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The Captain's Log

The Journal of the Airlines International Association

The Boeing 747 Flying Strong 45 Years Later

Airline Collectibles and History for the Aviation Enthusiast



Iberia Boeing 747-341, TF-ATI, MSN 24107, at Miami. January 2005.
Photograph courtesy of Fernandez Imaging.



Iberia Boeing 747-341, TF-ATI, MSN 24107, landing at Miami. January 2005.
Photograph courtesy of Fernandez Imaging.



The Boeing 747 - Flying Strong 45 Years Later



On the front cover:
National Airlines Boeing 747-135, N77772,
MSN 19918, at Miami. Photograph courtesy
of Bruce Drum / AirlinersGallery.com.
Dedicated to Captain LeRoy Brown (Retired),
National Airlines and Pan Am.

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dba Airliners International
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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
Canada	\$35 Air Mail
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.



From the Flight Deck

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

Airliners International 2015 Atlanta

Our next Airliners International event is fast approaching. The 2015 show will be June 17-20 at the Delta Flight Museum in Atlanta, Georgia. Our trading hall has Delta's 767-232 "Spirit of Delta" as the main attraction. The show organizers report that 200+ tables have already been committed with delegates coming from North America, Europe, and South America so far. The host hotel is the Renaissance Concourse Atlanta Airport Hotel. Please make your reservations now to ensure our special show rate of \$84/night as limited availability exists. For more information, please see their website at www.AI2015ATL.com or the registration form included with this Log. All proceeds from the event will benefit WAHS/AIA and the Delta Flight Museum.

WAHS/AIA 2015 Board of Directors Elections

Our annual Board of Directors elections are upon us. For the 2015 elections, we have three board positions open. All members in good standing are eligible to nominate themselves for any of the open positions. For 2015, we have the office of the President and three Board Members at Large up for reelection.

President. The WAHS President's office is critical to the operation of the Society. This individual will be responsible for guiding the society's efforts to fulfill our mission statement. Duties include, but not limited to, providing leadership to the Board of Directors, representing WAHS to the membership, conducting the annual board and membership meetings, responding to inquiries from members and potential members, and fulfilling all duties as described in our articles of incorporation. Term of office is for 3 years.

Board Member at Large. The Board Member will support the goals of WAHS/AIA by participating in all board meetings as called for by the President. This individual will contribute their expertise to the board to further the goals of the Society and represent WAHS/AIA at functions and interface with the membership as needed. All Board members are expected to promote WAHS/AIA and the AI events at regional shows and other outlets, and provide guidance to WAHS officers with managing Society goals and finances. Term of office is for 2 years.

The full description of the WAHS Board member's responsibilities can be found on our website, www.WAHSONline.com, under the 'Members Only' tab, Articles of Incorporation.

If you wish to self-nominate, please send a short description describing your interest and why you are the best candidate for the position to our WAHS Secretary, Bill Demarest, via email at WorldAirSociety@aol.com or via regular postal mail to our WAHS address at P.O. Box 489, Ocoee, FL 34761 USA. All self-nominations must be received by March 1, 2014 at WAHS headquarters in order to be included on the ballot. The ballot for our 2015 election will be mailed with Log 39-4 in March 2015.

Thank you for participating in this crucial selection process for the leadership team of WAHS/AIA to ensure our organization's growth in the years ahead!

In Passing

WAHS/AIA mourns the recent passing of three longtime members and supporters of WAHS and the Airliners International events.

Bill Brooks (46) from East Sandwich, Massachusetts passed away on September 20, 2014.

Lothar Grim (65) of Frankfurt, Germany departed us on October 30, 2015.

Ken Taylor (83), long time WAHS Life Member and Captain's Log Editor, passed away on December 13, 2014. We appreciate Ken and Beth's efforts to solve the mysteries and riddles behind unknown flight wings and badges for over 15 years with his 'What Is It?' column.

These gentlemen will be fondly remembered for their passionate interest in our hobby and by their multitude of friends from around the world. WAHS extends our condolences to their respective families.

Thanks for flying with us.
Duane

Flying Ahead with the Captain's Log

Issue 40-1 – Atlanta – Hub of the World

Issue 40-2 – Hong Kong's Cathay Pacific

Issue 40-3 – Airlines of Mexico

Issue 40-4 – The World's Regional & Commuter Aircraft

Flying the Original Jumbo Jet

The Boeing 747

By Tom Livesey • captmn@comcast.net

When I hear the words “Jumbo Jet” today I don’t think about the massive Airbus A380 but rather the original Boeing 747. Every pilot wanted to be a Jumbo Jet Pilot. It was and still is flown by the most senior airline pilots. Almost all 747 captains are in their silver years, within sight of retirement. The original 747-100 and -200 “classics” were operated by most of the world’s major airlines during the early 1970s. These original Jumbos brought air travel to the common man, thanks to greatly reduced seat cost per mile and resulting lower ticket prices. Choose any major destination in the world back then and a Jumbo would most likely take you there.

In 1973, the Arab Oil embargo, and resulting skyrocketing fuel costs, forced many airlines to begin withdrawing 747s from service, along with newer DC-10s and L-1011s. Some were parked, sold or converted to pure freighters. Then the resulting preponderance of more-efficient widebody jets, beginning in the early 1980s, shifted even more original Jumbos to a rapidly growing cargo market brought on by a major shift in the world economy. Boeing had begun offering the 747-200F pure freighter variants from the beginning, and sold a quite a few, but a substantial number of passenger Jumbos later morphed into freighters as well. In fact this had been Boeing’s plan from early on because its managers never really expected to sell more than 400 passenger models. The Boeing 2707 Supersonic Transport (SST), on the drawing board in the late 1960s, was expected to make subsonic travel obsolete. The Jumbo’s “hump-back,” raised-cockpit design would allow easier freight loading for freighter conversions, and as a bonus provided extra room for an upper-deck lounge or additional seating on passenger models.

As it turned out, Boeing’s prediction was way off target. By July 2014, its sales force had sold more than 1,500 747s. At the peak in 1994, nearly 1,000 were in service. Except for a handful of Anglo-French Concorde, the SST died an obsolete death before production and thus ensured the 747’s “Queen of the Skies” status for many years.

I saw my first Boeing 747 while growing up at San Jose, California, when United Air Lines brought a Jumbo to SJC for display and tours before launching service from San Francisco to New York and Honolulu. Later, in my airline career while flying DC-8s, my employer bought used 747s from Japan Air Lines and began flying passenger and freight charters with the type beginning in early 1993. During late 1997 a new bid came out for 747 captains and I was awarded a slot in 1998. So began my opportunity to fly the Jumbo.

Training on a new aircraft is never easy and after eight years on the DC-8 as a first officer and captain I had to “un-Douglas” myself while learning to fly a Boeing jetliner. The two manufacturers had markedly different philosophies on aircraft systems and cockpit design. Weeks of ground school were spent learning the Boeing way of designing airplanes. My chief pilot even joked one day that I needed to look out a second-story window to adjust myself to the increased cockpit height. Boeing engineers were truly genius in the design of everything they touched and it all made sense. Four Engines, each with a generator for electrical power along with four independent hydraulic systems. The cockpit featured then state-of-the-art avionics with a dual autopilot that could fly a landing approach to almost zero visibility. The redundancy was amazing. If all else failed, a Jumbo could still fly on two engines, one generator and one hydraulic system, making it an extremely safe airplane. A glance at the 747 safety record will show accidents to have been few and far between.

As 1998 progressed so did my training. Our airline, like other smaller companies, did not own a 747 simulator so off I went to TWA’s Flight Training Center at JFK. Most major airlines still “rent out” simulators to earn revenue when these expensive trainers are otherwise idle. Naturally we didn’t get the choice daytime schedules, and I endured lots of late-night and early-morning “sim time.” By early summer I had a new type rating in hand to fly the 747-100/200/300 series. The simulator taught



NAA (North Atlantic Airways) N713CK B747-2B4 (Ex MEA) at Johannesburg, South Africa on a swordfish hauling mission to Windhoek, Namibia and on to Northern Spain.



First day as B747 Pilot in Command at Pago Pago, American Samoa. N702CK B747-146F (Ex JAL)



With little less than a month on the line it was nice to have some experienced help aboard! Thanks to Sammy (FO) and Lloyd (FE) for being there and patient. Also the FO introduced me to Indian food this trip. Thanks for that too. August 1998.

me how the fly and manage its systems, but I needed a little real-world experience before venturing out on my own. The next step was initial operating experience (IOE) and I was assigned to a 747 check captain who flew in the right seat, with me in the left, and was technically the Pilot in Command (PIC). I would be gone for a week or so, completing my IOE requirement. My first trip was from Mexico City to Los Angeles then the following day to Panama City and Manaus, Brazil. And then a trip from Rio de Janeiro back to Mexico City and on to LAX. And finally I operated a passenger trip to Las Vegas from Detroit. To complete the requirements, I needed 50 hours but increased landings reduced that number by 50%. So I was given plenty of them and finished IOE with about 28 hours.

The 747 handled beautifully, just as promised. It almost felt like flying a Cessna. Initially, the big challenges were trying to taxi and flare for landing. I sat 40 feet up with the nose gear underneath and behind the cockpit, and the main landing gear another 50 feet aft. It required anticipating where to begin turns and nearly putting the nose beyond the taxiway curb and into the grass. Flaring for landing was not done looking out the windows. That was too high because of vision perception down the runway. One had to rely on the radio altimeter as the flight engineer called out 100 feet, 50, 40, and then 30. Pitching the nose about 2° up at 50 feet while slowly closing the thrust levers allowed the Jumbo to settle nicely into ground effect for touchdown. I never had a bad 747 landing; it was truly a dream come true to fly. Being in the under 40 club had a bit of bragging rights. I was one of the company's youngest 747 skippers, in fact one of the youngest in the world.

Most pilots bid their schedules by seniority and for July 1998 I was awarded a series of trips to Asia. The hidden gem was a flight into Hong Kong's Kai Tak Airport on its last day of operation before the new field opened. It was exciting to picture one of the most challenging landings in the world, approaching that big-red-and-white checkerboard with a last-minute 90° turn to the runway, eye level with the locals eating dinner in their high rise apartments. The trip began out of LAX to Honolulu, a quick stop in Pago Pago



KHI N710CK B747-2B4 (Ex MEA) at Ancona, Italy during a Military Airlift Mission supporting the Bosnia War effort April 22, 1999.

and on into Melbourne, Australia. We operated with a double crew trip allowing us to fly to Melbourne within one duty period, about 17 hours including stops. We split the cockpit duties to satisfy FAA crew time limits. Staffing consisted of two captains, two first officers, two flight engineers, plus a "ride-on" mechanic and loader coordinator. Our company flew everywhere so these two people made sure the aircraft was fully operational and loaded properly. They were gypsies of the air and rode with us throughout the long day. Upon our Australia arrival we received a phone call from crew scheduling. The trip was postponed for 24 hours and we would instead land at the new Hong Kong Airport on Chek Lap Kok Island, on its first morning of operation. I was certainly disappointed to miss Kai Tak but landing at a new airport was exciting too.

I spent most of that year flying to Australia and Hong Kong, returning home via Anchorage. We were always at maximum gross takeoff weight (MGTOW) leaving HKG and, in order to carry a full payload, made a technical fuel stop at Khabarovsk, on the eastern seaboard of Russia, utilizing an old military base. The runway consisted of large concrete blocks. Years of settling caused some to sink slightly, not the smoothest surface upon which to put a jumbo jet. Remains of the old Soviet Empire lay around the airport including the statue of a former leader. We always had to meet the weather officer at the airport. In his broken English he briefed us on east departures in order to avoid restricted areas.

As the months and years progressed I gained more experience in the 747 and did a lot of globe hopping. It was truly remarkable how this aircraft just hopped oceans to bring continents as though they were just next-door. I once flew a passenger charter carrying cruise customers to Tahiti to where they joined a ship. I received many stares from deplaning folks as they noticed my age but I had managed a smooth landing and it was acknowledged by some of them as they said goodbye.

The year 1999 brought an opportunity for African flying. We were assigned there for about 60 days at a time, including a 2-week break to come home. My company was a subcontractor for an African airline flying out of Johannesburg to Namibia and on to

Europe with a return to South Africa. For the most part we hauled fish out of Namibia to processing plants in Northern Spain. It was demanding flying, with fuel stops in Ghana or Nigeria. Most of Africa was still a non-radar environment, so special procedures were in place. In order to avoid in-flight collisions we reported positions blindly to other aircraft on the same routes. The weather was also a factor with huge thunderstorms rising as high as 60,000 feet over the plains and deserts; there was no chance to fly over them.

The contract went bust in March when my airline had not been paid a dime, so we took our aircraft and went home, although



At Maastricht, Netherlands headed for the Canary Islands. Thanks to the aviation spotter, whom I met while on the ramp, for snapping my picture when airborne. N708CK B747-269BCF (Ex Kuwait Airlines)



Kitty Hawk Intl B747-146F (Ex JAL) at HNL on a cargo run to LAX.



In Africa at our secure compound ready for departure for the long night ahead to Northern Europe. Heavycrew of 2 Capts, 1 FO and 2 FE's for the 14 hours of flight.

not without challenges. When trying to leave Spain a stair truck blocked us from moving the airplane. It seemed the customer we worked for had not paid landing or catering fees. The logjam was finally broken when I offered to pay a \$25,000 catering bill with my American Express card.

The remainder of the year brought multiple European trips, moving automobile engine blocks from Detroit to England for Jaguar and bringing back Ford Explorer transmissions from Germany, with a fuel stop at Gander. It was possible to quick turn a 747 in Newfoundland in as little as 36 minutes. We even had time to visit the duty-free shop. Also one ferry flight between Detroit's Willow Run Airport (KYIP) and Detroit Metro (KDTW) was flown in six minutes from Takeoff to Landing. That must be the shortest 747 flight on record! October 1999 featured an interesting series of flights that by chance allowed me to touch every continent in 31 days, except for Antarctica; no skis allowed on the 747!

As I approached the millennium my career was in full gear on the 747 and being quite senior allowed me to enjoy great schedules. But by the end of April 2000 my company was out of gas and we were completely shut down by the last day of the month. It was tough taking a 747 to the Mojave Desert for one last landing. But it did open new opportunities and the start of a career at another airline with even better career stability flying the Boeing 767. I miss my 747 and always will be grateful for the chance to share the world on the Jumbo, "Queen of the Skies."



Nose shot of N702CK Pago Pago 07/04/1998. First Day Pilot in Charge.



N712CK B747-2B4 (Ex MEA) at Khabarovsk, Russia for a technical fuel stop on 03/29/2000. Little did I know that this was my last trip thru with the airline's demise within a month.

Airline Timetables

Boeing's 747 - Queen of the Skies

By David Keller • dkeller@airlinetimetables.com

Boeing's initial entry into the Jet Age, the 707, was faster and larger than the other aircraft available at the time. Subsequent models of the 707 expanded capacity and added range, leaving only the DC-8 as a viable competitor. Having captured the lion's share of the large aircraft market, Boeing's trend in the early to mid-1960's was to design smaller and smaller aircraft with less range, as represented by the 720, 727 and 737.

However, in the mid-1960's, Boeing was one of a number of manufacturers to submit a proposal for a very large military transport with the ability to carry outsized cargo. Although Lockheed won the contract (which resulted in the C-5 Galaxy), Boeing's work on the large aircraft, plus persuasion from Pan Am's Juan Trippe, led to the creation of the Boeing 747. Although many features of the aircraft were modified from the military proposal, the upper-level flight deck evolved into the classic "hump", making the 747 arguably the most iconic jetliner ever created.

Pan Am got the ball rolling in 1966 with an order for 25 of the new aircraft, which would be more than twice the size of the 707's that made up the majority of the airline's fleet. A little over 11 years after being the first airline to operate the 707, Pan Am inaugurated 747 service on January 22, 1970 on a New York to London service. (The flight was actually scheduled to depart on the 21st, but was delayed past midnight as the original aircraft experienced technical issues and another had to be substituted.) The January 1, 1970 Pan Am timetable on page 10 is the first of several to feature cover photos of the aircraft, although the February issue was actually the first to identify the 747 on specific flights.

Following Pan Am's order for the 747, nearly every US trunk carrier followed suit, albeit in smaller quantities. Artwork was created for several of these airlines depicting the aircraft in 1960's paint schemes they would never wear. And several of those airlines would cancel their orders prior to delivery, namely Eastern, Western and Alaska.

The second airline to operate the 747 (and the first to do so domestically), was TWA. The February 1, 1970 timetable sports one of the more classic photos of the new aircraft, complete with the pilots and cabin crew. On February 25th, 747 service was inaugurated between New York and Los Angeles. Although never featured in a timetable, the airline's Ambassador inflight magazine contained color photos from several different angles, including an underwing shot that offered a unique perspective.

Eastern Airlines was among the airlines to choose the 747, ordering four examples.

The airline later decided that the Lockheed L-1011 was a more suitable aircraft for its needs, and sold their delivery positions to TWA. However delays with the L-1011 program (due in part to financial difficulties experienced by the engine manufacturer, Rolls-Royce), threatened to put Eastern at a competitive disadvantage. As a stopgap measure, Eastern leased several 747's from Pan Am, with some (but apparently not all) being painted in Eastern's "hockey stick" colors. The timetable dated December 1, 1970 depicts the 747 on the cover, and shows service between New York and Miami/San Juan beginning on January 7, 1971. The 747's were returned the following year, with the delivery of the initial L1011's.

Undoubtedly, the most famous 747 was Braniff's orange 747, which was the carrier's sole example of the type for most of the 1970's. The aircraft sported a unique paint scheme, a sort of hybrid between the mid-1960's "jellybean" colors and the two-tone variations of the 1970's. An amazing fact about this aircraft was that it actually spent more time in the air during its first decade or so of service than it did on the ground! Despite "Fat Albert's" notoriety, Braniff did not go to any great length to promote the aircraft in its timetables. Its July 1, 1971 timetable has an image on the cover and a small mention inside (although it doesn't specify which particular flights were operated by the 747).

Airlines from other countries lined up to add the 747 to their fleets as well. The Air Canada June 6, 1971 contains a full page promo for the aircraft (even though it wasn't being operated to the US at the time). Early routes with Air Canada 747's involved trans-continental or trans-Atlantic services.

A number of major European Airlines were early adopters of the 747, including BOAC. The timetable dated July 1, 1972 depicts the 747 on the cover, and shows the type operating to North America alongside 707's and VC-10's. The 747 allowed carriers



Air Canada



American Airlines



All Nippon



BOAC



Avianca

to reduce frequencies by replacing several narrowbodied flights with a single 747 service, thereby relieving congestion at busy airports such as JFK in New York.

Air France issued several timetables featuring the 747 in the original delivery colors with the crew in the foreground. Its timetable dated November 1, 1975 finds the type operating to both North and South America, as well as on the polar route to Tokyo via Anchorage.

TAP (Transportes Aereos Portugueses) was one of the smaller European carriers to operate 747's in the early 1970's. The timetable dated April 1, 1972 sports an attractive photo of the 747, and shows the type in service to New York and Angola, a former Portuguese possession.

Asian carriers were generally slower to embrace the 747, although Japan Air Lines inaugurated service in July, 1970. Its timetable dated July 1, 1970 contains a large 747 promo in the centerfold. JAL utilized the 747 for many years, both on its worldwide network and on domestic services, which the 747 SR (short range) had been developed specifically to serve.

Both large, international Japanese airlines are fond of special paint schemes featuring cartoon characters. On Japan Air Lines' November, 1995 domestic timetable, a 747 in "Disney Tour" colors is featured.

The Korean Air Lines timetable dated August 1, 1979 is another to depict a 747 photo on the cover. In this timetable, Korean was operating the 747 to Japan and the US.

Always eager for aircraft with the ability to cross long stretches of ocean, Qantas began 747 service in 1971. As additional 747's were added to the fleet (including the then-long-range champion 747 SP), the airline's 707 fleet was phased out, until the carrier obtained the unique distinction of operating an all-747 fleet. Its timetable dated April, 1984 is from the all-747 period at Qantas, which lasted until 767's were acquired the following year.

In areas of the world where the travel markets were less developed, Boeing had a tougher time finding customers for such a large aircraft. Africa afforded few opportunities with the exception of South African Airways. South Africa had strong ties to several European nations, but was restricted from overflying most of the African continent by governments opposed to apartheid. The need to fly around the African continent made the range of the 747 (and the 747 SP in particular), very attractive to South African, and the timetable dated November 1, 1979 shows both the standard and SP models serving New York.

The toughest market for Boeing to crack was South America. Viasa in Venezuela was an early operator of the type, albeit through a lease arrangement with KLM. A unique aspect of this lease was that a dedicated aircraft (PH-BUG) was painted in KLM colors on the port side, with the starboard side being fully painted in Viasa's colors. The timetable dated April 1, 1972 contains a large color photo of this aircraft, which was used on a weekly service from Caracas to Madrid and Paris.

Eventually Boeing was able to place a second-hand aircraft (previously owned by Continental) with Avianca Colombia. The undated timetable (probably from the late 1970's), shows the aircraft on the cover, with service offered to Miami and New York.

After the initial batch of 747's was delivered in the early 1970's, Boeing found it increasingly difficult to sell additional aircraft. The economy was stagnating, and the biggest blow of all, the Arab Oil Embargo, was implemented late in 1973. Many US airlines sold all or part of their fleets (often in favor of smaller DC-10's and L-1011's).

To rekindle interest in the aircraft, Boeing made a number of improvements designed to make it as attractive as possible to the largest number of customers. Gross weight was increased, models were offered with powerplants from all three large engine manufacturers (Pratt and Whitney, General Electric and Rolls-Royce), and both Combi and Freighter versions were developed. Later development included the previously-mentioned SP (Special Performance) and -300 SUD (Stretched Upper Deck) models.

A number of 747's have earned their keep as freighters, either arriving from the factory, or being converted from passenger

models. In 1972, Lufthansa became the first carrier to take delivery of the 747-200F, and its timetable dated April 1, 1972 shows service being offered between Frankfurt and New York

In 1974, Seaboard World Airlines began operating 747 “Containership” service from New York to London and Paris, as illustrated by the timetable dated August 12, 1974. Seaboard World would be merged into the Flying Tiger Line in 1980.

In late 1974, American Airlines began domestic 747 freighter service, having converted several 747-100 passenger models to cargo. The October 27, 1974 timetable shows service to New York, Chicago, Los Angeles and San Francisco.

In the late 1980’s Boeing breathed new life into the 747 program with the introduction of the 747-400. This aircraft boasted higher payloads and greater range than the earlier models, quickly becoming the predominant aircraft used on long-range routes worldwide.

Cathay Pacific Airways’ timetable dated July 1, 1989 has cover artwork of the new type landing at Hong Kong, with the slogan “The shape of wings to come”, an obvious reference to the winglets on the 400-series aircraft. As many airlines do when a new type is introduced into the fleet, Cathay was operating the -400’s on (relatively) short segments to Taipei and on to Tokyo.

British Airways’ timetable dated June 1, 1991 shows the 747-400 on the cover. At the time, the airline had 15 -400’s in service, and another 6 on order. British Airways would become the largest 747-400 operator, eventually amassing a fleet of more than 50 aircraft.

In 1999, Canadian Airlines unveiled a new image that was something of a throwback, with the reintroduction of the Canada Goose to the livery. In the January, 1999 timetable, the airline included a color photo of the 747-400 in the new scheme. Unfortunately, Canadian could not overcome severe financial troubles, and was merged into Air Canada the following year.

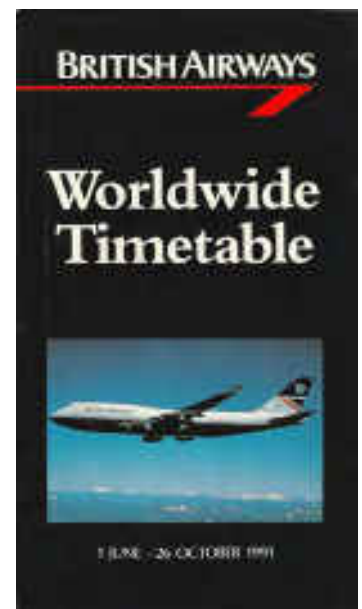
Japan’s All Nippon Airways displays one of the more interesting 747 photos on its July 1, 2000 timetable. This photo shows an individual perched on the wing of a 747-400 that appears to be airborne!

While the 747 ruled as the “Queen of the Skies” for more than 3 decades, with the advent of the A380, it is no longer the largest commercial aircraft being manufactured. And twin-engine aircraft are increasingly able to replace the 747 on many routes, offering only slightly fewer seats, but with efficiency of two engines rather than four. (Ironically, Boeing’s own 777-300ER has probably sent more 747’s into retirement than any other aircraft.)

All of this means that the present-day 747-8 is locked in a struggle to carve out a niche in a market segment it once dominated. Despite its heyday having passed, the 747 will still grace the skies for years to come, as passenger aircraft are converted to freighters, and new 747’s trickle from the assembly line in Everett.



Braniff International



British Airways



Canadian Airlines



Cathay Pacific



Korean Air Lines



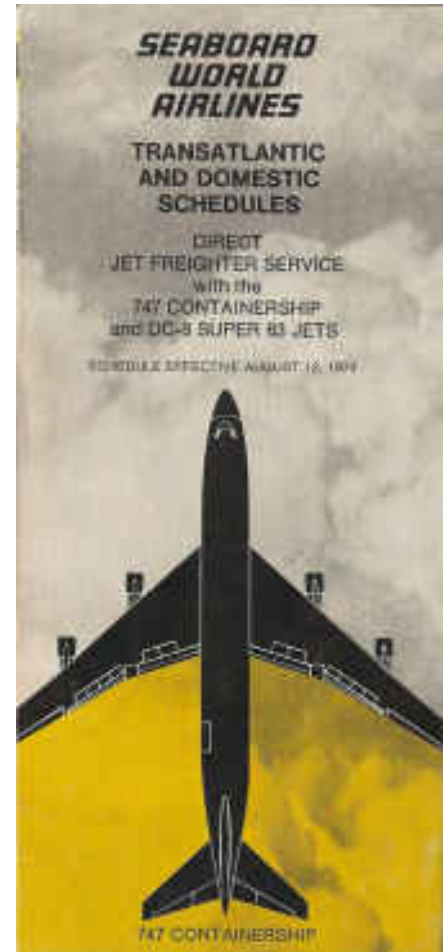
Eastern Air Lines



Pan Am



South African Airways



Seaboard World Airlines



TAP



Japan Air Lines



VIASA



TWA



TWA

Book Review

By Shea Oakley • Ancientskies1@safeaccess.com

This column focuses on both current and older print books on commercial aviation.

747: Story of the Boeing Super Jet

By Douglas J. Ingells

Aero Publishers, Inc, Fallbrook, CA

Cloth ISBN: 0-8168-8700-4 / Paper ISBN: 0-8168-8704-7

Re-reading this book was a serious trip down “memory’s runway” for me. The review copy used is looking a little worse for the wear, probably since it was originally owned by a young boy who is now well into his forties. If I recall correctly my dad bought it for me in a bookshop in the old Central Terminal Building of LaGuardia Airport around 1976 when I would have been eight years old. Needless to say this survivor is now one of the most treasured volumes in my aviation library and when I was tasked with reviewing a book about the legendary 747 I decided to indulge myself and choose an “old friend.”

272 pages long, with numerous black & white and color photos, 747: Story of the Boeing Super Jet was the first of a nicely produced trio of Ingells books about the first three American-made wide bodies: the 747, DC-10 and L-1011. Each one has a similar format, first telling the story of the manufacturer before spending roughly the second half on the aircraft itself. Having at one time owned all three books my opinion is that the author’s first was by far his best.

It should be noted that this work is not in any way an expose of the Jumbo Jet’s considerable early teething problems. Published in 1970, before Watergate ushered in the age of investigative journalism, it frankly reads a bit like a Boeing company press release at times (although the infamous JT9D “ovalization”

phenomena that resulted in scores of engineless “747 gliders” being parked outside the factory that year does get passing mention.) For me, though, this is part of the book’s charm. As a starry-eyed child airliner fanatic I did not really want to read about the 747’s problems, only its triumphs. The 747 was simply an awesome thing to me, an airplane I loved then...and now.

One of my favorite chapters describes the author’s participation in a very early Pan Am trip aboard “Clipper Red Jacket” (N737PA) from Kennedy to London operating as “Flight Two”. This glowing description of the journey is punctuated by photos of bowler-hatted flight attendants and a great night shot of the brightly-lit aircraft parked on a gate at the airline’s now defunct JFK “Worldport” terminal. The terminal photo is especially evocative for me as my family often flew out of Kennedy to Florida in the 1970’s. I well remember staring out the window of our car at the Pan Am and TWA 747’s and wishing we were taking one of them to some exotic locale instead of boarding yet another National or Eastern 727 for Sarasota!

No doubt there are many books, both old and new, that do a better job of exhaustively describing the development of this magnificent aircraft, or illustrating it from every angle, or describing the struggles behind the scenes designing and building it in Seattle. I own some of those books but it is this archaically optimistic old “puff-piece” that holds the most magic for me, and I suspect always will.

I highly recommend it.

Availability: Used copies of this book can be found on Alibris.com in good condition starting at about \$4.00. Copies in rougher condition are even less.



Safety Cards

The Boeing 747

11 million. That is my rough estimate of the number of safety cards that have so far been produced for the 747. Few other aircraft can match that, although I suspect that when all models of the 737 are taken together, its number will be higher.

How do I arrive at this figure?

About 1200 passenger 747's were built. Let's assume they have an average number of 450 passenger seats. The typical life of an aircraft is about 25 years. Safety cards are changed roughly every 5 years. There are different reasons for that. As the cards carry the logo or name of the airline, new cards are necessary when an aircraft changes hands. But even when it stays with the same airline there are many reasons for new cards: the emergency equipment that is shown on it changes, procedures for portable electronic equipment are altered, a new company logo, the card style comes out of fashion or, simply, there is a new person in charge who wants them to look different.

The number of cards of a given version that is produced is not one for every seat per aircraft in the fleet, but let's say about 4 times that. Airlines do that to cope with attrition – cards need replacement owing to wear and tear or because they get lost, taken along with rubbish, or, even because collectors take them along which, I understand, is actually not a major attrition cause unlike some believe.

So, the arithmetic is easy: $1200 * 450 * (25/5) * 4 = 10,800,000$.

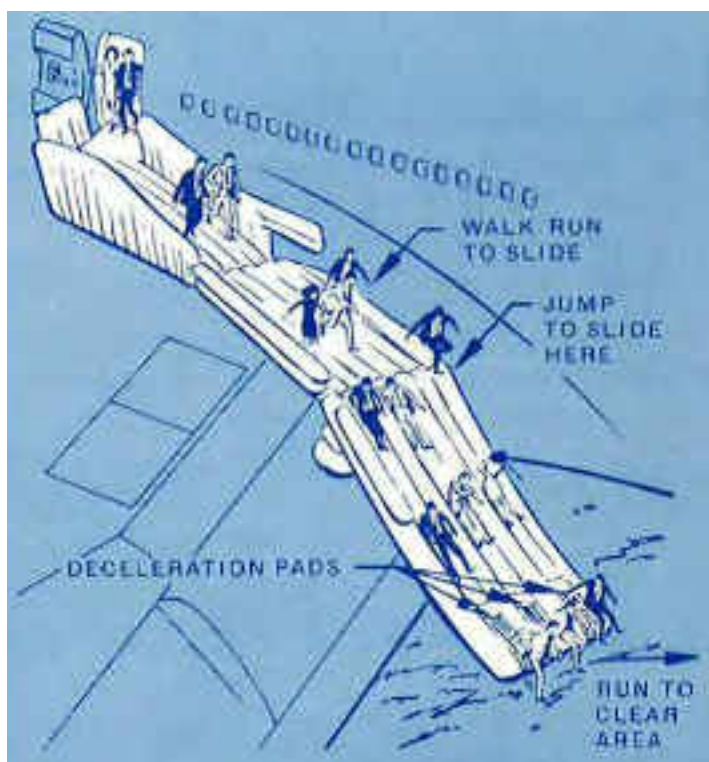


Figure 1 – AA overwing slide

By Fons Schaefer • f.schaefer@planet.nl

The vast majority of those roughly 11 million cards are standard cards showing the normal stuff. Let me focus on some unusual features and unusual cards.

Unusual features

The Boeing 747 was the first aircraft with an overwing escape slide. This slide extends from the no. 3 door position, which is over the wings, parallel to the fuselage over the trailing edge of the wings onto the ground. This was an unusual configuration for the day and very early cards show a detailed description of how to use it, explaining where to run, to jump, to slide and to decelerate. Figure 1 is taken from a 1970s American Airlines 'Astroliner' 747 card. The novelty quickly wore off and all later cards just showed the slide without further guidance.

In the mid-1980s, British Airways and other airlines decided to deactivate the number 3 doors on their 747-200 aircraft. This not only saved them the weight of carrying the overwing escape slide – and thus save fuel – but it also gave some extra room for passenger seats. Closing these exits raised quite a controversy as British Airways was accused of reducing the safety of passengers. A regulatory investigation however confirmed that the deactivation was entirely legal and met evacuation regulations. Yet, the FAA then decided to introduce the so-called 60 feet rule. This rule became effective in 1989 for all new aircraft and basically said that the distance between emergency exits on an aircraft must not be more than 60 feet. This rule applied to the 747-400 and later Boeing models as well as the Airbus contenders. Figure 2 shows the '8 main exits' safety card.

A number of 747's, especially of the shrink variant, the 747SP, were used as VVIP aircraft. The safety card of aircraft A9C-



Figure 2 – British Airways 8 main exits



Figure 3 – Bahrain 747SP A9C-HHH

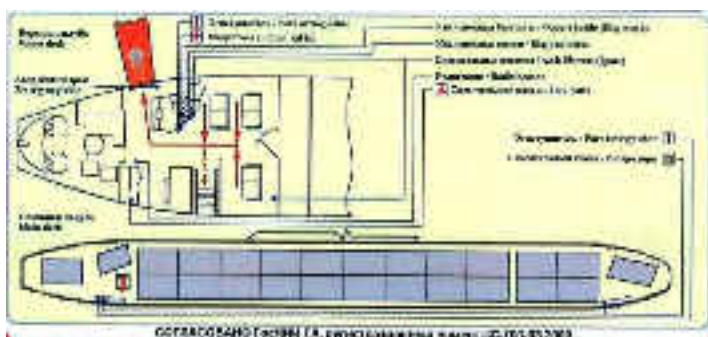


Figure 4 – AirBridge Cargo cargo deck



Figure 5 – Garment for upper deck evacuation (Lufthansa)

HHH shows the cabin layout on both decks – figure 3. Note the bed and roomy washroom on the upper deck. This aircraft was originally delivered to Pan Am and used by the Emirs of Bahrain between 1999 and 2008, initially registered as -HHH, but soon after as -HMH. Incidentally, the 747SP, because of its shrink, had no overwing doors.

AirBridge Cargo (ABC) is a Russian operator of full freighter 747s. Like many other cargo airlines it has cards, printed in very limited numbers though, for the occasional rider that attends the cargo and thus needs emergency education. Normally, these cards show the various ways to get out of a cargo 747 but ABC's also shows the layout of the main deck, with all 25 pallet positions – figure 4.

Upper deck features

The upper deck of the 747, which using a modern word can be typified as iconic, presents many unusual aspects and renderings. Early full-freighter 747 versions only had one exit on the upper deck without an escape slide. To assist occupants to descend to the ground, pants were available which in an emergency needed to be donned and attached to an inertia reel before an escape could be attempted. Figure 5, taken from a Lufthansa full freighter 747

card, shows the pants, also known as 'garment', but is obscure as to where to find the reels. There are reels mounted close to the ceiling hatch, but those are in the cockpit and meant for cockpit occupants and too far away from the floor level exit on the upper deck.

The sheer distance to the ground from the upper deck is a feature on its own. In the Flying Tigers card this distance is somewhat exaggerated by giving the slide a lower base than the aircraft's wheels, see figure 6. Yet, in case of a gear collapse, the fuselage will indeed tilt and render an effect similar to what is shown.

The latest edition of the 747, the 747-8, has a unique design of the upper deck slide in that it has three overhead supporting beams which make it much steadier, especially in the case of strong winds – figure 7, also a Lufthansa card.

Unusual cards

Saudi's 747 card is unusual in that it must be read from right to left, see figure 8 for the exit opening instructions panel.

Figure 9 is a misprint of a Pan Am 747 card. It shows the aircraft configuration drawing in two colours only. The contours of the aircraft and even the escaping passengers can be deduced from the yellow and red only.

Also unusual is the card in figure 10. Why? It gives no identification of the airline. The only clue is the card number at the right bottom: ATL-102B. Does anyone have any idea which airline this is?

Finally, I show a card which at first glance is for a 747, but on second reading is not – figure 11. The card is for Air Berlin's A320, but the picture is unmistakable showing the 747 with its iconic upper deck. The artist probably thought that removing the two outer engines and changing the overwing exits would sufficiently disguise a 747 into an A320. He did not care that the A320 has a single main aisle and just kept the two dotted lines showing the two aisles of the 747. But readers of the Captain's Log know better, of course.

Previous Log: Translift/Trans Aer

In the previous Log I asked about the airline behind the curly T symbol on a DC-8/71 card. Some of you identified it as Translift that later became TransAer. So, not a U.S. non-scheduled carrier, but Irish.

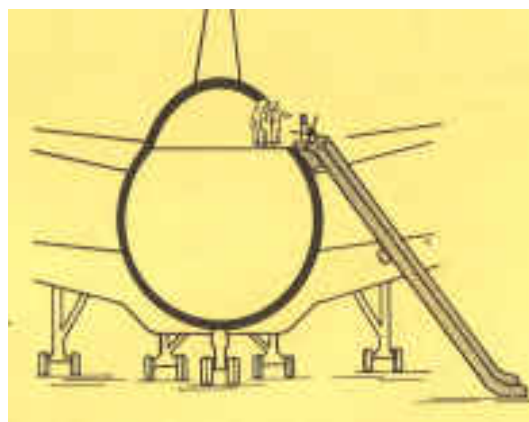


Figure 6 – Flying Tigers steep upper deck escape slide

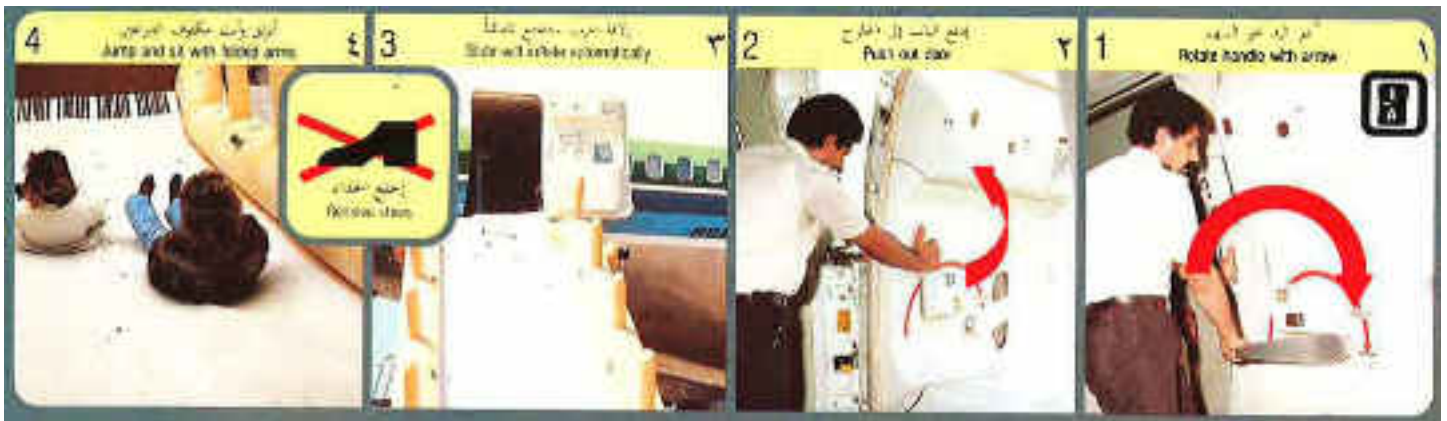


Figure 8 – Saudi 747 right to left door opening instructions

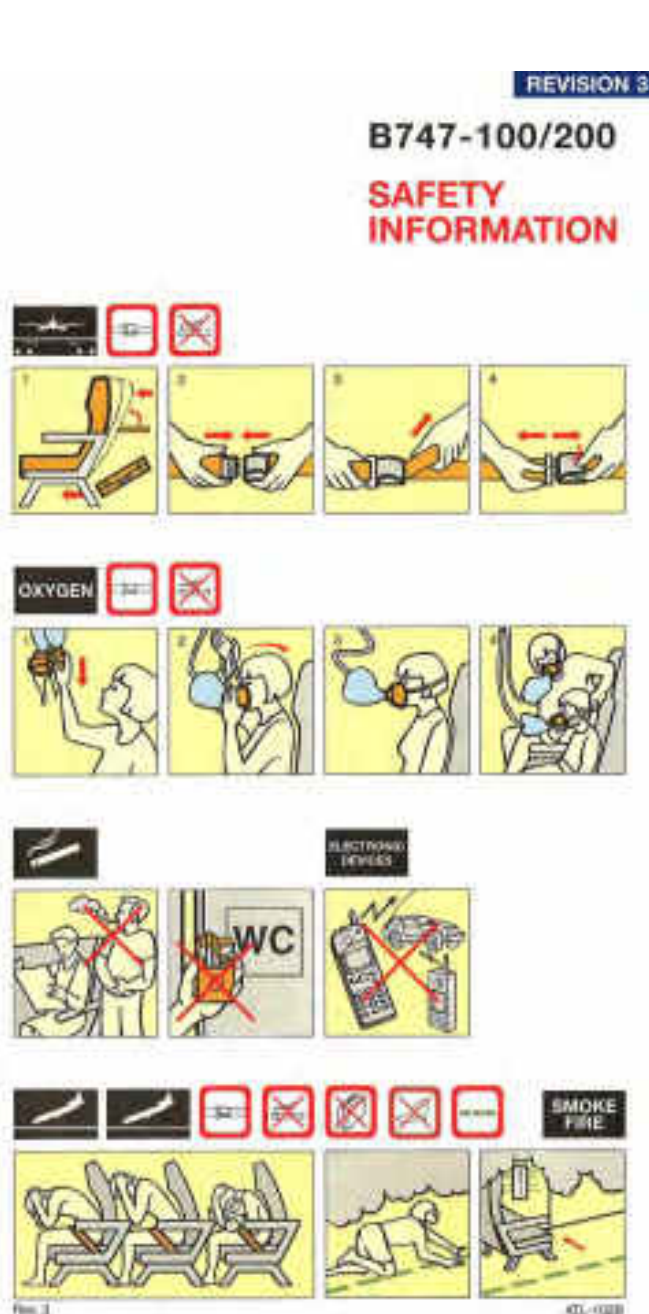


Figure 10 – ATL card

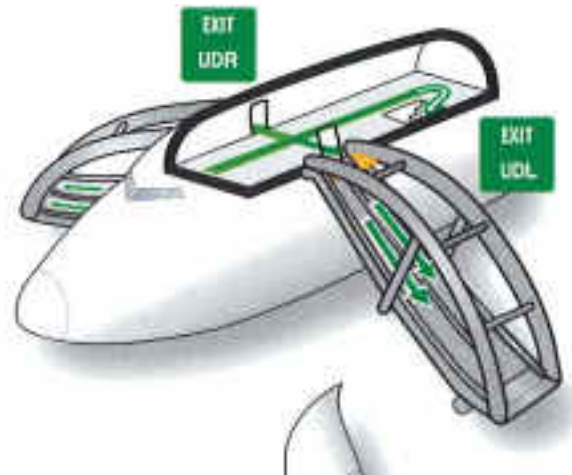


Figure 7 – Wind proof 747-8 upper deck slide (Lufthansa)



Figure 9 – PanAm misprint



Figure 11 – 747 or A320? (Air Berlin)

Wings

The Boeing 747

By Charlie Dolan • wingcobda@yahoo.com

This column about the Boeing 747 will be another of those “true confession” style articles. My first ride in an aircraft took place on November 9, 1954, my tenth birthday, when my father took my twin brother and me on a trip from New York (KLGA) to Washington, D.C. (KDCA). He probably did not realize it at the time, but it was the first bite of the aviation bug that afflicted both of us. I wound up getting a private pilot license and my brother became a navigator for the U.S. Air Force.

In the sixty years which have passed since that first round trip I have been carried in many different aircraft, both fixed and rotary wing, piston, turbo-prop and pure jet as well as single and multi-engine. Which aircraft has not taken me off the ground? Well, it is the Boeing 747. For some reason, the routes and timeframes kept me from leaving the ground in one of the most recognizable aircraft of all time. That will be a tough “bucket list” item to check off.

Although I have never been aloft in that ‘aluminum overcast’, I have nevertheless spent many hours within the confines of that distinctive fuselage. During my thirty-six year career with the U.S. Customs Service, I have had the opportunity to be both the boarding officer for arriving flights as well as a member of teams who searched 747s to detect smuggled drugs or other contraband.

One of my favorite 747 stories involves three U.S. Army captains and the Pan American Airlines terminal at New York International Airport (KJFK). If you’ve heard this one before, just try to stop me. During the summer of 1971, my Army Reserve unit from Buffalo, NY was doing its two-week exercise at Fort Dix, NJ. I invited two other reserve officers to head to my folks’ house on Long Island to get away from the post and take a ride in my father’s 1913 Ford. We had a good time doing that and a good dinner before heading back to Ft. Dix on Sunday morning. As we headed west on the south shore of the island, I decided to take a swing through the airport. As we passed by the Pan Am terminal, we saw that there were about four 747s at the gates. I had worked a few charter flights at Niagara Falls International Airport (KIAG) which were operated with 747s, but my buddies had never seen one before.

We decided to park the car and head into the terminal. As we were looking around (you could do that back then) I decided to ask the gate agent if we could go on board. He looked at me as if I had three heads and asked why I thought that was even remotely possible. When I thought about it, I understood how it must have seemed to him. We were three guys in our mid to late twenties wearing casual clothes with no real reason to be there. I apologized and mentioned that I was a Customs inspector from upstate and that while I was familiar with the flagship of Pan Am’s fleet, my friends had not seen one before. Within a few minutes, the agent had contacted a mechanic and asked him to take us onboard and show us around. We had a full tour of the 747, from cockpit to rear lavs and both decks in between.

How times have changed.

Enjoy the insignia of some of the lesser known operators of this amazing aircraft.



Air Algerie • AH • DAH
1947-present (Leased 747s for Haj charters)

The wing is of gold color metal with a pin back. The recessed surfaces are textured and the higher surfaces are polished. The wing is hallmarked “BUMISA”.



Air Mauritius • MK • MAU • 1967 (1st ops 1972) – present

The cap badge is of the sew-on variety. The base is black fabric. The wreath and “MK” are in gold bullion thread. The colors of the thread in the center oval are (top to bottom) red, blue, yellow and green. The oval is in gold bullion thread.

The wing is similar to the cap badge, black fabric background with gold bullion thread and the same color threads. There is a safety pin on the back of the wing to attach it to the uniform.

ALITALIA

AZ • AZA

1946 (LAI) - 1967
after bkrupt 2009 -
present

The wing and cap badges are made of gold bullion thread on a black fabric background. Both are sewn on to the uniform.

The center of the cap badge is gold color metal. The right side of the arrow and wing has a smooth finish while the left side has vertical lines cut into the wing and arrow.

The wing has both shiny and dull bullion thread with one red thread at the bird's mouth and black thread representing the eye.



America West

HP • AWE

1983 - 2005 merged
with U S Airways

The first issue is of silver color metal with a satin finish. The recessed surfaces have dark coloring giving an antiqued look. The cap badge has a single screw post and two positioning pins. There is no hallmark. The wing is clutch back and lacks a hallmark.



The second issue of America West is of silver color metal with a center device of the wing and cap badge of polished gold color metal with black recessed surfaces. The central devices are attached to the bases of both wing and cap badge using a screw post and a small nut. The cap badge has a single screw post and one positioning pin. It is hallmarked "CHAMBERS GROUP TAMPA FLORIDA". The wing is clutch back and is not hallmarked.



Ariana Afghan

FG • AFG • 1955

1998 – present

The cap badge is of gold color metal with a satin finish. The center device is of white and light blue enamel. The badge has a single screw post and is not hallmarked. The wing is pin back and is not hallmarked. The metal and enamel are the same as the cap badge.



Cargolux

CV • CLX

1970 - present

The cap badge is of gold color metal and has a single screw post. The recessed surface of the center disc has a textured finish and the wreath is polished. The rest of the badge has a satin finish. The edges of the stacked boxes are shown in red enamel. "Cargolux" is in black. The wing is a smaller version of the cap badge. There are no hallmarks.



I have a second Cargolux wing with all polished surfaces.

Condor

DE • CFG

1956 - present

The Condor cap badge is made of shiny gold color bullion thread on a black background. It is sewn onto the cap. The wings for pilot and flight engineer are of satin finish gold color metal with dark blue enamel center discs. The wire "bird" design is polished gold wire. The pilot wing had two screw posts and the flight engineer wing is pin back. There are no hallmarks.



Ethiopian
ET • ETH
1945 - present

The cap badge is of gold color metal with yellow and dark green enamel. The letters "EAL" are in translucent maroon enamel. It has a single screw post and two positioning pins. It is hallmarked "RUSSELL UNIFORM CO". The wing is of the same material as the cap badge and is pin back. It bears the same hallmark.



I received these insignia from Captain Leul Abate whose Boeing 767 was hijacked in 1996 and crashed into the ocean off the coast of the Comoros Islands.



Iran Air • IR • IRA • 1944 - present

First design of 747 era – The cap badge is of dark brass color metal with a turquoise enamel "Homa" in the center of the disc. The badge is attached to the cap by means of a split pin passing through two lugs on the back of the badge. There is no hallmark.

The wing is of the same design and material as the cap badge. It also lacks a hallmark. I also have a second Iran Air wing, acquired from the former Chief Pilot of Air Jamaica, which is clutch back and of a brighter and polished brass metal. This wing does not have the words "IRAN AIR" in turquoise under the Homa bird.



The second style insignia has a sew-on cap badge made of dull and shiny gold bullion thread on black fabric. The eye of the bird is in red thread. The wing is clutch back in polished gold color metal. The center disc is black with a gold "Homa" This disc has a polished plastic coating. There is no hallmark.



Syrianair • RB • SYR • 1946 - present

The cap badge is of gold color metal with red, white and black enamel at the bottom of the badge. There is medium blue enamel in the recessed sections of the stylized bird in the center. There is no hallmark. Any evidence of how the badge was secured to the cap has been removed.

The wing is of brush finished gold color metal with red, white and black enamel in the center roundel. There is bronze color enamel in the recessed parts of the extended wings. No hallmark and, as the cap badge, all evidence of mounting hardware has been removed.

Airmail Dispatch Envelopes

By Arthur H. Groten, M.D. • artgroten@optonline.net

While attending the International Air Mail Society meeting in Meyrin, Switzerland a couple of years ago, I came upon a trove of official airmail dispatch envelopes (or *Dépêche* as it is spelled on the envelopes themselves). Years ago I had one in my Palestine route collection but I'd never seen another. One of the things that attracted me to them is that virtually nothing has been written about them, at least not anything I could locate.

Their use is clear. In the early days (or at any time) when there was little airmail, these envelopes were used to segregate airmail from surface mail to assure the proper handling. Thus, as we will see, air mail from, say, Danzig to Stockholm would be placed in the envelope upon which the dispatch number and the gross weight were written. It is not clear whether the dispatch number was given on a weekly or monthly basis, certainly not a daily one. Note that the envelopes are usually bilingual: the language of origin and French, the official UPU language. When only one language is present, it is French.

Sometimes an airmail etiquette was placed on the envelope as well or sometimes it was pre-printed or hand-written. They were often sealed with the wafer seal of the originating post office.

They served their purpose and, because they were oversized, were normally discarded. The trove I found was, for the most part, collected by one clerk in Stockholm in the late 1920s and early 1930s. A few later ones had been added. Despite looking specifically for them, I have not been able to find another.

Clearly, these are a significant and little-known subset of aerophilatelic ephemera. The rest of the article consists of images of some of these items. The captions give the relevant information that includes, because they are so large, their dimensions in millimeters (width x height).

I would very much like to hear from readers who might be able to shed more light on them. When I accumulate enough new data, I will report it in these pages.



Vienna, July 25, 1927 to Stockholm. Dispatch 7; weight of 29 gms. Sealed with blank wafers and the cancel from "Flugfeld Wien-Aspern, F.-A. Wien". 261 x 186 mm.



Porto Alegre, Brazil, March 13, 1958 to Stuttgart "via Frankfurt." Dispatch 10; weight 95 gms. Sealed on reverse by a tied pair of 1950 Panair air etiquettes (Mair Bra-B-27). 271 x 199 mm.



Tallinn, Estonia, dated by collector November 1928 to Stockholm. Net weight 100 gm.; gross weight 150 gm. No seals. 177 x 110 mm.



Prague, September 2, 1927 to Stockholm. Dispatch 18; weight 5 gms. Sealed with Prague PO wafers. 216 x 184 mm. Printer's data show envelope printed February 1925.



Danzig, dated by collector August 1929, to Stockholm. Dispatch 7; 10 gms. Sealed with Danzig PO wafers. 228 x 155 mm.



Nurnberg 2, dated by collector August 1929, to Stockholm. Dispatch 7; weight 30 gm. Sealed with Nurnberg 2BA PO wafer. 238 x 180 mm. This is by far the most striking of the lot.



Paris, July 7, 1930 to Stockholm. Straight-line "Paris Gare du Nord-Avion". Here the number of items is noted as 29 with a weight of 40 gms. No seals. 250 x 200 mm. Printer's data indicate envelope printed 1928.



Latvia, dated by collector October 1928, to Stockholm. In this case, no dispatch number or weight is noted. Latvia's first air etiquette (Mair LAT-A-1) was applied. No seal. 193 x 128 mm.



Berlin, August 14, 1924 to Stockholm, August 19, 1924. Weight 990 gm. This "Briefbeutel" {letter bag} was probably attached to a larger container. There are a number of varieties of this type. Germany's first air etiquette (Mair GER-A-1a) is tied by the Berlin Luftpost hand stamp. 104 x 163 mm.



Moscow to Wageningen, Netherlands, received February 6, 1974. Again, no dispatch number or weight but registry label 88 applied. This is the only airmail registered envelope I have seen. No seal. 175 x 125 mm.

Ticket Jackets

747 - The Beloved Boeing Behemoth

By Tom Doak-Dunelly • eaglesteadlanding@cablerocket.com

Truly a marvel when it took to the air and still impressive today, the Boeing 747 has had decisive impact in the areas of long-haul passenger capacity and comfort, belly cargo handling and both combi and all-cargo operations.

It was a paradigm shifter in the 1970's both in the air and on the ground. With seating configurations from the 300's to the 500's, it provided airlines with high uplift capacity on popular long haul routes where the first inklings of runway and gate capacity issues were on the horizon. In that era, revenue in the belly was very significant and the palletized cargo flexibility provided profit potential.

On the ground, challenges existed to introduce the 747 with regard to taxiway and gate configurations, ramp static loading capacities and ground equipment as we moved out of the DC-8 / B707 era. Remember the introduction of the first specialized tugs with their high starting torque and low profile to push the aircraft out? The A380 has trod a similar, though easier, path of introduction than the 747 had.

The voices of doubters were definitely heard at the beginning though forty years later it's fair to say they have been long laid to rest. That being said, when you look at the lineage of carriers who tried the earlier 100 / 200 series aircraft before moving a step back to the DC-10 or L-1011, many found the aircraft just that little bit too big and uneconomical for widespread use on their route systems – especially when they couldn't harness sufficient economic premium out of special amenities (e.g. lounges, bars,

entertainment). Facing facts, fuel costs outweighed prestige value handily in many a boardroom discussion.

While its introduction may have been slightly early, the macro trends of rising appetite for air travel and disposable incomes in many countries meant the 747 was the right aircraft for the right time for long-haul carriers through much of the period from 1985-2005, and the 300 & 400 series proved to be real workhorses for their carriers.

With Pan Am being instrumental to its launch, it is fitting they lead our survey. Figures 1 and 2 are drawn from the front and back of a 1987 ticket from London to Dallas.

Moving northward, Figure 3 presents an example of ticket stock of the Vancouver, Canada based carrier CP Air. The airline had four 200 series aircraft which it primarily used to the Orient and Europe



Figure 1



Figure 2



Figure 3



Figure 4



Figure 5

though occasionally across Canada. This ticket is from Lima to Rome via Toronto which shows the reach of the carrier well at the time. Ultimately, CP Air found the 747 to be just that bit too large for its system and executed an interesting transaction with Pakistan International where the 747's went to PIA in return for DC-10's. Later, as Canadian Airlines International, the successor carrier employed four 400 series models to great economic success on the Japan and Hong Kong routes.

From Europe, British Airways (Figure 4) has used 747 to superb effect for its world wide operations with cities such as San Francisco being regular ports-of-call. It was flying with BA on the London-Jo'burg run, that I truly came to appreciate the size and scale of the aircraft. Jo'burg was gate limited in the 90's. Boarding for the wave of overnight flights to Europe would often be by bus to a remote ramp stand. Climbing the stairs to a 747 gives one a whole new perspective than boarding through a jet bridge. Similarly, the early morning arrival into Heathrow after the overnight flight would often see us arriving during the curfew period (no engines allowed). It's quite the eerie feeling to stop on a taxiway, shut down the engines and be towed ever so slowly by tug to a remote ramp stand to then descend those long steps which reinforced the majesty of this aircraft.

The Springbok and Orange tail illustrated in Figure 5 reminds us that South African Airways has been a major operator of the 747 of a variety of series including the SP version which did have its range advantages during the sanctions era before the dismantling of apartheid when the carrier was restricted from overflying many African countries.

A carrier less associated with the aircraft is Cameroon Airlines. Figure 6 highlights a jacket with their Combi configuration on the Douala-Djeddah route – 18F 44J 188Y plus 40 tonnes of freight reminds one of the versatility. I remember seeing a TAAG Angola Combi with a pallet of palm trees going in the rear. Reminds one of the expression: “This be Africa boy!”



Figure 6

Rounding out Africa is a jacket from Royal Air Maroc (Figure 7) whose 747's have been regular visitors to North America for many years.

Turning to the Middle East, this 1993 ticket example from Iran Air (Figure 8) serves to remind us of not only the carrier's long use of the 747 but the fact that the Teheran – New York route was one of the inspirations for the Special Performance (SP) model. The turmoil of the Revolution and the subsequent embargo and sanctions years have seen more restricted operations of the carrier which, setting diplomatic considerations aside, have demonstrated how long the original classic model airframes could be kept in service by determined personnel.

From the heart of Asia, Air India has been a major operator of the 747. The jacket in Figure 9 presents the distinctive livery of the carrier with its unique “palace style” window borders. First Class Slumberette seating with space galore is highlighted in Figure 10. Fair to say though such seating would definitely not be competitive for First today!

Closing our survey with the Pacific, China Airlines of Taiwan (Figure 11) is another of those main-line carriers which is perhaps less associated with the 747 which it employed for many years including regular visits to Honolulu and the west coast of North America.

Finally, we present a 1985 ticket example of Air New Zealand (Figure 12) which prominently features the jumbo on its face. The 747 performed yeomans work on its “thick” long-haul routes with the 767 covering the “thinner” routes. Air NZ's decision to transition to the 777, a decision replicated by many competitors, highlights the undoing of the 747 as candidate for model extension in the manner of the 737. With capacity approaching that of its older brother and excellent economics the 777 has become the mainstream choice as carriers are less interested in the 747-8i. It will be interesting to see if the A380 can come anywhere close to the 747 in terms of production run and public adoration.



Figure 7



Figure 8



Figure 9



Figure 11



Figure 10



Figure 12



Playing Cards

Playing Cards Featuring The Boeing 747

By Fred Chan • topflite@olympus.net

Being the first jumbo jet in passenger service, the Boeing 747 has long been promoted as the ultimate in air transportation. After all, even the President of the United States and wealthy potentates in the Middle East have their own luxury variants. So it is no surprise that commercial airlines have used 747 images for promotional purposes including their playing cards.

Of a total of 646 airlines which are known to have issued playing cards, 39 of them have shown the 747 in their liveries in one or more card designs. Images of the 747 have probably been used in airline playing cards more often than that of any other commercial aircraft. Some examples are shown to indicate the diversity in these issues in terms of design and geographic location of the airlines.



Syrianair



Japan Asia Airways



Trans World Airlines



Iraqi Airways



Air New Zealand



American Airlines



Canadian Airlines International



Eva Airways



China Airlines



Aerolineas Argentinas



Qantas

Postcard Corner

Boeing 747s on Postcards

By Marvin G. Goldman • marvilynn@gmail.com

Boeing's huge 747 revolutionized the size of passenger aircraft and naturally became a favorite subject of airline and airport postcards, with thousands of different cards issued. I encouraged readers of the Postcard Corner to submit their favorite 747 cards for this column, and 10 airline postcard enthusiasts submitted scans of cards in their collections. As Bruce Charkow said, "What a chore!!! How does one pick out just 3 B-747 postcards from an entire collection??" I hope you will agree, though, that the cards selected capture the spirit of the great 747 aircraft.

Boeing developed the 747 upon the initiative of Pan American Airways which placed an historic order for 25 of the type in April 1966 and operated the first 747 scheduled service on 22 January 1970. So let's start with a Pan Am 747 postcard, and it was Craig Morris whose favorite was the following PanAm card.



Pan American B747SP, N532PA, 'Clipper Constitution'. Pub'r Nippon Beauty Color, Japan, no. W-704, 10.3x19.5 cms. The '747SP' was a shortened version of the original 747-100s and -200s, expressly designed to allow PanAm to fly New York to Tokyo nonstop. The 'SP' entered service on that route on 25 April 1976, and the pictured aircraft served with PanAm from 1976 to 1986. Craig Morris collection.

Let's now look at the full range of other 747 types, starting with the first version -- the 747-100.



TWA B747-100 at Frankfurt Airport. Pub'r Michel & Co., Frankfurt. 10.2x22.2 cms. TWA also placed the 747-100 into service in 1970 and became one of the largest operators of the type. Both Doug Bastin and Bruce Charkow submitted this card as

one of their favorites. Bruce writes, "I like it because it shows the crew and how many actually worked the flight. Four in the cockpit and 10 in the back. Nice flight attendant uniforms!!"



Northwest Orient B747-100, N601US, AI no. 241-AD-659BE, 15.2x21.5cms., Ex-Allan Van Wickler Coll'n. Northwest was yet another U.S. carrier that operated 747s during the type's first year of service -- 1970, flying them on its trans-Pacific routes. The nose section of this pictured aircraft is now in the Smithsonian Air and Space Museum. WAHS member Stan Baumwald was a Northwest 747 Captain for many years.



American Airlines B747-100. Plastichrome no. P326557. Submitted by Armen Avakian. Waiting at JFK Airport to board an American Airlines narrow-body aircraft in 1970, I noticed a large crowd gathering at a nearby gate and gawking at the most humongous plane I had ever seen. American had parked their first brand new 747-100 so their local cabin and ground crews could practice their new work duties. That was my first actual view of a 747.



Continental Airlines B747-100 Main Deck 'Polynesian Pub'. AI, 1970, Los Angeles. The card back says 'The only 747s with 2 lounges and a pub'. Doug Bastin submission. Early 747s often featured elaborate lounges, and Continental's upper-deck first class lounge and main deck pub won many awards for the most refined cabin interior of all.



Japan Airlines B747-100. AI. Submitted by Doug Bastin who selected cards showing 'the scale and impact of the 747'. Doug notes that this is 'one of over 80 747 cards issued by JAL, including a booklet of 30'. JAL operated one of the largest 747 fleets, introducing the type in 1970 on its trans-Pacific routes.



Braniff International B747-100, N601BN. Pub'r Frontier Productions, Miami. Kuo-Ching ('Peter') Fu submission. Braniff's 747s were distinctively all orange. The aircraft shown on the card was Braniff's first 747 and often called 'Great Pumpkin', 'Fat Albert', 'Big Orange' or '747 Braniff Place'. It served from 1971 to 1982.



Wardair B747-100, CF-DJC, 'Phil Garrett'. AI, about 1971-72. Pub'r Canadian Post Card Co., Toronto. Submitted by John Danner. John writes, "You know well I love airline cards depicting crew in the image, and one of my all time favorites (not a rare card but a beauty) is that of a Wardair 747...with its crew of 21 positioned in front of the aircraft.... It's very colorful and in my opinion shows the majesty of the 'Jumbo Jet'." Although the earliest -100 models had only three windows on each side of the upper deck, Boeing soon started offering a 10-window per side version, which became more popular; and some early -100s were retrofitted with that new configuration or with an 8-window per side variant. On the other hand, some 747s of the later -200 series were initially produced with only three windows per upper deck side.



Alitalia B747-100 at Milan-Malpensa Airport, Pub'r Gatti e Vanoni no. 43060. Submitted by Leonardo Pinzauti of Florence, Italy. Leonardo adds: "Alitalia's first B.747 entered service in June, 1970. The Italian flag carrier operated 12 series 100 & 200, four 200 combis and one 200 freighter."



Air Siam 747-100 HS-VGB. AI. Submitted by William Demarest. Bill writes that he's always liked Air Siam and that the postcard shown is probably the rarest of the four known 747 cards issued by the airline. Air Siam operated as Thailand's second long-haul carrier from 1970 to 1976.



South African Airways B747-200B, ZS-SAN, 'Lebombo', at Johannesburg. Pub'r ABC Press. The pictured aircraft was SAA's first 747, acquired in 1971. SAA operated 23 B747s over the years.

The 747-200B was developed soon after the -100 series, and it entered commercial service in 1971. It featured increased maximum take-off weight, more powerful engines and greater fuel capacity for long-range flights. Alternative models included a -200B Combi which allowed mixed passenger and freight operations and a -200F with a nose that could hinge upwards for large cargo loading. The -200B proved to be the most popular 747 variant until the development of the -400 series.



Korean Air 747-200F, HL7452. AI. Here we see the -200 freighter variety with the open nose. This aircraft served with Korean Air during 1981-82 and 1984-2004.



Swissair B747-200B. AI, printed in Switzerland, about 1972-73, 13.1x25 cms. Submitted by John Danner who writes that this postcard 'clearly shows the beauty and majestic size of the aircraft...very colorful'. Swissair started its 747 operations with the 200B in 1971 and continued with the type until 1984.



Singapore Airlines 747-300 'Big Top'. AI. Singapore operated one of the world's largest fleets of 747s. It added the stretched upper deck -300 series in 1983, eventually having fourteen -300s in its fleet. Singapore Airlines continues to be a prolific issuer of postcards, and this is one of its many artistic 747 cards.



EL AL B747-200B, 4X-AXA. AI, 1971, 9.6x22.1 cms. Since 1971 EL AL has operated a total of 27 B747s. Presently it still has seven 747-400s in its fleet.



QANTAS 747-300s VH-EBU 'Nalanji Dreaming' in Foreground and VH-OJB 'Wulana [Kangaroo] Dreaming'. AI, with form response to employment inquiry on back, 12.6x17.8 cms. This card shows two of the many artistic paint schemes applied to 747 aircraft by many airlines, including among others QANTAS, Japan Airlines and All Nippon Airlines.

The next development in the 747 was a substantially more advanced version, the -400 series, introduced in 1989. The -400 features a 'glass' cockpit which dispensed with the need for a flight engineer, and many structural and technological changes that resulted in a more efficient airliner, making the -400 the most popular of all 747 types. The -400 ordinarily has winglets which increase fuel economy and distinguish it visually from earlier 747 variants.



British Airways 747-400s and -200s in Their Latest Livery. Pageantry Postcards, UK, no. AIR002, Adrian Meredith Photography.



KLM 747-400. AI no. 42.067. Submitted by Dave Prins of Hoenderloo, The Netherlands. KLM was one of Europe's largest 747 operators and still has a few -400s in its fleet. Leading airline postcard collector Dave Prins served as a KLM 747-400 Captain for many years.



United 747-400 1991 New Year Postcard. Japan Office AI. This beautiful and rare postcard was submitted by Bruce Charkow.



ANA 747-400D. AI, 'ANA Azure 2014', 'Final Flight'. Submitted by John Danner. John writes, "This card is 'very' scarce and was issued to document an event in the history of All Nippon Airways Co., Ltd (ANA). ANA retired its last 747 on Monday, 3/31/2014. The card is labeled FINAL 747 and shows the aircraft in flight over water. It is an airline issued card that was given to passengers aboard the flight. It is also an over-sized card measuring roughly

6" x 11". That flight originated from Naha, Japan on the island of Okinawa with 500 pax and touched down 2 hours later @ Haneda airport in Tokyo. The plane depicted is a 747-400D (Domestic). It entered ANA's fleet in November, 1990 and at the completion of the 3/31 flight had 33,751 cycles. What is also unique about the '400D' shown on the face of the card is that it does Not have winglets. Winglets were deemed not necessary on 400D's because they were not beneficial for short range operations."



Boeing B747-LCF (Large Cargo Freighter), also known as the B747 Dreamlifter. Postcard published by Boeing. Collection of WAHS member Bill Baird. Bill writes that these 747-LCFs are older passenger B747-400s that were converted for Boeing by a company in Taiwan, and they are used to fly B787 Dreamliner wings and fuselages. Atlas Air/Polar Air Cargo operates four of these Dreamlifter aircraft under contract to Boeing, and Bill Baird, who serves as a 747 captain for Atlas/Polar Air, adds that he is scheduled to fly a Dreamlifter on his next trip pairing from Charleston, South Carolina, to Taranto, Italy and back.

The third and latest generation of the 747 is the 747-800, built in two main variants -- the 747-8F cargo freighter which entered service in 2011 and the 747-8 Intercontinental (747-8i) passenger type which started revenue service in 2012. The 747-800 features a lengthened fuselage, making it the longest passenger aircraft in the world, redesigned wings and improved efficiency.



Lufthansa B747-800i. AI from a set of nine issued in 2014. Submitted by Bill Baird. Lufthansa was the launch customer of the 747-800 and operates the largest number of the type. Continuing its prolific issuance of airline postcards, Lufthansa has issued several 747-800 postcards to date.



Cathay Pacific B747-800F. Unnamed publisher card. Submitted by Kuo-Ching ('Peter') Fu who acquired it on eBay Germany. Cathay Pacific is the largest operator of the 747-800 freighter, with 13 presently in its fleet.

Many thanks to those great airline postcard collectors who submitted scans from their collection for this 747 article: Armen Avakian, Bill Baird, Doug Bastin, Bruce Charkow, John Danner, William Demarest, Kuo-Ching ('Peter') Fu, Craig Morris, Leonardo Pinzauti and Dave Prins.

Notes:

The originals of all postcards shown are in color. If no collector is mentioned in a card's description, then the card is from the author's collection. All are in standard or continental size except as noted. I estimate their rarity as -- Rare: the Air Siam, ANA and United cards; Uncommon: the Alitalia, Continental, Northwest, QANTAS, Swissair and TWA cards. The rest are fairly common.

The aviation enthusiast community, including airline postcard collectors, lost one of our great members with the passing of Lothar Grim of Darmstadt, Germany on 30 October 2014. Lothar was a major organizer of the biannual Frankfurt (Schwanheim) airline enthusiasts fair, had probably the world's largest collection of DC-3 postcards, and was a gracious friend and gentleman. He will be missed, and we join in sending condolences to his family and dear ones.

References:

AirlinePostcardDatabase.com, by William Demarest, search keyword: '747'.
 Baum, Brian, Boeing 747SP, World Transport Press Great Airlines Series, vol. 3 (1997).
 Henderson, Scott, Boeing 747-100/200 InCamera vol. 2, Airways International (1998).
 Websites of Boeing and the various airlines shown.

Until next time, Happy Collecting, Marvin

Junior Wings

By Lane Kranz • lanekranz@msn.com

A selection of junior wings from Boeing 747 operators from around the globe for your review.



Philippine Airlines (PAL-01) beautiful metal junior wing. This carrier began scheduled operations of the Boeing 747-200 in 1980. Its final scheduled 747-400 flight landed in Manila on September 1, 2014 from San Francisco.



Avianca (AVA-02).



UTA French Airlines (UTA-02)



China Airlines (CAL-01)



Swissair (SWR-02)



Korean Airlines (KAL-01)



Lufthansa (DLH-02)



Air New Zealand (ANZ-01)



Pan Am (PAA-06).

New Finds:

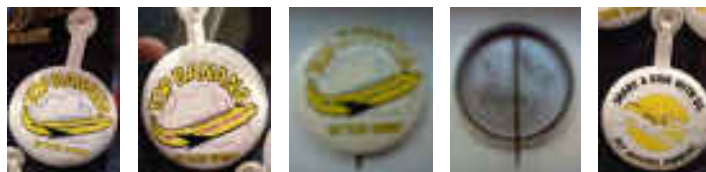
These wings are exciting new finds! If you come across a new junior wing, please email me. I'll include it in a future Captain's Log. lanekranz@msn.com



Southwest Airlines has issued a new junior wing (hard plastic with a sticker back).



Also a new Alaska Airlines junior wing surfaced at the ATL Airlines Show a few months ago. It's a paper wing with sticker back.



Finally, something that has been in circulation for over 35 years has a new twist. Thanks to two very observant junior wing collectors (Jose Gonzales and Bryan Mellon), we now have 4 different varieties of the Hughes Airwest (HAW-02) wing. On the left is the popular HAW-02 junior wing with blue cloud and blue titles on the plane. Next, is the same wing with purple clouds and purple titles on the plane. Next, is a similar version of HAW-02, except with a pin back. Finally, a completely different version from Hughes Airwest.

Keep on Collecting!
Lane

Aircraft Models

The Boeing 747

By Ken Miller • ozmiller@sbcglobal.net



ANA All Nippon Airways Boeing 747-481D JA8960. Photograph courtesy of Kei Nagashima via Airliners.net.

I'll just go right ahead and say that the Boeing 747 is the most iconic aircraft flying today. The plane was a trendsetter when first introduced and the basic design of a four engine jumbo jet with partial length upper deck continues to fly today and will continue to for many years. There is not a shortage of 747 model kits. Doing a rundown from larger to smaller scales I can think of 1/72, 1/100, 1/125, 1/144, 1/200, 1/288, 1/300, 1/390, and 1/450 scale kits. Manufacturers include Transport Wings, Welsh, Doyusha, Revell, Airfix, Zvezda, Kitech, Zhengdefu, Heller, Academy, and Hasegawa. All of the different 747 versions have been kitted including the 747-100, -300, -400, and 747SP. Both Revell and Dragon have also released 747 cutaway models. I've already written about my Kitech and Doyusha Wunala Dreaming and Pokemon 1/300 scale 747s as well as my Doyusha United 1/144 scale 747. Bringing up the tail end of 747 models is the Hasegawa EggPlane Series 747-400D. I recently finished an EggPlane which was a nice change of pace from "regular" modeling.

Boeing's first high capacity short-range 747 variant was the 747-100SR. The 747-100SR was developed for Japanese airlines and had a higher payload and less fuel capacity. The 747-100SR was designed for 52,000 flights over a 20 year lifespan compared to 24,600 flights for a standard 747. Seven -100SR's entered service, all for Japan Air Lines (JAL). Boeing also produced the -100BSR which had a greater takeoff weight and modifications for a high cycle to flying time ratio. Twenty -100BSR's were produced for Japan Air Lines (JAL) and All Nippon Airways (ANA). Two additional -100BSR SUD were produced featuring the stretched upper deck of the 747-300 for JAL. A total of twenty nine 747-100SR's were built, seven -100SRs, twenty -100BSRs, and two -100 SUDs.

The 747-400 was a further development of the 747 that offered increased range. The general 747-400 featured six foot wingtip

extensions, fuel saving winglets, and a glass cockpit designed for a two person flight crew. Boeing developed and sold seventeen 747-400D (Domestic) models to JAL and ANA. Just as with the 747-100SR the 747-400D was designed as a high density airplane for short-haul high volume domestic Japanese flights. The 747-400D did not have the wingtip extensions or winglets of the 747-400. The plane was capable of carrying 568 passengers in a two class configuration or 660 passengers in a single class. ANA recently retired their last 747 on March 31st, 2014. The plane was a 747-400D registration JA8961. JAL operated eight and ANA nine. With only seventeen planes the 747-400D is likely the smallest group of a 747 version built by Boeing. One major reason for the 747-100SR and 747-400Ds being built was the restricted number of landing slots at Tokyo/Haneda. Increasing the seats per aircraft was a way for the airlines to meet their passenger demand given the limited number of landing slots. The 747-400Ds were used on popular trunk routes linking Tokyo/Haneda and Osaka/Itami, Sapporo/Chitose, Fukuoka and Naha/Okinawa. The planes were also frequently used on other sub-trunk routes during the summer and winter holiday seasons as well. Flying on a 747-400D with 567 other passengers could be a unique experience. A friend Jun Shidara shared two of his flight stories with me both of which were less than stellar. He was once the VERY LAST person to board standby on a packed flight and had the eyes of 567 other white-collar businessmen staring at him as he walked to his seat. He shared another experience of flying with 350 NOISY high school kids on board for a school field trip. Being crammed on a domestic 747 was not a great experience for him though the planes certainly served their intended purpose. Both ANA and JAL have replaced their 747-400Ds with 777s.

Modelwise my local club recently had a speed build contest. We were limited to use only Hasegawa's range of Egg Plane kits and were given 90 minutes to build, paint and decal the models. It

just happened that one of the models was an ANA 747-400D. I picked the 747, started brush painting with flat paint, and glued the parts together. With about a minute to spare I applied the tail and fuselage decals onto one side. This contest was my first speed build. My model placed second and it was affectionately referred to as “Annie” by the judges. Later on at home I continued work on the model to “finish” it. I found the egg planes cute and bought a few more so I had a spare set of decals. I did a fair amount of

touch up painting and glossed up the flat paint with Future. Just as with my other jet models, I painted the jet exhausts, fans, and intakes with different metallic colors. I re-did all of the decals. Oddly enough I found that the first decal refused to move once I applied it to the model. I fixed this problem by applying each decal onto a drop of Future which allowed me to move it into place before the Future dried. Look for my ANA egg plane next year at Atlanta Airliners International. Likely it will go into the Flights of Fancy category. Technically speaking though, it could go into the small scale jet category as the model is in the markings of an airliner that flew in actual service. The plastic dimensions are quite a ways off but rules are rules.....

Building an Egg Plane was a nice change for me. The fun level was really high and being time limited prevented me from getting stressed about glue, paint, and decal issues/troubles. The project was all fun and full speed ahead. I also learned quite a bit about the 747-400D aircraft. The 747-400D is a definite niche type that filled a specific need for a high capacity short range aircraft for the Japanese airlines.



Hasegawa Egg Plane



Hasegawa Egg Plane



Doyusha United 747, Doyusha Pokemon 747-400D, Kitech Wunala Dreaming, and Hasegawa Egg Plane.



Hasegawa Egg Plane Box art



Hasegawa Egg Plane instructions and decals

Dining Service

The Boeing 747

By Dick Wallin • rwallin@aol.com

When the Boeing 747 entered service, several of the original operators of the aircraft produced special glassware to celebrate the Queen of the Skies. Enjoy the following examples.

Figure 1:

Although it's hard to tell with the overpowering Northwest meatball logo, this glass does picture and commemorate their 747-400 inaugural flights.

Figure 2:

This rocks glass of Pan Am says it all!

Figure 3:

This attractive wine glass salutes TWA's 747 Inaugural flight New York to Paris. The swirl and TWA logo are in red, with the printing in gold.

Figure 4:

TWA issued this set of 4 cocktail glasses as a sales promotion item – Ford Trimotor, DC-3, Constellation and 747. I'd say those are the four most significant pieces of machinery in TWA's history-agreed?



Figure 1



Figure 2



Figure 3



Figure 4

Airline Mini Models

The Boeing 747

By George Shannon • Geraho@aol.com

We are going to look at the last of the little model airplanes issued by an airline. Air Canada was one of the last carriers to issue these aircraft. The other airline was Alaska Airlines with a Boeing 727 that we will feature in the next issue of the Log.

Air Canada started with the DC-9 in gray hard plastic then they issued a red, white and blue DC-9 in vinyl plastic. The DC-9 is 2-5/16" long with a wingspan of 2".

Next came a series of smaller scale planes in vinyl plastic. All the models are the same size 2-3/16" in length and have a wingspan of 2-1/8" no matter the type of aircraft. Air Canada issued a Boeing 747 in red, white and blue, followed by a L-1011 in red, white

and two shades of blue, and finally a DC-8 in red, white and blue colors. Pictured in the article are all the planes except a white and blue B 747.

This is all for now. Coming up we will be looking at Douglas DC-8's and various Boeing aircraft including the 727.

Until next time, Happy Collecting, George



Flying Stamps

The Boeing 747

By Jim Edwards •

There's no shortage of postal stamps featuring the iconic Boeing 747 from around the world. Many countries showcased their flag carrier's Boeing 747 aircraft out of sense of national pride in the world's airline industry.

Colombia was extremely proud of Avianca's new Boeing 747 aircraft as shown in this postal issue from 1976.



VIASA's 25th anniversary was observed by this Venezuela issue from 1986 with postal stamps showing the flag carrier's Boeing 747 as well as the Douglas DC-8, DC-9 and DC-10 aircraft.



A recent issue from 2014 shows Iraqi Airways former Boeing 747 aircraft. Other stamps showed the Boeing 737-700 and Boeing 737-800. The stamps were issued by Iraq to commemorate the 70th anniversary of ICAO.



Singapore Airlines was one of Boeing's largest 747 customers over the years. This issue from 2003 honored civil aviation in Singapore. This stamp shows the Boeing 747-400 freighter; another issue also exists with the passenger version of the Boeing 747-400.



This Thai International's Boeing 747-400 color scheme was unique and fondly known as the 'Royal Barge'. Thailand issued this postal stamp on the 50th anniversary of Thai International in 2010.

Pakistan issued this postal stamp in 1980 upon Pakistan International Airlines' 25th anniversary. The stamp also shows the Douglas DC-3.



This Air Pacific Boeing 747 is flying over the island of Viti Levu on this postal issue from 1995 upon Fiji's 20th anniversary of independence.



The African nation of Angola issued this stamp in 1998 featuring TAAG Angola's Boeing 747-300 aircraft. Another issue featured the carrier's Boeing 737-200 aircraft.

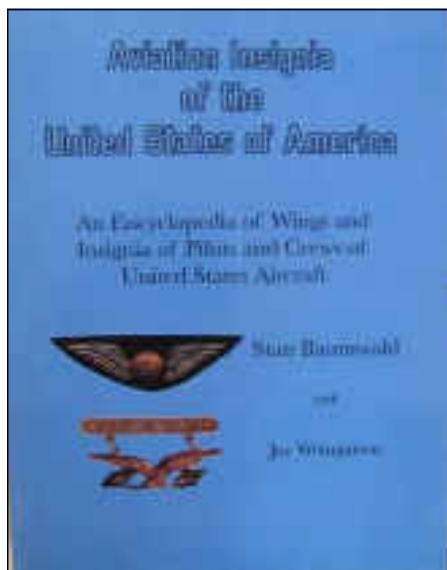
Cameroon was another African nation where the flag carrier was proud to fly the Boeing 747. This issue from 1984 shows Cameroon Airlines' Boeing 747.



The 20th anniversary of service by Air Gabon was commemorated with this Gabon issue from 1997 and the carrier's Boeing 747 aircraft.



We're aware of other countries issuing postal stamps with Boeing 747 aircraft – Djibouti, Switzerland, Iran, Mauritius, Uruguay, Solomon Islands, Bahamas, Hong Kong, Antigua-Barbuda, India, Malaysia, Union of Comores, Hungary, and Syria.



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UPCOMING AIRLINE COLLECTIBLE SHOWS!!

The World Airline Historical Society is not responsible for the accuracy of the following show listings.

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 WorldAirSociety@aol.com or to WAHS headquarters.

LONG BEACH / LOS ANGELES AIRLINER EXPO • Saturday, January 24, 2015

The Los Angeles Airliner Expo has moved to Long Beach!

Long Beach, CA. Holiday Inn-Long Beach Airport, 2640 Lakewood Blvd., Long Beach CA 90815. Show Hours: 9:00am until 3:00pm. For special hotel rates, call the Holiday Inn at +1.562.597.4401 and mention the LAX Airliner Expo Rate. Free shuttle to/from LGB. Free parking at the hotel. For additional information, contact Dave Cherkis +1.702.360.3615 or Marshall Pumphrey +1.562.987.1904. <http://www.laxairlinerexpo.com>.

HONOLULU ALOHA AIRLINE COLLECTIBLE SHOW • Saturday and Sunday, March 7 & 8, 2015

Honolulu, HI. Sheraton Waikiki Beach Hotel, 2255 Kalakaua Avenue, Honolulu, HI 96815. For more information, contact Scott Merrell, email: scott.merrell@hughesairwest.com, or phone: 206.860.1903 (West Coast USA time zone).

SAN FRANCISCO AIRLINE COLLECTIBLE SHOW • Saturday, March 7, 2015

SFO Grosvenor Best Western SFO airport, Mike Chew Box 25494, San Mateo, CA 94402 or Tom Vance (408) 504-8345. Show hours: 9am until 3pm. SFOairlineshow@juno.com; www.SFOairlineshow.com

FIRST ANNUAL EAST CHINA AIRLINE COLLECTIBLES SHOW • Saturday and Sunday, March 28 & 29, 2015

Shanghai International Airport Hotel - Hongqiao Airport (SHA), First Floor, Banquet Room, Shanghai, People's Republic of China. Show Hours: 9am until 4:30pm daily. To book tables or reserve a hotel room at the special show rate, please email Andrew Klein at eastchinaairliners@163.com.

TORONTO AVIATION & AIRLINE COLLECTIBLES SHOW • Sunday, April 12, 2015

Hilton Garden Inn, 3311 Caroga Avenue, Mississauga, Ontario. It is less than 15 minutes from YYZ. For more show information, including table availability, please contact Steve Emmins via email at aitor@sympatico.ca.

CHICAGOLAND AIRLINE COLLECTIBLE SHOW • Saturday, April 18, 2015

Holiday Inn-Elk Grove Village, 1000 Busse Road. Show hours: 9am until 3pm. Free shuttle to/from O'Hare Airport. Admission: \$5, children under 12 free. For more information, please call Steve Mazanek (773) 909-5623. Call the Holiday Inn at (847) 437-6010 for special show rates.

DALLAS AIRLINE COLLECTIBLE SHOW • Saturday, May 9, 2015

Hilton Garden Inn, DFW Airport/South, 2001 Valley View Lane, Irving, TX 75061. Contact Duane Young for more information via email at jetduane@att.net or by calling (504) 458-7106.

AIRLINERS INTERNATIONAL 2015 ATLANTA • Thursday, Friday and Saturday, June 18-20, 2015

Delta Flight Museum, Atlanta Hartsfield-Jackson International Airport, Atlanta, GA. Special show hotel rates available at the Renaissance Concourse Atlanta Airport Hotel for \$84/night. For full information, please see our website www.AI2015ATL.com or via email at registration@ai2015atl.com. Airliners International 2015 ATL LLC, P.O. Box 747, Ocoee FL 34761. Registration questions? Bill Demarest @ +1.407.496-9668.

CLEVELAND AIRLINE COLLECTIBLE SHOW • Saturday, August 22, 2015

Sheraton Cleveland-Hopkins Airport Hotel (site of AI 2013). 5300 Riverside Drive. Cleveland, Ohio 44135. Show hours: 9am until 3pm. For additional information, please contact: Bob Palermo. Phone: 216-551-4549, Email: rpalermo@msn.com.

TORONTO AVIATION & AIRLINE COLLECTIBLES SHOW • Sunday, October 4, 2015

Hilton Garden Inn, 3311 Caroga Avenue, Mississauga, Ontario. It is less than 15 minutes from YYZ. For more show information, including table availability, please contact Steve Emmins via email at aitor@sympatico.ca.

MINNEAPOLIS AIRLINE SHOW SALE & GET TOGETHER • Saturday, October 10, 2015

Best Western Plus Hotel, 1901 Killebrew Drive, Bloomington, Mn, Phone: 952-854-8200. For more information, please contact Bill Rosenbloom, 612-386-5080 or via email at bill@airlineposters.com.

24th ANNUAL HOUSTON AIRLINE COLLECTIBLES SHOW • Saturday, October 17, 2015

1940 Air Terminal Museum @ Houston Hobby Airport (8325 Travelair Street, Houston TX 77061). Show Hours: 9am until 3pm. Ramp tours. For more information, please contact Duane Young, jetduane@att.net or phone +1 (504) 458- 7106.

Thank you for your continued support of our hobby and WAHS/AIA by attending these shows!

Lufthansa Boeing 747-8 "Mecklenburg-Vorpommern", D-ABYD, MSN 37829, at Chicago-O'Hare, 2013.
Photograph by Jeff Magnet.



Braniff International Boeing 747SP-27, N604BN, MSN 21786, at Miami, June 23, 1980.
Photograph courtesy of Bruce Drum / AirlinersGallery.com.



TWA Trans World Airlines Boeing 747-131, N53111, MSN 19677, at JFK, May 18, 1971.
Photograph courtesy of Bruce Drum / AirlinersGallery.com.



American Airlines Boeing 747-121, N740PA, MSN 19647, at JFK.
Photograph courtesy of Bruce Drum / AirlinersGallery.com.

