [bill@airlineposters.com](mailto:bill@airlineposters.com), 612-386-5080. The show is being held in conjunction with the 10th Anniversary Celebration of the NWA History Centre.

## **PHOENIX SLIDE CONVENTION • Saturday, October 20, 2012**

La Quinta Inn and Suites Phoenix Chandler, 15241 S. 50th St., Phoenix (I-10 at Chandler Blvd.).

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Contact Joe Fernandez at [n314as@yahoo.com](mailto:n314as@yahoo.com) or Jarrod Wilkening at [wilkeningjarrod@yahoo.com](mailto:wilkeningjarrod@yahoo.com).

## **HOUSTON AIRLINE COLLECTIBLES SHOW • Saturday, November 3, 2012 • NEW DATE!**

Sheraton North Houston/Bush Intercontinental Airport, 15700 John F. Kennedy Blvd., Houston, TX 77032.

Show Hours: 9am until 4pm. For more information, please contact Duane Young, [jetduane@att.net](mailto:jetduane@att.net).

## **LOS ANGELES AIRLINE MEMORABILIA SHOW • Saturday, January 19, 2013**

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## **SAN FRANCISCO AIRLINE COLLECTIBLE SHOW • Saturday, March 9, 2013**

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