



# *The Captain's Log*

The Journal of the Airliners International Association

***Fall 2010 - Issue 35-2***



*United Air Lines Douglas DC-3 (Evergreen) N16070 December 1997 over Arizona  
Photograph by Bob Shane via Air 72 Photography*

## ***Douglas DC-3 - 75th Anniversary***

**Memories of  
Airliners  
International  
2010 NYC**



**Feature Article!  
Timetables!  
Dinnerware!  
Postcards!  
Wings!  
And More!**



*AI 2010 - Photography Contest - First Place, Ground by Wally Wilson, Alexandria, Virginia.*

*AI 2010 - Photography Contest - First Place, Air by Mike Costa, Colonia, New Jersey*



# Flight Manifest

From The Flight Deck .....	3
Memories of AI 2010 NYC.....	4
The Douglas DC-3 75th Anniversary at 2010 EAA	
<i>Jim “JET” Thompson</i> .....	10
Playing Cards <i>Fred Chan</i> .....	15
Flying Stamps <i>Jim Edwards</i> .....	17
Timetables <i>David Keller</i> .....	18
Air Etiquettes <i>Arthur M. Groten, M.D.</i> .....	26
Label Time <i>Daniel Kusrow</i> .....	28
What Is It? <i>Ken Taylor</i> .....	29
Dining Service <i>Dick Wallin</i> .....	31
Wings! Badges! <i>Charles F. Dolan</i> .....	32
Postcard Corner <i>Marvin G. Goldman</i> .....	35
Aircraft Modeling <i>Ken Miller</i> .....	42
Safety Cards <i>Fons Schaefers</i> .....	44
Flight Exchange .....	51
Upcoming Airline Collectible Shows .....	52



*American Airlines DC-3 N1734 at the 2010 EAA Oshkosh Fly-In with an American 737-800 in the background.  
Photograph by Charlie Pyles via Air Pix Aviation Photos.*

# WORLD AIRLINE HISTORICAL SOCIETY, INC.

## *dba Airlines International Association*

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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 Airlines 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 30<sup>th</sup>. 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.

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# From The Flight Deck

## ***Welcome Aboard!***

For those of you who have not heard, Airliners International 2011 will be held in Portland, Oregon. Wow, back to the Pacific Northwest and the myriad of aviation attractions to feed our passions! Airliners International Convention Headquarters will be the Red Lion Hotel on the Columbia River – Jantzen Beach. Our show chairman, Mr. Jay Prall, has assured me that this first class facility will surpass all our needs. He also said, with a little grin, that the hotel lies right in the arrival/departure flight path of the longest runway at PDX (11000 Ft.) Runway 10L-28R. The convention website will have much more information regarding the convention and local attractions, and will be active within 90 days. In the meantime, if you have questions that cannot wait, just fire off an email to Jay at jayeprrall@msn.com. I am so ready for our next AI, that I've already made my hotel reservation.

If you missed Airliners International 2010 in Newark this past August, you denied yourself a fabulous time in the Greater New York Area. Our convention hotel, the Robert Treat Hotel, has in the past hosted four US Presidents, and now our event can be added to their historic ledger. I cannot congratulate Jeff Matera and his team enough for such a problem-free convention. The Society is forever grateful for all of their hard work. I think the highlight of Airliners International 2010 was by far, the participation and promotion of our event by Mr. Robert Hager of NBC News. He was responsible for the finest and most comprehensive media coverage the Society has ever received. I have received phone calls and messages from literally all over the world from members, friends, associates and relatives who saw the live coverage. In heartfelt gratitude to Mr. Hager, I have granted him our first "Honorary Lifetime Membership" to the World Airline Historical Society, d.b.a. Airliners International Association. We are proud and honored to have him on board.

I am very pleased to announce that the sales at this year's convention from the donations of Mr. Don Joyce and Mr. J. Fretwell have exceeded \$1900.00. We still have 3 or 4 small boxes of these collections, and will have it available to the membership in Portland next year for purchase. I ask that each of you help us to educate others that all donations to the Society are tax deductible and we are able to furnish all donors with an I. R. S. recognized letter of donation for tax purposes.

We still have a number of members who have not renewed their membership. Please do so today as membership dues are what fund our non-profit organization. I am very excited about our future. Once again we are attracting new members. We have now received national, as well as foreign media exposure. We also have convention committees exploring the feasibility of having future annual conventions in MEM, SFO, TPA and yes even Frankfurt, Germany. Airliners International Association is starting to stand out and shine. Each of us has within us the power to make it even better. The future looks bright indeed!

## ***Duane L. Young***

Duane Young, President., President@WAHSONline.com,  
P.O. Box 101, Covington, LA 70434

### ***Editor's Message -***

We're pleased to welcome Arthur Groten, M.D. as one of our new feature editors. He'll be contributing "Air Etiquettes" (air mail labels) from his collection on a regular basis. This is yet another fascinating historical and collectible aspect of the airline industry that we can bring to you via *The Captain's Log*. I would also like to take this opportunity to thank Marvin M. Goldman for his time and expertise with helping me edit each and every issue.

### ***Bill Demarest***



### ***Flying Ahead....With The Log***

Issue 35-3 ~ Flying Down To Rio -  
Brazil's Airline History

Issue 35-4 ~ The Pacific Northwest's Airline Heritage

Issue 36-1 ~ The Boeing 737

Issue 36-2 ~ Before the Fall, the Airlines  
of Eastern Europe

# Memories of Airliners International 2010 New York City

Photographs by Marvin G. Goldman and Marilyn Goldman unless otherwise noted.



The AI 2010 Planning Committee. From Left to Right, Marvin G. Goldman, Shea Oakley, Phil Derner, Wally Wilson, Art Brett, and Jeff Matera. The other Committee member was Daniel Kusrow.



The Registration Desk with Jeff Matera and Marilyn Goldman in action.



WAHS Treasurer and AI 2011 Chairman Jay Prall, WAHS members Jim and Esther Striplin, and WAHS Board Member and AI 2010 Planning Committee member Shea Oakley. Photo taken at the Thursday night rooftop Bar-B-Q.



The trading room floor at the Robert Treat Hotel.



Guest Speaker Mr. Robert Hager. Photograph by Bill Demarest.



(L to R) Jack Greenbaum, Bruce Charkow, Armen Avakian and Kent Gillespie looking for postcards. Photograph by Bill Demarest.



## Memories of Airlines International 2010 New York City



Chris Slimmer proudly showing off this year's 'airline tie' and his assortment of paper airline memorabilia for sale. Photograph by Bill Demarest.



The Historical Flight Foundation / Atlantic Models tables with information on the restored Eastern Air Lines DC-7B. Photograph by Bill Demarest.



Thursday night Bar-B-Que on the roof of the Robert Treat Hotel. Photograph by Marvin G. Goldman.



AI 2010 Hosts Mr. and Mrs. Jeff Matera. Photograph by Bill Demarest.

## Airliners International 2010 NYC Postcard Contest Winners

### Airline – First Place

Allan Van Wickler, Charlottesville, VA  
*"Pan Am's Pipe Dream – Tomorrow's Flying Clippers,  
 The Convair 37"*

### Airline – Second Place

Paul Roza, Bayonne, New Jersey  
*"LOT Polish Airlines and its Russian-Built Aircraft"*

### Aircraft – First Place

Bill Demarest, Ocoee, Florida  
*"DC-8 Double Takes and Boeing 727 Short Timers"*

### Aircraft – Second Place

Jack Greenbaum, Sunnyvale, California  
*"United Boeing 247 – 1933-1937"*

### Aircraft – Third Place

Bill Baird, Aurora, Illinois  
*"DC-6s and DC-7s"*

### Airport – First Place

Al Canales, Irving, Texas  
*"EWR Is a Star"*

### Special Theme – First Place

Chris Slimmer, Lawrence, Kansas  
*"The Fly Girls – Rare Stewardess Postcards"*

### Special Theme – Second Place

John Danner, Edison, New Jersey  
*"Vintage Flight Crew"*

A special 'thank you' to Marvin G. Goldman for  
 coordinating this contest.



*The Postcard Contest Entries on display.*

## AI 2010 Live on MSNBC TV!

We were fortunate to have MSNBC and Robert Hager  
 broadcasting live from our trade show floor on Saturday.  
 You can see the video here:

<http://www.mefedia.com/news/32409909>

## Airliners International 2010 NYC Photography & Slide Contest Winners

### Photography - First Place, Ground

Wally Wilson, Alexandria, Virginia  
*"Two LAN Boeing 767-300s await their next flight at MIA"*

### Photography - Second Place, Ground

Darrell Gilstrap, Flowery Beach, Florida  
*"Aloha 727-200 'Funbird' pushing back from the gate at HNL"*

### Photography - Third Place, Ground

Stephen McIninch, Crozet, Virginia  
*"Getting Ready for a New Day"*

### Photography - First Place, Air

Mike Costa, Colonia, New Jersey  
*"MD-11 Landing at LAX"*

### Photography - Second Place, Air

Wally Wilson, Alexandria, Virginia  
*"BWI's Runway 33 with an AirTran B717 and Southwest 737"*

### Photography - Third Place, Air

Wally Wilson, Alexandria, Virginia  
*"American B737 Passing Over Gravelly Point, DCA"*

### Photography - First Place, Aerial

Darrell Gilstrap, Flowery Beach, Florida  
*"Diamond Head viewed from an Aloha B737-200"*

### Photography - Second Place, Aerial

Wally Wilson, Alexandria, Virginia  
*"Midwest B717 over Washington Dulles"*

### Slide Photography - Best of Show - Spirit of Flight

Keith Armes, McDonough, Georgia  
*"Eastern B757 at the gate in Miami"*

### Slide Photography - Second Place

Mike Costa, Colonia, New Jersey  
*"United B747-400 departing EWR"*

### Slide Photography - Third Place

Keith Armes, McDonough, Georgia  
*"It's Cold Outside! Peoplexpress B737 at MSP."*

A special "thank you" to Wally Wilson for coordinating this contest.



*Bill Baird's Postcard Entry - "DC-6s and DC-7s"*



## Airliners International 2010 NYC Model Contest Winners



*Caribbean Airlines B737-800 by Charles Howard*



*Flying Tigers DC-8-61 by Ken Miller*

### Small Jet (smaller than 1/144)

1. Caribbean Air 737-800 Charles Howard
2. Airbus A380 1/800 scale Ken Miller
3. US Air MD80 Charles Howard



*Continental Express F-27 by Andrew Stiffler*



*Continental 707-320B by Andrew Stiffler*

### Small Props

All entries by Andrew Stiffler

1. Continental Express F-27
2. Alaska Air Convair 440
3. United Express Embraer Bandeirante

### Medium Jets

1. Flying Tigers DC8-61 Ken Miller
2. New York Air 737-300 Andrew Stiffler
3. Continental West 737-300 Andrew Stiffler

### Large Props and Jets

1. Continental 707 Andrew Stiffler
2. Ford Trimotor Andrew Stiffler
3. Aurigny BN Islander Bill Abbott

### Flights of Fancy

All entries by Charles Howard.

1. US Air 757 winglets
2. Eastern 757 winglets
3. United 757 winglets

**Conversions.** Both entries by Charles Howard

1. Eastern DC9
2. Eastern 727-100

## Airliners International 2010 NYC Model Contest Winners



*US Air B757 with winglets by Charles Howard*



*Unsuccessful SST's by Ken Miller*



*Eastern DC-9 by Charles Howard*

### **Collections (Also picked for Judges Best of Show)**

1. Unsuccessful SST's Tu-144, Boeing 2707-200, Boeing 2707-300, TWA Moonliner, Orient Express. All models by Ken Miller.

### **Most Popular with 13 out of 58 votes**

Flying Tigers DC8-61 Ken Miller

*Special thanks to Ken Miller for organizing this year's event at Airliners International 2010.*



*Photography - 2nd Place - Air by Wally Wilson*



*Slide - 2nd Place - by Mike Costa*

# Airliners International 2010 – New York Trivia Contest (Saturday Banquet Event)

Presented by Jim “JET” Thompson and George W. Cearley, Jr.

Sponsored by Mike Chew and Jim “JET” Thompson

www.SFOAirlineShow.com email: SFOAirlineShow@juno.com

- 1) What was the original name of the airport now known as John F. Kennedy International (JFK)?  
a) New York International Airport b) Idlewild c) LaGuardia d) New York City Airport e) Floyd Bennett Field
- 2) The June 23, 1975 crash of Eastern Air Lines going into JFK due to windshear involved what type of aircraft?  
a) L-1011 b) DC-9-31 c) L-188 Electra d) DC-8-61 e) 727-225
- 3) Which airline operated the first domestic flight of a 747 on February 25, 1970 out of JFK?  
a) Eastern b) American c) TWA d) National e) Delta
- 4) Which of these served as the first passenger airport for New York City?  
a) Newark b) Roosevelt Field c) Floyd Bennett Field d) Columbia Yacht Club e) Port Washington
- 5) The first domestic Boeing 707 service was operated out of Idlewild Airport by which airline?  
a) American b) National c) TWA d) Northwest e) Flying Tigers
- 6) Which airline advertised service to all 5 New York City airports in the late 1960s?  
a) Mohawk b) American c) Northeast d) Eastern e) Air New England
- 7) New York Airways inaugurated service to a new, New York City location on April 27, 1964. Where was it?  
a) Battery Park b) Pan Am Building c) East 60<sup>th</sup> Street d) World's Fair e) Teterboro
- 8) Which airport served as New York City's second passenger airport?  
a) LaGuardia b) Roosevelt Field c) Floyd Bennett Field d) Newark e) Handley Field-New Brunswick, New Jersey
- 9) Which airline operated the first type of “Shuttle Service” out of New York?  
a) Ludington Airlines b) Eastern Air Transport c) Aeromarine Airways d) Atlantic Coast Airways e) New York Airways
- 10) Which airline advertised, “The airline that works for your business”?  
a) New York Air b) People Express c) jetBlue d) New York Helicopter e) Trump Shuttle

## Tie Breakers:

Per the 2008/2009 jp airline fleets international, how many active Airbus 319's were in the fleets of Frontier, United, US Airways, Northwest and Air Canada?

Per the 2008/2009 jp airline fleets international, how many active Boeing 737-300s were in the fleets of US Airways, Southwest, Continental, United, British Airways, and Lufthansa?

## ANSWERS:

- (A) New York International Airport. It was later changed to Idlewild.
- (E) Boeing 727-225
- (C) TWA Flight #100 JFK-LAX
- (D) Columbia Yacht Club which handled Aeromarine Airways Model 75 flying boats in the summer of 1921.
- (B) National Airlines to MIA on a Boeing 707 leased from Pan Am.
- (A) Mohawk Airlines which served LGA, JFK, EWR, ISP and HPN.
- (D) To the Port Authority building at the 1964/65 New York World's Fair.
- (E) Handley Field in New Brunswick, New Jersey which handled Colonial Air Transport.
- (A) Ludington Line which operated a Shuttle type of service between EWR-PHL-DCA.
- (A) New York Airways in 1983

Tie Breaker #1 – 267 F9=49, UA=70, US=93, NW=57, AC=-38

Tie Breaker #2 – 396 US=53, WN=194, CO=48, UA=63, BA=5, LH=33

## WINNERS:

First Place with 9 correct answers: Daniel Kusrow

Second Place with 8 correct answers: Joe Wolf

Third Place with 7 correct answers: Mike Adkins

The winners received models and books courtesy of Mike Chew and Jim “JET” Thompson.



# Douglas DC-3 Celebrates 75<sup>th</sup> Anniversary at 2010 EAA AirVenture Oshkosh

*Jim “JET” Thompson*

*JET1649@aol.com*



*TWA Douglas DC-2 NC13711. Photograph by Jim “JET” Thompson, Air Pix Aviation Photos*

One of the highlights of the 2010 EAA AirVenture Oshkosh was the gathering of DC-3's to celebrate the 75<sup>th</sup> Anniversary of the first flight on December 17, 1935. The word went out to plan on gathering at the Sterling/Rock Falls, Illinois airport (SQL) on Saturday, July 24, and Sunday the 25<sup>th</sup>. A mass arrival at Oshkosh was planned for Monday the 26<sup>th</sup>, the opening day of the Fly-in/Air Show, in the afternoon. This would be the largest gathering of DC-3's since the 50<sup>th</sup> Anniversary events of 1985. Response was fast and positive with aircraft coming from all over North America.

The celebration would include both DC-3's and C-47 models. A number of Air Museums throughout North America began to prep their aircraft for the trip to "The World's Busiest Airport for One Week". A special visitor to the events was 1988 Airliners International Banquet Speaker, retired United Airlines Capt. Clay Lacy. Lacy wanted to let the world see the DC-2 N1934D/NC13711 that his company recently restored in TWA livery. The aircraft is owned by the Museum of Flight in Seattle, Washington. This is one of only 2 flyable DC-2's in the world. It was also one of the rare times to get to see the aircraft actually flying.

As the weekend progressed the number of DC-3's and lone DC-2 began to increase at SQL. On Sunday night though, there appeared to be some sort of fly in the oint-

ment as far as having a mass arrival at OSH. Sources said that the EAA wanted to be in complete charge of the event whereas the group in Sterling/Rock Falls had other ideas. Then word was put out that there would be no mass arrival on Monday. The aircraft would just arrive one by one with no special ceremony. Needless to say this disappointed not only the AirVenture attendees but also the DC-3 group who had been planning on this now for a while. Apparently there was a lot of discussion amongst the DC-3 crews about the OSH arrival on Monday. The majority of the group decided they would take off and form up and have their own mass arrival whether EAA liked it or not.

Finally word came to this reporter and our Air Pix Aviation Photos crew from fellow WAHS member Fred Erdman who was at SQL, that Clay Lacy and the DC-2 were fired up and heading for the runway along with a couple of DC-3's. Lacy would lead the group of DC-3's into OSH, at least that was the plan. The rest of the DC-3's fired up and took to the skies, Oshkosh bound. That was when they contacted OSH Air Traffic Control to let them know they were on their way. The tower said "DC-3 Lead, you are cleared to land on Runway 18 Right"; the response was, "Roger, and 23 more right behind me." Needless to say this threw a monkey wrench into EAA's plans of no mass arrival.



*ERA Classic Airlines DC-3*



*US Air Force C-47 476716*

## *DC-3 Heaven!*

*All Photographs By Jim "JET" Thompson, Aix Pix Aviation Photos*



*FAA DC-3 N34*



*Cavanaugh Flight Museum DC-3 N33VW*



*Ohio University DC-3 N7AP*



*The Three Amigos  
(Left to Right) Charlie Pyles, Bob Trader, and Jim "JET" Thompson*

At first, permission to arrive in a mass group was denied but the closer they got the more things began to change to accommodate the group. Lacy was given permission to land upon arrival along with one other DC-3. The rest of the group were put into a holding pattern until they could be worked into the afternoon Showcase schedule for their arrival. Finally after a one hour flight to OSH and then another hour or so in the holding area the DC-3's were allowed to make their mass fly-by. Let me tell you it was an incredible sight to behold. A wave of about 20 DC-3's flying across the Air Show audience had everyone spell-bound. I'd never seen that many DC-3's flying in formation; this was truly a sight to behold.

They circled around and began the mass landing, one at a time. One by one each DC-3 landed and rolled out in front of the Air Show crowd. It was a sight not to be forgotten by anyone who was there. Cameras clicked at a rapid pace to catch each and every DC-3 in the group. I hadn't seen that many DC-3's in airline livery all at the same place in well over 40 years. This was a step back in time for all of us.

In addition to the TWA DC-2 there were DC-3's in airline livery of Eastern, Western, American, ERA, Piedmont and Buffalo Airways. Also, DC-3 were represented by the FAA, Otis Spunkmeyer Air, as well as several in Army Air Corps livery including one with D-Day invasion stripes, "Tico Belle". There were a number of other DC-3's that had arrived at OSH ahead of the mass arrival, among them one in Douglas Corporate livery that gave rides at Al 2000 Phoenix.

Ron Alexander had his *Candler Field Express* DC-3 present. It had been providing rides for us at Al 1994 Atlanta but was then titled *Alexander Aeroplane*. Classic Express had their DC-3 on the field along with Ohio University. The Eastern Airlines DC-3 N18121 was there as the High Time DC-3 with the most time in the air — 91,400 hours. It had acquired that distinction on Aug. 27th 1981 when it was owned and operated by Provincetown-Boston Airlines as N136PB. Today it is owned by Blue Skies LLC in Vancouver, Washington. Company owners Neil Rose and Bob Irvine saved it after PBA had shut down and the aircraft had been briefly operated by Eastern Express.

Steve Hiller of the Hiller Aviation Museum in San Carlos, California brought his N97H to the show. This had been a sister ship to N41HQ, when both were owned by the Otis Spunkmeyer Cookie Company in the San Francisco bay area. N97H had also flown rides for many attending the first local WAHS show in Columbus, Ohio held at the former Ohio History of Flight Museum when it was operated as "Sentimental Journeys" out of Bluefield, West Virginia.

One of the more unique aircraft attending the Fly-In was the AC-47 Gunship "Spooky" that flew in from the American Flight Museum in Topeka, Kansas. This is a one-plane museum. Museum President Robert Rice chose to restore the aircraft to the 1960's Vietnam era configuration.

Probably the most amazing of the aircraft at the show was N74589 from Covington, Georgia. This aircraft had been dragged out of the weeds, rebuilt, had engines installed and was certified to fly in an astounding time frame of just seven weeks! It turned out to be the most up to date certificated DC-3 in Oshkosh. Clive Edwards of Welling, Kent in England, along with British Midland International Airlines pilot John Dodd, had found the aircraft at the Covington Airport (9A1) last April. Together they decided it could be rebuilt but would probably take a minimum of four months. An anonymous aircraft collector agreed to finance the project. Problems then arose over ownership that delayed the final purchase. When it was all completed they had just eight weeks to go before the beginning of AirVenture 2010.

Wings had to be removed, fuel tanks taken out and much more—all with no hangar, no equipment and only a few volunteer helpers. Gordon Gray left England for the first time in his life to work on the project along with John Dodd and Liz Higgins. A distress message was sent to Dave Cockburn—"Send Help!" Cockburn was there in a flash and helped complete the project. The Saturday before AirVenture began, N74589 made her first flight and one engine failed during the flight. Thankfully the owner was anxious to see the plane at Oshkosh and amazingly, just 4 hours after the engine failure, they had a new engine sitting on the ramp waiting to be installed. 40 hours after the failure, they had the new engine ready to fly. A quick test flight was made, with a quick walk around afterwards and off they flew to Oshkosh.

They missed being in the mass arrival on Monday but arrived on Wednesday to the welcome of thousands of DC-3 enthusiasts from all over the world. She is truly the Cinderella of the Ball. In her early history she was built in 1942 and served with the 8<sup>th</sup> Army Air Force in England. She flew at D-Day and was part of the Normandy invasion. Her last gig was flying as a cargo plane before being left abandoned at Covington Municipal Airport where she had been flown for some maintenance work.

*Information for this article was supplied by: AIRVENTURE TODAY, AirVenture Souvenir Program. Information was gathered by Jim "JET" Thompson, Janice and Neal Thomas, Jim Rousseau, Charlie Pyles, Bob Trader, and Fred Erdman. Photos contributed by: Jim "JET" Thompson, Charlie Pyles, Janice & Neal Thomas and Jim Rousseau.*



"Duggy" DC-3 N1XP





*American DC-3 N17334.  
Photographs by Charlie Pyles, Aix Pix Aviation Photos  
Legend Airways DC-3 N25641.*





*Douglas DC-3 N341A. Photograph by Charlie Pyles, Air Pix Aviation Photos.  
Douglas DC-3 N74589. Photograph by Jim "JET" Thompson, Air Pix Aviation Photos.*



*Eastern DC-3 N18121. Photograph by Charlie Pyles.*

*Air Pix Aviation Photos*

*Candler Field Express DC-3 N28AA. Photograph by Jim "JET" Thompson.*



## ***New WAHS Members!***

Please welcome the following new members:

John Miller, Florida  
Randy Wright, California  
Elliot Gorlin, Nevada  
Jonathan Johnson, Connecticut  
Ayal Kashrini, New Jersey  
Craig Ochs, Wisconsin  
Ignacio Berkel, Aruba  
Stephen Peck, Canada  
David Weil, Switzerland  
Atul Joshi, New York  
Sergio Ozenda, Italy  
Kjell Granlund, Norway  
Andrew Zielieke, Wisconsin

***We're happy to have you with us!***



# Playing Cards

By Fred Chan

*topflite@olympus.net*

Few DC-3 playing cards have been issued mainly because there were only a small number of airlines in operation when the aircraft was introduced 75 years ago. Also, it was because only the larger carriers could afford to issue cards for marketing purposes or had long enough route segments to offer them for in-flight entertainment.

The two earliest issues were from Eastern Air Lines (Figure 1) and from United Air Lines (Figure 2). The EAL card shows the logo it used in the 1930s and although the livery in the UAL card is not easily discernible, my guess is that it was also issued in the 1930s.

United also issued two other DC-3 designs (Figures 3 & 4). Although only faintly visible, the United “shield” appearing on these cards seems to be the version in use in the 1950s. This would be somewhat unusual because United was already operating more advanced aircraft by that time.

Australian National Airways also issued a DC-3 card (Figure 5), probably in the late 1940s when it was the largest domestic carrier in Australia and before its merger with Ansett Airways in 1957.

The DC-3 was the top-of-the line aircraft at the old Frontier Airlines in the late 1950s and early 1960s. This was probably when its DC-3 playing cards (Figure 6) were produced.

More recently, in 1972, TWA produced a DC-3 deck (Figure 7) as part of a 16-deck series commemorating all the aircraft it had flown up to that time.

Needless to say, all these DC-3 cards (except the TWA deck) are extremely difficult to find and are priceless when they do surface occasionally.



Figure 2



Figure 3



Figure 4



Figure 1



Figure 5





Figure 6



Figure 7



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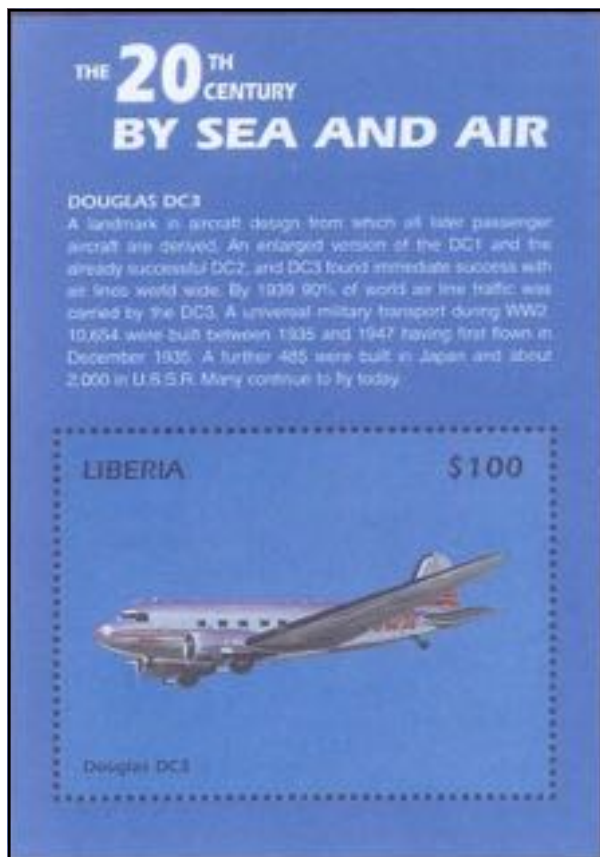
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# Flying Stamps

By Jim Edwards

## The Douglas DC-3

No one aircraft has defined the world's commercial airline industry as the Douglas DC-3. Here are a few postal stamps with the "The Gooney Bird" for your review.



This "20th Century by Sea and Air" souvenir sheet was issued in 2000 by Liberia with a TWA DC-3.



This 1999 issue from Ireland was part of a set of stamps honoring Commercial Aviation. An Aer Lingus DC-3 is depicted here.



The Pacific island nation of Fiji issued this stamp in 1991 to celebrate the 40th anniversary of Air Pacific.



This Faroe Islands issue from 1984 was issued in a booklet honoring the aircraft serving the Faroes.



This American Airlines DC-3 stamp was issued in Berlin, Germany in 1979.



The Solomon Islands celebrated the 50th anniversary of the first flight to the islands in 1976 with this issue featuring a Qantas DC-3.



This 1998 issue from Saint-Pierre & Miquelon commemorates 40 years of DC-3 service. An Air Saint-Pierre DC-3 is featured here.



The United States issued this stamp in 1997 as part of a series of "Classic American Aircraft". A Western Air Lines DC-3 is shown on this stamp.



The Caribbean island nation of St. Vincent issued this stamp in 1970 to honor 20 years of air service. A BWIA DC-3 is shown here.

# Timetables

By David Keller

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## *The DC-3 Turns 75*

Looking back on the 75-year history of the DC-3 is difficult to do without the word “ubiquitous” (defined as “existing or being everywhere”) coming to mind. The type has served airlines, governments, corporations and various militaries in a seemingly limitless number of capacities. Finding any other aircraft that has had more influence on the history of aviation (particularly the airline industry) would be a tough task!

The DC-3's heritage began with a requirement from Transcontinental and Western Airlines (TWA) for an all-metal monoplane, which it needed to compete with United's Boeing 247's. The DC-1 was Douglas' answer to TWA's request, which, with some design improvements, went into production as the DC-2. American Airlines, which was seeking a replacement for its slow Condor sleeper planes, requested further improvements to the design and the DST (Douglas Sleeper Transport), or DC-3, was born.

The aircraft's initial flight was December 17, 1935, and American Airlines put the DC-3 into service on June 25, 1936 between Chicago and New York. American's timetable dated July 15, 1936 has several pages dedicated to the inauguration of “Flagship” service. This timetable also promotes the new Coast-to-Coast sleeper service that was to begin in August (but evidently didn't start until September 18). The timetable dated September 18 has a number of nice promotions for the trans-continental service, which was operated with either 3 or 4 stops.

DC-3's quickly became the mainstay of most US carriers, a number of which displayed the type on their covers. Chicago & Southern Air Lines' April 1, 1940 issue has a photo of the DC-3 and announces that the “New and Finer Fleet” was due to enter service on May 1 (replacing the carrier's Lockheed Electras). Canadian Colonial Airways (later renamed Colonial Airways), also displayed the Three prominently on the cover of their February 9, 1942 timetable.

Capital Airlines was another operator of the DC-3, and became the only operator of the Super DC-3 in 1950. Only 3 examples of the type were used and the June 1, 1951 timetable finds them on routes between Washington, D.C. and both Birmingham and Memphis (with numerous stops along the way).

Following the end of World War II, a number of surplus C-47's (the military equivalent of the DC-3) were available at



*Chicago & Southern Air Lines, April 1, 1940*

bargain prices. Around the same time, an entirely new class of airline was coming into being, the local service carrier. The coincidental timing resulted in these new airlines either beginning service with DC-3's, or re-equipping with them after only a few years. Southern Airways' inaugural timetable dated June 10, 1949 proudly declares that “All flights are operated with the famous Douglas DC-3”.

Another local service carrier, Wisconsin Central Airlines, began service in 1948 with Lockheed Electras. In 1951, the airline replaced its Electras with DC-3's, and the April 1, 1951 was the final issue to show the Electras in service, as the airline transitioned to an all-DC-3 fleet.



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## SLEEP OVERNIGHT

### COAST-TO-COAST IN NEW DOUGLAS ★ FLAGSHIP ★ SLEEPER PLANES

On September 18th, a truly "First-Class" air service will be inaugurated Coast-to-Coast overnight.

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- ① New **express** service . . . only 3 stops . . . no change of planes.
- ② Coast-to-Coast **overnight** . . . greater speed.
- ③ Largest, latest land transport planes . . . new Douglas Flagships, Top Speed 225 m.p.h.; Cruising Speed 190 m.p.h.
- ④ Pullman-Style night and day accommodations . . . No need to sleep in a chair . . . berths large as twin beds.
- ⑤ **Separate** dressing rooms for men and women . . . also separate toilets . . . 4 rooms, in all.
- ⑥ The Sky Room . . . world's first aerial Private Drawing Room . . . a 2-berth compartment with lavatory. (This room may be reserved in advance.)
- ⑦ Roomier, quieter cabins . . . smooth steady flight with automatic Gyro-Pilot Control.
- ⑧ Superb meal service at no charge . . . tables, silverware, real china . . . and a Flying Kitchen.
- ⑨ Stewardess Service, night and day . . . call buzzer at hand.
- ⑩ Air conditioning for comfort . . . at terminals as well as aloft.

**THE "MERCURY" NEW YORK - LOS ANGELES 3 STOPS: MEMPHIS—DALLAS—TUCSON (SEPTEMBER 18) (M) →**

**THE "SOUTHERNER" NEW YORK - LOS ANGELES 4 STOPS: MEMPHIS—FT. WORTH—EL PASO—PHOENIX**

**EASTBOUND: STOPS AT WASHINGTON—NO STOP AT EL PASO (OCTOBER 1) (S) →**

*American Airlines, September 18, 1936*

NEW YORK—LOS ANGELES SLEEPER SERVICE SOUTHERN TRANSCONTINENTAL									
WESTBOUND Read Down				✓ No Extra Charge for Sleeper Plane Service		EASTBOUND Read Up			
No. 1 Daily	The Southerner Daily	American Mercury Daily	No. 11 Daily	TABLE A Also see Table 1		No. 2 Daily	American Mercury Daily	The Southerner Daily	No. 12 Daily
	6:00pm	2:00pm	10:11am	Lv Boston	(ET) Ar		2:10pm	8:30pm	8:45pm
	ET, Oct. 1						ET, Oct. 1		
	8:45pm	5:15pm	12:35pm	Lv NEW YORK	" Ar		11:20am	4:50pm	7:45pm
			2:16pm	Lv WASHINGTON	" Ar			3:21pm	5:50pm
	2:21am	10:51pm	6:35pm	Lv MEMPHIS	(CT) Ar		4:42am	9:51am	12:03pm
4:00pm	x	1:51am	9:43pm	Lv DALLAS	" Lv	10:20pm	2:16am	9	8:05am
4:23pm	5:26am		10:01pm	Lv FT. WORTH	" Lv	10:02pm		7:13am	8:42am
6:47pm	7:44am			Ar EL PASO	(MT) Lv	5:08pm			
9:14pm		9:50am		Ar TUCSON	" Lv	2:47pm	8:22pm		
10:08pm	10:11am			Ar PHOENIX	" Lv	1:53pm		12:53am	
11:39pm	11:42am	7:51am		Ar LOS ANGELES	(PT) Lv	10:30am	4:30pm	9:30pm	
2:10am	2:20pm	11:00am		Ar San Francisco (PAA)	Lv	17:00am	2:00pm	6:00pm	
	3:00pm	10:00am		Ar San Diego (UAL) (S)	Lv			7:25pm	
Day Douglas	Sleeper Flagship	Sleeper Flagship	Day Douglas	Equipment		Day Douglas	Sleeper Flagship	Sleeper Flagship	Day Douglas

As newer aircraft became available from manufacturers or larger types found their way to the second-hand market, airlines phased out their DC-3 fleets. American Airlines removed their DC-3's from service in 1949 (largely replaced by Convair 240's), and the other trunks did the same over the next 10 years or so. The 60's saw the local carriers moving to turboprop and pure-jet equipment, which spelled the end of DC-3 service at this level as well. Some of the locals looked for different ways to utilize their DC-3's that were being forced aside by the larger types. In 1960, Mohawk Airlines repainted several of their Threes in a Gas Light Service scheme, with the interiors done in a gay-90's style. The Mohawk timetable dated November 14, 1960 shows the Gas Light service, which was initially for "Men Only".

By 1967, Ozark Air Lines was operating a fleet of DC-9's, FH227B's, F27's, Martin 404's and DC-3's. The DC-9's and the Fairchild's were the future for the airline, and the other types were being phased out. In the June 1, 1967 timetable, Ozark was operating cargo flights utilizing C-47's, which presumably were DC-3's that had been removed from passenger service. (All-cargo service was generally the domain of the trunk carriers, and the locals didn't often participate in that area.)

In the 1960's and beyond, hundreds of third-level ("commuter") carriers began taking flight. While the DC-3 did not dominate this segment of the industry as it had done with the trunks and locals, nonetheless, a sizeable number of them found work with these airlines. Air New England began operations in 1970, and the September 8, 1973 timetable has a full page ad for new DC-3 service from Boston.

Another commuter airline to utilize the DC-3 was Provincetown-Boston Airline, which operated the type for nearly 20 years. The carrier's fondness for the DC-3 was evident on the cover of its December 15, 1985 Northern System timetable, which has a notation about the aircraft's 50<sup>th</sup> anniversary, and depicts N136PB, a PBA ship that was reportedly the highest time aircraft in the world at that point.

Large numbers of DC-3's saw duty outside the United States. KLM had been a DC-2 operator, and was an early adopter of the DC-3. The KLM timetable dated April 4, 1937 promotes DC-3 service on the lengthy Amsterdam-Batavia route, although those schedules were not shown in this timetable (which shows European routes only).

Another European airline to utilize the Three was Swissair. In the timetable dated May 25, 1948, DC-3's were operating on a number of the airline's routes. Interestingly, an internet search indicates that Swissair's first 5 DC-3's (which went into service before the war) were actually assembled in the Netherlands by Fokker!

Olympic Airways kept the type in service longer than most major European airlines. The timetable dated July 1, 1969 finds DC-3's operating on a number of domestic routes.

On the African continent, Air Rhodesia operated a fleet primarily consisting of Viscounts, although DC-3's operated domestic services to several stations in the Southern part of the country, as illustrated in the timetable dated April 1, 1972.

Further north, Ethiopian Airlines operated an extensive domestic network, primarily with DC-3's and C-47's. (Why they bothered to distinguish between the two is anybody's guess!) In the April 1, 1977 timetable, the Three was serving dozens of destinations within Ethiopia.

Closer to home, Aeronaves de Mexico utilized DC-3's on its routes up and down the Pacific Coast. As a side note, it appears that most meal services were performed on the ground rather than in flight. Whether or not the passengers deplaned and reboarded as part of the meal service is not specified in the timetable.

While some DC-3's toiled in the hot climates of Africa and Latin America, others worked diligently on routes in arctic regions. The TransAir timetable dated April 30, 1967, finds DC-3's serving stations just south of the Arctic Circle. As these communities are not part of any road network, the air service was a vital link to the outside world.

It is truly amazing that 75 years after the type first flew (with the last examples rolling off the production line over 60 years ago), the DC-3 can still be seen in use around the world, not just in the form of restored aircraft on the air show circuit, but gainfully employed in various roles. Although DC-3 passenger service has virtually disappeared (an internet search reveals passenger flights may still operate in Canada and Latin America), the aircraft performs in numerous other capacities, such as aerial spraying, firefighting and freight hauling. No other aircraft of similar vintage can make such a claim! I highly suspect that multiple examples of this hardy aircraft will fly to Oshkosh to mark its 100<sup>th</sup> anniversary 25 years from now!

Between	Between	B. E. A.	Between	Between	Between	
SW 100	SW 101	DC 281	SW 102	SW 103	SW 111	
(1)	(2)	(3)	(4)	(5)	(6)	
DC-3 1/2	DC-3 1/2	DC-3 1/2	DC-3 1/2	DC-3 1/2	DC-3 1/2	
11.30	11.50	12.15	12.25	12.35	12.45	dep. London, Airway Terminal (1) 12.00 am
11.40	12.14	12.30	12.44	12.44	12.54	dep. London, Remondy Air Station (1) 12.00 am
12.33	12.40	12.57	13.08	13.08	13.14	dep. LONDON/Airport
13.30		14.17		14.40		dep. GENEVA/Coventry
			15.30			dep. BASLE/Mulhouse
			16.30			dep. Basel, Bundesbahnhof, West Wing
	16.18		16.28		16.36	dep. BASLE/Mulhouse
16.30		17.00		17.25		dep. ZURICH/Dubendorf
	17.10		18.28		18.36	dep. Geneva, St. Pierre, Coventry (1) 12.00 am
	18.10		18.28		18.36	dep. Zurich/Bundesbahnhof

Swissair, May 25, 1948



Canadian Colonial, February 9, 1942



Capital Airlines, June 1, 1951



Southern Airways, June 10, 1949

# Washington - Richmond - Norfolk - Raleigh/Durham - Knoxville - Chattanooga - Memphis

Effective June 1, 1951  
121 City Scheduling 1951

SEASIDE										AIRPORT										AIRPORT									
WASH	RIC	NOR	RAL	KNO	CHA	MEM	WASH	RIC	NOR	WASH	RIC	NOR	RAL	KNO	CHA	MEM	WASH	RIC	NOR	WASH	RIC	NOR	RAL	KNO	CHA	MEM	WASH	RIC	NOR
12.15	12.30	12.45	13.00	13.15	13.30	13.45	14.00	14.15	14.30	14.45	15.00	15.15	15.30	15.45	16.00	16.15	16.30	16.45	17.00	17.15	17.30	17.45	18.00	18.15	18.30	18.45	19.00	19.15	
19.15	19.30	19.45	20.00	20.15	20.30	20.45	21.00	21.15	21.30	21.45	22.00	22.15	22.30	22.45	23.00	23.15	23.30	23.45	24.00	24.15	24.30	24.45	25.00	25.15	25.30	25.45	26.00	26.15	
26.30	26.45	27.00	27.15	27.30	27.45	28.00	28.15	28.30	28.45	29.00	29.15	29.30	29.45	30.00	30.15	30.30	30.45	31.00	31.15	31.30	31.45	32.00	32.15	32.30	32.45	33.00	33.15	33.30	
33.45	34.00	34.15	34.30	34.45	35.00	35.15	35.30	35.45	36.00	36.15	36.30	36.45	37.00	37.15	37.30	37.45	38.00	38.15	38.30	38.45	39.00	39.15	39.30	39.45	40.00	40.15	40.30	40.45	
41.00	41.15	41.30	41.45	42.00	42.15	42.30	42.45	43.00	43.15	43.30	43.45	44.00	44.15	44.30	44.45	45.00	45.15	45.30	45.45	46.00	46.15	46.30	46.45	47.00	47.15	47.30	47.45	48.00	
48.15	48.30	48.45	49.00	49.15	49.30	49.45	50.00	50.15	50.30	50.45	51.00	51.15	51.30	51.45	52.00	52.15	52.30	52.45	53.00	53.15	53.30	53.45	54.00	54.15	54.30	54.45	55.00	55.15	
55.30	55.45	56.00	56.15	56.30	56.45	57.00	57.15	57.30	57.45	58.00	58.15	58.30	58.45	59.00	59.15	59.30	59.45	60.00	60.15	60.30	60.45	61.00	61.15	61.30	61.45	62.00	62.15	62.30	
62.45	63.00	63.15	63.30	63.45	64.00	64.15	64.30	64.45	65.00	65.15	65.30	65.45	66.00	66.15	66.30	66.45	67.00	67.15	67.30	67.45	68.00	68.15	68.30	68.45	69.00	69.15	69.30	69.45	
70.00	70.15	70.30	70.45	71.00	71.15	71.30	71.45	72.00	72.15	72.30	72.45	73.00	73.15	73.30	73.45	74.00	74.15	74.30	74.45	75.00	75.15	75.30	75.45	76.00	76.15	76.30	76.45	77.00	
77.15	77.30	77.45	78.00	78.15	78.30	78.45	79.00	79.15	79.30	79.45	80.00	80.15	80.30	80.45	81.00	81.15	81.30	81.45	82.00	82.15	82.30	82.45	83.00	83.15	83.30	83.45	84.00	84.15	
84.30	84.45	85.00	85.15	85.30	85.45	86.00	86.15	86.30	86.45	87.00	87.15	87.30	87.45	88.00	88.15	88.30	88.45	89.00	89.15	89.30	89.45	90.00	90.15	90.30	90.45	91.00	91.15	91.30	
91.45	92.00	92.15	92.30	92.45	93.00	93.15	93.30	93.45	94.00	94.15	94.30	94.45	95.00	95.15	95.30	95.45	96.00	96.15	96.30	96.45	97.00	97.15	97.30	97.45	98.00	98.15	98.30	98.45	
99.00	99.15	99.30	99.45	100.00	100.15	100.30	100.45	101.00	101.15	101.30	101.45	102.00	102.15	102.30	102.45	103.00	103.15	103.30	103.45	104.00	104.15	104.30	104.45	105.00	105.15	105.30	105.45	106.00	
106.15	106.30	106.45	107.00	107.15	107.30	107.45	108.00	108.15	108.30	108.45	109.00	109.15	109.30	109.45	110.00	110.15	110.30	110.45	111.00	111.15	111.30	111.45	112.00	112.15	112.30	112.45	113.00	113.15	
113.30	113.45	114.00	114.15	114.30	114.45	115.00	115.15	115.30	115.45	116.00	116.15	116.30	116.45	117.00	117.15	117.30	117.45	118.00	118.15	118.30	118.45	119.00	119.15	119.30	119.45	120.00	120.15	120.30	
120.45	121.00	121.15	121.30	121.45	122.00	122.15	122.30	122.45	123.00	123.15	123.30	123.45	124.00	124.15	124.30	124.45	125.00	125.15	125.30	125.45	126.00	126.15	126.30	126.45	127.00	127.15	127.30	127.45	
128.00	128.15	128.30	128.45	129.00	129.15	129.30	129.45	130.00	130.15	130.30	130.45	131.00	131.15	131.30	131.45	132.00	132.15	132.30	132.45	133.00	133.15	133.30	133.45	134.00	134.15	134.30	134.45	135.00	
135.15	135.30	135.45	136.00	136.15	136.30	136.45	137.00	137.15	137.30	137.45	138.00	138.15	138.30	138.45	139.00	139.15	139.30	139.45	140.00	140.15	140.30	140.45	141.00	141.15	141.30	141.45	142.00	142.15	
142.30	142.45	143.00	143.15	143.30	143.45	144.00	144.15	144.30	144.45	145.00	145.15	145.30	145.45	146.00	146.15	146.30	146.45	147.00	147.15	147.30	147.45	148.00	148.15	148.30	148.45	149.00	149.15	149.30	
149.45	150.00	150.15	150.30	150.45	151.00	151.15	151.30	151.45	152.00	152.15	152.30	152.45	153.00	153.15	153.30	153.45	154.00	154.15	154.30	154.45	155.00	155.15	155.30	155.45	156.00	156.15	156.30	156.45	
157.00	157.15	157.30	157.45	158.00	158.15	158.30	158.45	159.00	159.15	159.30	159.45	160.00	160.15	160.30	160.45	161.00	161.15	161.30	161.45	162.00	162.15	162.30	162.45	163.00	163.15	163.30	163.45	164.00	
164.15	164.30	164.45	165.00	165.15	165.30	165.45	166.00	166.15	166.30	166.45	167.00	167.15	167.30	167.45	168.00	168.15	168.30	168.45	169.00	169.15	169.30	169.45	170.00	170.15	170.30	170.45	171.00	171.15	
171.30	171.45	172.00	172.15	172.30	172.45	173.00	173.15	173.30	173.45	174.00	174.15	174.30	174.45	175.00	175.15	175.30	175.45	176.00	176.15	176.30	176.45	177.00	177.15	177.30	177.45	178.00	178.15	178.30	
178.45	179.00	179.15	179.30	179.45	180.00	180.15	180.30	180.45	181.00	181.15	181.30	181.45	182.00	182.15	182.30	182.45	183.00	183.15	183.30	183.45	184.00	184.15	184.30	184.45	185.00	185.15	185.30	185.45	
186.00	186.15	186.30	186.45	187.00	187.15	187.30	187.45	188.00	188.15	188.30	188.45	189.00	189.15	189.30	189.45	190.00	190.15	190.30	190.45	191.00	191.15	191.30	191.45	192.00	192.15	192.30	192.45	193.00	
193.15	193.30	193.45	194.00	194.15	194.30	194.45	195.00	195.15	195.30	195.45	196.00	196.15	196.30	196.45	197.00	197.15	197.30	197.45	198.00	198.15	198.30	198.45	199.00	199.15	199.30	199.45	200.00	200.15	
200.30	200.45	201.00	201.15	201.30	201.45	202.00	202.15	202.30	202.45	203.00	203.15	203.30	203.45	204.00	204.15	204.30	204.45	205.00	205.15	205.30	205.45	206.00	206.15	206.30	206.45	207.00	207.15	207.30	
207.45	208.00	208.15	208.30	208.45	209.00	209.15	209.30	209.45	210.00	210.15	210.30	210.45	211.00	211.15	211.30	211.45	212.00	212.15	212.30	212.45	213.00	213.15	213.30	213.45	214.00	214.15	214.30	214.45	
215.00	215.15	215.30	215.45	216.00	216.15	216.30	216.45	217.00	217.15	217.30	217.45	218.00	218.15	218.30	218.45	219.00	219.15	219.30	219.45	220.00	220.15	220.30	220.45	221.00	221.15	221.30	221.45	222.00	
222.15	222.30	222.45	223.00	223.15	223.30	223.45	224.00	224.15	224.30	224.45	225.00	225.15	225.30	225.45	226.00	226.15	226.30	226.45	227.00	227.15	227.30	227.45	228.00	228.15	228.30	228.45	229.00	229.15	
229.30	229.45	230.00	230.15	230.30	230.45	231.00	231.15	231.30	231.45	232.00	232.15	232.30	232.45	233.00	233.15	233.30	233.45	234.00	234.15	234.30	234.45	235.00	235.15	235.30	235.45	236.00	236.15	236.30	
236.45	237.00	237.15	237.30	237.45	238.00	238.15	238.30	238.45	239.00	239.15	239.30	239.45	240.00	240.15	240.30	240.45	241.00	241.15	241.30	241.45	242.00	242.15	242.30	242.45	243.00	243.15	243.30	243.45	
244.00	244.15	244.30	244.45	245.00	245.15	245.30	245.45	246.00	246.15	246.30	246.45	247.00	247.15	247.30	247.45	248.00	248.15	248.30	248.45	249.00	249.15	249.30	249.45	250.00	250.15	250.30	250.45	251.00	
251.15	251.30	251.45	252.00	252.15	252.30	252.45	253.00	253.15	253.30	253.45	254.00	254.15	254.30	254.45	255.00	255.15	255.30	255.45	256.00	256.15	256.30	256.45	257.00	257.15	257.30	257.45	258.00	258.15	
258.30	258.45	259.00	259.15	259.30	259.45	260.00	260.15	260.30	260.45	261.00	261.15	261.30	261.45	262.00	262.15	262.30	262.45	263.00	263.15	263.30	263.45	264.00	264.15	264.30	264.45	265.00	265.15	265.30	
265.45	266.00	266.15	266.30	266.45	267.00	267.15	267.30	267.45	268.00	268.15	268.30	268.45	269.00	269.15	269.30	269.45	270.00	270.15	270.30	270.45	271.00	271.15	271.30	271.45	272.00	272.15	272.30	272.45	
273.00	273.15	273.30	273.45	274.00	274.15	274.30	274.45	275.00	275.15	275.30	275.45	276.00	276.15	276.30	276.45	277.00	277.15	277.30	277.45	278.00	278.15	278.30	278.45	279.00	279.15	279.30	279.45	280.00	
280.15	280.30	280.45	281.00	281.15	281.30	281.45	282.00	282.1																					

Capital Airlines, June 1, 1951



**WISCONSIN  
CENTRAL**

**AIRLINES**

FLIGHT SCHEDULE

**NOW  
DeLuxe DC-3  
Airliners**



APRIL 1, 1951

*Wisconsin Central, April 1, 1951*

FLIGHT NUMBER		449	405	605	417	1891	1893	255
EQUIPMENT		✈	✈	✈	✈	✈	✈	✈
FREQUENCY		Ex. Sat	Daily	Sat. Only	Ex. Sat.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Daily
Flight From: A.M. / Arr. From: P.M.		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
LA BOSTON	LA	Multi-stop	Multi-stop	Multi-stop	Multi-stop	2:30	2:30	
LA Providence	LA							
LA Worcester	LA							
LA Springfield/Hartford	LA							
LA Keene	LA							
LA Glen Falls	LA							
Ar Albany	Ar					2:30	2:30	
LA NEW YORK	LA							
LA International Airport	LA	NON STOP	4:40	4:40	NON STOP	GAS LIGHT SERVICE	GAS LIGHT SERVICE	NON STOP
LA Newark Airport	LA							
LA White Plains	LA							
LA Poughkeepsie	LA							
LA Ogdensburg	LA							
LA Watertown	LA							
Ar Binghamton/Elmira	Ar							
LA Johnson City	LA							
Ar UTICA-ROSE	Ar					6:40	6:40	
LA UTICA-ROSE	LA					6:40	6:40	
Ar SYRACUSE	Ar	6:40				6:40	6:40	6:40
LA SYRACUSE	LA					6:40		
Ar Watertown	Ar							
Ar Ogdensburg	Ar							
Ar Elmira-Corning	Ar			8:00				
LA Elmira-Corning	LA			8:00				
Ar Shesha-Cortland	Ar			8:40				
LA Shesha-Cortland	LA							
Ar Rochester	Ar					7:40		
LA Rochester	LA					7:40		
Ar Oneida-Bradford	Ar							
Ar BUFFALO-NIAG. FALLS	Ar					7:40		
LA BUFFALO-NIAG. FALLS	LA							
LA Jamestown	LA					MON ONLY	MON ONLY	
Ar Erie	Ar							
Ar CLEVELAND	Ar							
Ar DETROIT	Ar							

*Mohawk Airlines, November 14, 1960*

ALL-CARGO FLIGHTS								
HEAD INCOME						HEAD OUT		
001	004	005		Flight Number		002	006	007
Cy Sa Mo	Cy Sa Mo	Cy Sa Mo		Frequency		Cy Sa Mo	Cy Sa Mo	Cy Sa Mo
1 30	4 30	5 30	(DPT)	Lv Chicago O'Hare--		Ax 1 30	2 30	3 30
" "	" "	" "	"	Lv Memphis		Ax 1 30	" "	" "
" "	" "	" "	"	Lv Birmingham		Ax 1 30	" "	" "
" "	" "	" "	"	Lv Peoria		Ax 1 30	" "	" "
" "	" "	" "	"	Lv Peoria		Ax 1 30	" "	" "
" "	" "	" "	"	Lv Springfield, Ill.		Ax 1 30	" "	" "
" "	" "	" "	"	Lv Evansville, Ind.		Ax 1 30	" "	" "
" "	" "	" "	"	Lv Omaha		Ax 1 30	" "	" "
" "	" "	" "	"	Lv Des Moines		Ax 1 30	" "	" "
" "	" "	" "	"	Lv Quincy-Memphis		Ax 1 30	" "	" "
" "	" "	" "	"	Lv Burlington		Ax 1 30	" "	" "
" "	" "	" "	"	Lv Burlington		Ax 1 30	" "	" "
" "	" "	" "	"	Lv Rockford		Ax 1 30	" "	" "
" "	" "	" "	"	Lv Rockford		Ax 1 30	" "	" "
" "	" "	" "	"	Lv Dubuque		Ax 1 30	" "	" "
" "	" "	" "	"	Lv Waterloo		Ax 1 30	" "	" "
" "	" "	" "	"	Lv Waterloo		Ax 1 30	" "	" "
" "	" "	" "	"	Lv Iowa City		Ax 1 30	" "	" "
" "	" "	" "	"	Lv Iowa City		Ax 1 30	" "	" "
" "	" "	" "	"	Lv Amesbury		Ax 1 30	" "	" "
" "	" "	" "	"	Lv Salisbury		Ax 1 30	" "	" "
" "	" "	" "	"	Lv Sterling-Hack Falls		Ax 1 30	" "	" "
" "	" "	" "	"	Lv Sterling-Hack Falls		Ax 1 30	" "	" "
" "	" "	" "	"	Lv Lehigh Valley		Ax 1 30	" "	" "
" "	" "	" "	"	Lv St. Louis		Ax 1 30	" "	" "
" "	" "	" "	"	Lv St. Louis		Ax 1 30	" "	" "
" "	" "	" "	"	Lv Marion-Marion		Ax 1 30	" "	" "
" "	" "	" "	"	Lv Marion-Marion		Ax 1 30	" "	" "
" "	" "	" "	"	Lv Paducah		Ax 1 30	" "	" "

## CARGO FLIGHTS



**OSZARK'S CARGO-GETTER WILL SWALLOW YOUR SHIPMENT IN ONE GULP!**

Osark's all-cargo plane can take your entire shipment in one gulp—and deliver it the same way. No more piece-by-piece deliveries. And you won't choke over the low Cargo-Getter rates either. Give us a call. We're hungry for business.

**FOR CARGO SERVICE PHONE:**

Bloomington 967-9436	Galesburg.....343-1130	Iowa City.....351-2118	Quincy/Hannibal.....335-3211
Burlington...752-5475	Marion.....942-3885	Marion.....980-5708	Rockford.....968-0485
Chicago...606-3823	Springfield, Ill. 544-3408	Paducah.....443-6238	St. Louis...426-2779
Decatur...428-4425	Sterling-Rock Falls.....626-2314	Peoria.....597-0162	Waterloo...734-5538
Dubuque...508-1471		Quad Cities, 762-8848	

*Ozark Air Lines, June 1, 1967*



# MEXICO - NOGALES Y MAZATLAN - LA PAZ

En vigor a partir del 16 de Junio de 1952.

Al Origen	De Destino	PUNTO DE VUELO		De Origen	Al Destino
7:00	6:00	S.	MEXICO	LI	8:45
	7:25	LI	TEPIC	S.	
	7:45	S.	TEPIC	LI	
8:25	8:48	LI	MAZATLAN	S.	14:25
9:45	9:05	S.	MAZATLAN	LI	15:58
10:30	9:58	LI	CULIACAN	S.	16:05
10:58	10:20	S.	CULIACAN	LI	17:45
	11:00	LI	GUASAVE	S.	2:05
	11:19	S.	GUASAVE	LI	1:36
11:30	11:31	LI	LOS MOCHIS	S.	1:35
12:05	11:48	S.	LOS MOCHIS	LI	1:20
12:48	12:15	LI	NAVOJOA	S.	2:37
13:10	12:33	S.	NAVOJOA	LI	3:24
13:32	13:17	LI	CD. OBREGON	S.	3:52
13:55	13:30	S.	CD. OBREGON	LI	4:47
	14:05	LI	GUAYMAS	S.	5:12
	14:25	S.	GUAYMAS	LI	6:52
14:40	15:02	LI	HERMOSILLO	S.	8:15
	15:20	S.	HERMOSILLO	LI	8:52
	16:25	LI	NOGALES	S.	9:20
Al Origen	De Destino	EQUILIBRIO DE VUELO		De Origen	Al Destino
9:38	9:10	S.	MAZATLAN	LI	15:30
10:00		LI	CULIACAN	S.	
10:20		S.	CULIACAN	LI	
11:20	10:50	LI	LA PAZ	S.	13:58

• Canada,  
• Desmayado

○ Canada.  
● Desembarco.



Aeronaves de Mexico, June 16, 1952

Timetable Blog: [airlinetimetableblog.blogspot.com](http://airlinetimetableblog.blogspot.com)

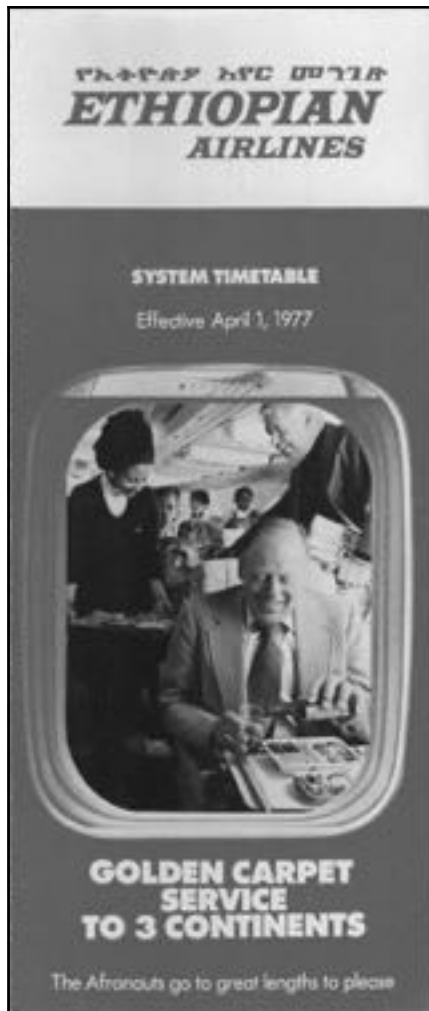
Athens - Alex/polis							
OA 594 (to) HS748  Daily	OA 594 (to) DC-3  Daily	OA 592 (to) DC-3  Mon, Wed, Sat, Sun.			OA 593 (to) DC-3  Mon, Wed, Sat, Sun.	OA 595 (to) DC-3  Daily	OA 595 (to) HS748  Daily
16.35 ?	16.35 ?	17.40 ?	d. ATHENS a.		21.55 ?	20.50 ?	19.55 ?
17.55	18.30	19.35	a. ALEX/POLIS d.		20.00	18.55	18.35

Olympic Airways, June 1, 1969





KLM, April 4, 1937



Ethiopian Airlines, April 1, 1977



TransAir Canada, April 30, 1967

Time from L.A.M.	FLIGHT NUMBER	230	240	250	262	344	CITY DESTINATIONS
	MONDAY	TUE	WED	THU	FRI	SAT	
	STAGE	Perth	Adm	West	Per	San	
13	ADDIS ABABA	iv	07:30	08:20		08:30	ADD
12	DEBRE MARCOS	ar		09:25	09:20		DBM
	DEBRE MARCOS	iv		09:25	09:35		
13	MOTA	ar		10:00	10:00		OTA
	MOTA	iv		10:00	10:20		
12	BAHAR DAR	ar	08:20	11:00		11:00	BD
	BAHAR DAR	iv	08:35	11:15		11:15	
13	GONDAR	ar	08:35	11:45		11:45	GDD
	GONDAR	iv	08:35	12:05		12:05	
14	LALIBELA*	ar	09:40				LJ
	LALIBELA	iv	09:25				
12	METEMA*	ar				12:25	ETE
	METEMA	iv					
13	HUMERA	ar		12:05		12:05	HUR
	HUMERA	iv		12:20	12:15	12:20	
12	MAKALE	ar	11:10				MDK
	MAKALE	iv	11:25				
13	AXUM	ar	11:35	14:05	14:10	14:15	AXU
	AXUM	iv	12:10	14:30	14:20	14:30	
13	ASMARA	ar	12:30	15:10	15:10		ASM

Ethiopian Airlines, April 1, 1977

NORTHWEST TERRITORIES SERVICE					
FLIGHT No. 137	FLIGHT No. 138	DC-3 SERVICE		FLIGHT No. 139	FLIGHT No. 138
Tuesday & Wednesday	Thursday & Friday			Thursday & Friday	Tuesday & Wednesday
10:00	10:00	to CHURCHILL	ar	17:30	18:30
	F	ar. ESKIMO POINT	iv	F	
	F	to. ESKIMO POINT	ar	F	
		to. CULLATON	—	F	
F		ar. WHALE COVE	iv		F
F		to. WHALE COVE	ar		F
F	11:00	ar. BARKIN INLET	iv	F	F
F	11:30	to. BARKIN INLET	ar	F	F
	12:30	ar. BAKER LAKE	iv	13:00	
		ar. CHESTERFIELD INLET	iv	—	F
F		to. CHESTERFIELD INLET	ar		F
14:30		ar. CORAL HARBOUR	iv		15:00

F — Service by pre-arrangement only.

TransAir Canada, April 30, 1967

# Air Etiquettes

By Arthur H. Groten, M.D.

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Since this is my first column for *The Captain's Log*, let me introduce myself. My interest in things related to aviation comes from my many years as a collector, exhibitor and writer about philately and postal history. Having studied and written about the development of the air routes in the middle east, particularly through Palestine and across the desert from Baghdad to Cairo, I saw many covers (what postal historians call envelopes) with interesting air etiquettes (also called airmail labels as distinguished from air baggage labels; I use the terms interchangeably) on them. They often offered the only clues as to which airline or which route a particular cover had taken.

When I had satisfied my collecting urges in that direction, I started looking seriously at the airmail etiquettes (as well as those for registration, express and the like which don't concern us here). Over the years I have accumulated many thousands from around the world as singles, blocks, sheets, booklets and as used on cover.

There is a catalogue of these etiquettes written by Gunter Mair and available from the Postal Label Study Group, of which I am president. It is cumbersome to use with 7 addenda. A new online version is in the works that will make it much easier to use but until then it is the bible of the field. One of its great strengths is that each label is given a relative value scale so collectors at least know which are common and which are not. Anyone interested is welcome to contact me and I will direct him or her to the publications manager.

As this column matures I may sometimes stray into other areas of aviation-related collectibles and am apologizing well in advance to those who also write about those topics but sometimes a story needs breadth to be properly told.

This issue is devoted to the DC-3. I remember taking one across the Straits of Juan de Fuca in the late 1950's and remember it to this day as one of the most thrilling flights I ever took. Unlike today's behemoths, you really knew you were flying!

Many airlines used DC-3's both before and after WWII. This was at the time the airlines were using many different means to promote themselves. Air etiquettes specifying the airline carrying a particular letter were very popular. Many showed the planes in their fleet that were as recognizable to the public as were Fords or Buicks.

Of the U.S. airlines that used DC-3's and issued air etiquettes, Delta, Piedmont, Continental and Ozark did not use an image of the plane on their labels. The rest of this article is devoted to those that did: American, Braniff, Chicago & Southern, Eastern, Mid-Continent, Northeast,

Northwest, TWA, United and Wyoming. Some of the etiquettes are known in variants of color or design. All the major types are presented. There were some non-US airlines that used DC-3's but that is an article for another time.



Between 1937 and 1944, American issued five etiquettes with a view of the aircraft from above. Two had slightly different lettering; two were in Spanish; one was smaller. The example above is the earliest.



Braniff's three early labels, the first with a DC-2 and the next two with DC-3s, had "Branigram" on them; later ones did not. From top to bottom, the three labels above date from 1938, 1940 and 1945 respectively.





Chicago and Southern Air Lines used three different labels of similar design between 1939 and 1942. The latest, which has the best definition of the plane, is shown above (with a Lockheed L-10).



Eastern's earliest labels, 1937-1940, with a striking parallelogram shape, were available in English and Spanish. The last one to show the DC-3 was issued in 1945 and had a different shape.



Just after WWII, Mid-Continent had two similar labels with different lettering for "Air Mail." The example above was issued in 1948. It has much better definition of the plane.



Northeast Airlines' 1945 label is one of the larger ones used for regular mail.



Northwest Airlines, between 1938 and 1944, issued three labels with the DC-3 but on the first two a large "Air Mail" mostly obscures the plane. I show the last one from 1944 with the best view of the plane.



TWA also issued three labels with the DC-3 on them in 1938, 1940 and 1943. The cover above shows a 1949 use from Ohio to California.



A most unusual label was issued in 1938 by United for the dedication of a new airmail route from Evanston, IL. Such commemorative labels are uncommon. One of the loveliest DC-3 etiquettes is the 1940 one seen here.

In addition to etiquettes issued by the government and airlines, there were those supplied by private entrepreneurs. At least 1000 different are known but I have seen only two with an image of a DC-3. No doubt others will turn up over time. It was such a popular plane that there should be more.

Despite the fact the DC-3's continued to be used for many years, later etiquettes that pictured planes tended to show the newer, more modern ones so that DC-3's are not often seen after 1950.

That's all I have to report at this time.



# Label Time

By Daniel Kusrow

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## *The Douglas DC-3*

Several airlines around the world have featured the DC-3 or its predecessors (DC-1 and DC-2) on baggage stickers and publicity labels that they have issued. Here is a selection. Images are taken from labels in the collections of the author and of Marvin Goldman. Evaluation of scarcity is taken from the Air Transport Label Catalog (1982-86) of the Aeronautica & Air Label Collectors Club."



*American Airlines DC-3 DST Sleeper. Scarce.*



*Panagra DC-3. Common*



*TWA DC-1. Very scarce.*



*Southern Airways DC-3. Common.*



*TWA DC-2. Common.*



*Compañía Mexicana de Aviación. Common.*

*(Continued on page 30)*

# What Is It?

By Ken Taylor

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We're sorry that we could not join everyone in Newark for the Airliners International 2010 show this year. But now it's back to business. Can you help us identify any of the following wings and badges?



Fig. 1. This wing and hat emblem appear to be jewelry versus wings actually worn by a crew member. Do you have any information?



Fig. 2. This 'no name' wing appears to be old. Any ideas?



Fig 3. Where is this wing from? Can anyone read the inscription?



Fig. 4. At first glance, this wing appears to be from American Airlines, but the letters are 'R A'. Do you know?

Here's a follow-up to our questions on the Pan American hat emblem from the last issue of *The Captain's Log* from fellow member and editor, Stan Baumwald.

Here's the hat emblem we featured in our last column:



This is the Pan American hat emblem used between 1932 and 1944.



So, why is our hat emblem missing the 'PAA'?

Stan relates the following, *"My theory is that this is a Panagra pilot hat badge. I know that Pan Am owned 50% of Panagra. When Panagra was short staffed, they would borrow people from Pan Am on a temporary basis. The reason I say this is because of these two Panagra badges. But notice that one has 'PAA'."*





Stan continues, "So why does one say 'PAA'? You have to remember that Pan Am's insignia was blue and Panagra's was green. My theory is that when a Pan Am employee went to work on temporary duty (TDY) for Panagra, the PA employees were upset that they were not Panagra employees. They were probably still getting paid by Pan Am and planned on going back to PA when their duty time was up.

I think that the blue hat badge you have (of which I also have one) is a Pan American pilot who was sent TDY to Panagra. Panagra had the same insignia as Pan Am, but the main difference was the background color. In the images of the two Panagra badges with the engines shown above, these are Senior Jet Mechanic badges. Panagra actually made insignia that Pan Am personnel never wore. Therefore, I think that Panagra made the hat badge for those Pan Am pilots who were on temporary duty with the airline. It would be interesting to hear what thoughts others have.

That's it for this issue! Enjoy.

*Ken & Beth*

(Continued from page 28)



West Coast Airlines DC-3. Scarce.



American Airlines de México DC-3. Common.



Cía. Cubana de Aviación DC-3. Common.



AVIANCA (Colombia) DC-3. Common.



Norwegian Airlines DC-3. Scarce.



United Air Lines DC-3. Common.



# Dining Service

By R. R. "Dick" Wallin

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## *Inflight Dining on the DC-3*

This time, I'll focus in on the famous American Airlines DC-3 china. For china collectors, this pattern is the holy grail - on a rarity scale of 1 to 10, these are at least a thousand. Many advanced collectors have never actually seen a piece of it. After 25 years of collecting airline dinnerware, I can absolutely confirm the existence of less than a dozen pieces!

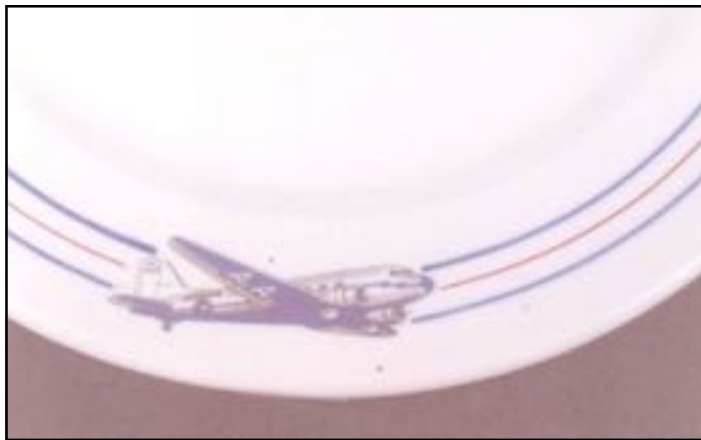
This pattern has been illustrated before in *The Captain's Log*, but now let's do an in-depth analysis of why it is so rare. On November 27, 1941 (10 days before the Pearl Harbor attack), Special Order #16165 was placed with Syracuse China Co of Syracuse, NY by "American Air Lines", but also saying Order For (Knoxville Airport Service). I've never been able to understand the Knoxville connection. The order was sold through Nathan Straus-Duparquet, Inc., a major New York City dinnerware distributor.



The pattern is described as 'two lines in "A" blue, one line in Santa Rosa Crimson and two decal crests, as approved'. In other words, two blue rim stripes with a red one between. The crests are the AA flag logo at top and



the DC-3 at bottom. Below the description are the words (Sample Plate).



The items listed on the order are: Tea Cups, Tea Saucers, 4 plates, 5 plates, 7 plates, grapefruits, and 3-1/2 Fruits.

One must assume that the numbers before the plates are the size in inches, but we know there were also plates made in 9 inch size. Each item is shown having 2 crests, with those on the teacup on 2 sides, other pieces on the rim, except for the grapefruits, shown as below rim.

Note that this order specifies only the size and style of pieces, but does not show any quantity ordered or produced. Most of the pieces which I've owned or been able to inspect show a Syracuse date code of February 1942. One saucer showed a July 1941 code, but it may have been decorated on a stock blank produced before the actual order was placed.

The only pieces which I have owned and/or been able to inspect are the 9 and 7 inch plates and a saucer. I know at least one cup exists as it was illustrated in *The Captain's Log* about 15 years ago.

It is my opinion that Syracuse produced a handful of these pieces for AA's inspection, but that the onset of WW-II put a damper on such things and that a large quantity was never ordered. Finding actual customer production orders would be a needle in a haystack, if indeed Syracuse even retained such records. When Syracuse closed last year, their records and archives consisted of 59 pallets of data, donated to the local historical library.

There is a video of an interview of a retired stewardess, probably conducted at the AA CR Smith Museum, in which she holds a DC-3 plate and says she recalls serving meals on these plates many years ago. Truth or faulty memory? You decide.

Now, 70 years after the fact, I feel that if a serviceable quantity of this china had been produced, there would be a good number of pieces showing up now, not the handful that can be confirmed to exist. That's my opinion; what's yours?

# Wings! Badges!

By Charles F. Dolan

## The Douglas DC-3

It is hard for me to believe, but the fact is, despite all the time I have spent working at airports, in three countries, since 1965, I have flown in a DC-3 only once. That ride took place during the Airliners International 95 convention in Phoenix, Arizona. The ride to the Scottsdale Airport was short and we were welcomed by the staff of Air Cruise America and proceeded to board our aircraft, which came off the assembly line a mere two years before I was born. It was warm before the plane was in motion, but the sound of those round engines coming to life brought back a lot of memories from flights past made in DC-6s and 7s, Lockheed Constellations, Convair twins and the Martinliners which had been operated by Eastern Air Lines.

The run-up, magneto check and propeller cycling were completed and the take-off was another trip down memory lane. You just never forget the sound and feeling as the throttles are pulled back to cruise power. It was a grand evening floating above the saguaros and sparse vegetation of the pastel brown countryside north of Phoenix. That ride was also the first trip in the legendary Douglas for my wife, Karen and daughter, Julia. We enjoyed the flight, the champagne and company of the other aviation enthusiasts who shared the trip with us. Our flight landed just as dusk was falling and the airport's rotating beacon came on just as we crossed the tarmac to return to our bus.

The only thing disappointing about the flight is that it came to an end too quickly.

The DC-3 operated under many names. These included "Dakota", "Gooney Bird", "Dizzy Three", "Puff", and probably many others, which are best not remembered or mentioned in polite company.

The Three also filled a variety of roles not originally envisioned by Donald Douglas and his Development staff. It towed gliders during one war and was a platform for mini guns in another. It flew wounded troops away from the fronts in three theaters of operations. After leaving airline service, The DC-3 adapted well to the role of corporate aviation and became a reliable cargo hauler for everything from fish to auto parts.

The television series "Great Planes" featured the DC-3 with scenes showing the development and production as well as footage of a beautifully restored DC-3 operated by Trans Australia Airlines. I have seen and heard the Piedmont Airlines DC-3 at several air shows. One scene in the "Great Planes" episode documents a DC-3 of Chicago

and Southern Air Lines being turned over to the USAAF. The first image is that of the seats and overhead rack being removed and the clip ends with the nicely polished aluminum being spray painted matte olive drab. It was not a pretty sight.

One of my most memorable DC-3 stories revolves about a 1985 landing of a Basler Airlines DC-3 on Montreal Island. The flight, with crew only on board, was preparing to land at Montreal's Dorval (now Pierre Elliot Trudeau) Airport (CYUL). When the aircraft was over the north shore of the island and about eight miles west of the runway, something went amiss and the engines ceased to function. The crew acted quickly and spotted an empty farm field (so that's why my instructors always harped about empty fields!) and made an almost textbook perfect dead stick landing --- except for that tree.

A lone tree was in just the perfect place to sneak under the left wing and just strong enough to snap the wing and fold it over the fuselage. It was as if the Douglas was going to be placed on a large elevator and parked in an aircraft carrier's hangar deck. It looked perfect, but that feature had not been included in the aircraft's specs. Something had to be done. Mechanics and officials of the Ministry Of Transport pored over the aircraft and found that it was airworthy (save for that one wing). There was fuel on board and the engines ran up well. The cause of the engine failures was not determined.

Basler wanted to fly the plane out. The MOT seemed to agree and the field was improved, the old wing unbolted and a new left wing installed. It was a lot of effort and someday I'll find out how many bolts had to be loosened and tightened to make that happen. Just before the take-off was to happen, the MOT (MdeT en francais) rescinded the approval for the flight. Perhaps they were worried about the danger to the inevitable crowds that would attend that event.

The revised plan was to remove all the fuel, remove both wings and truck the plane to an approved airport. That was the plan.

As I had written many years ago, aircraft have a habit of disappearing from Montreal. Just before Braniff International went bankrupt in 1982, one of its DC-8s disappeared from Dorval Airport. All of Braniff's equipment and supplies disappeared as well. It is rumored that the only things left with the name Braniff on them were unpaid fuel bills and landing fee bills.

As for the north shore of the Island of Montreal, the only things left by Basler Airlines were tire tracks.

Enjoy the images of insignia worn by the crews of DC-3 operators.

*Charlie*

**Central Airlines 1949-1967 ( to Frontier Airlines )**



Silver color metal with textured finish. The higher surfaces are polished. The cap badge has a single screw post with one pin to keep the badge in position. There is no hallmark.

**Chicago and Southern Air Lines 1938-1953 ( to Delta Air Lines )**



The cap badge is of polished gold color metal with a single screw post. There are hallmarks on the back of the badge. The top of the badge is marked "1/20 10K G.F." The bottom of the badge is marked "METAL ARTS CO. ROCH. N.Y."

The wing is also of polished gold color metal and is pin back. It has the rank of the crew member on a scroll above the wing. The hallmark reads "MACO G.F."

**Mid-Continent Airlines 1938-1952 ( to Braniff )**



The cap badge is of polished silver metal with darkening accents in the recessed areas. The center of the badge has a white enamel oval with blue enamel letters and stars. This oval surrounds an orange enamel set of wings and a blue enamel Native-American archer.

The badge had a single screw post and two positioning pins, but these have been cut off. There are no hallmarks.

**North Central Airlines 1946-1974 ( to Republic )**



**Type 1 cap badge**

The badge is of silver metal with very fine detailing of the feathers in the wings. The center disc is of red, white and blue enamel. This example is heavily chipped. In this version, the bird "Herman" is in red enamel. The badge has a single screw post and two positioning pins. There is no hallmark.



**Type 2 set**

The wing and cap badge are of silver color metal with satin finish in the grooved areas and polished finish above. The center disc is textured. In this version, "Herman" is shown in turquoise enamel flying in front of a white enamel "target" and Herman has a silver band on his neck.

The wing is pin back and has no hallmark. The cap badge has a single screw post and there is a disc on this post with two tabs to keep the badge in position. No hallmark.

**Pacific Air Lines**





### **Pacific Air Lines**

*(Image on Previous Page)*

Cap badge is of polished silver metal with red and blue enamel. It has a single screw post and one positioning pin. There is no hallmark.

The wing is clutch back with a polished center section and satin finish on the wings. There is no hallmark.

### **Pennsylvania Central Airlines ( became Capital Airlines)**



Gold color metal insignia.

The cap badge has red and blue enamel. Cap badge has two screw posts to attach to hat. There is no hallmark.

The pilot wing (PCA) is pin back with the clasp on the right side of the wing.

The Flight Dispatcher wing is also pin back, but the hinge is on the other side of the wing and there is a hook rather than a clasp. Neither wing has a hallmark.

### **Piedmont Airlines (PI) 1948-1989 ( to U S Air)**



The cap badge is of polished silver metal with medium blue and red enamel. It has a single screw post and is not hallmarked.

The wing insignia are of silver metal with red enamel. The deeper silver surfaces are textured and the higher surfaces are polished. The wing with the star is pin back and the plain wing is clutch back. Neither is hallmarked.

### **Provincetown-Boston Airlines (PT) (PBA) 1949 – 1989 (to Continental)**



The cap badge is of gold color metal with dark blue and white enamel. It has a single screw post and is not hallmarked.

The wing is also made of gold color metal with dark blue and white enamel in the center disc. It is clutch back and not hallmarked.

### **Southwest Airways 1940s – 1958 (became Pacific Air Lines)**



The insignia are of gold color metal with very dark blue or black enamel.

The cap badge has two screw posts, one above the other and the wing is pin back. Neither piece is hallmarked.

*(Continued on page 41)*

# Postcard Corner

By Marvin G. Goldman

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## ***The DC-3 in Airline Postcards***

Most airline postcard collectors particularly cherish cards showing the revolutionary and popular Douglas DC-3 (including its DC-1 and DC-2 predecessors). Some enthusiasts, like Lothar Grim, co-organizer of the semi-annual airline memorabilia show in Schwanheim (Frankfurt), Germany, even specialize in DC-3 related postcards.

A "DC-3" postcard collection typically begins with the sole prototype DC-1 in the livery of Transcontinental and Western Air (TWA), designed and built during 1932-33 by Douglas Aircraft per specifications issued by TWA in 1932 for a new modern airliner.



*Transcontinental and Western Air (later TWA) DC-1, X223Y (later NC223Y), at Grand Central Terminal, Glendale, California, late 1933. Black & White ("B&W"). Airline Issue ("A/I"). Lothar Grim collection.*

Based on the DC-1 platform, and with orders from TWA, Eastern and other airlines, Douglas developed the DC-2. TWA operated the first DC-2 service on 18 May 1934 on the route Newark/Pittsburgh/Columbus, and it expanded DC-2 service from Newark to Los Angeles in August 1934.



*TWA DC-2 interior, with original 14-seat configuration. Sepia. A/I. Mid-1930s.*

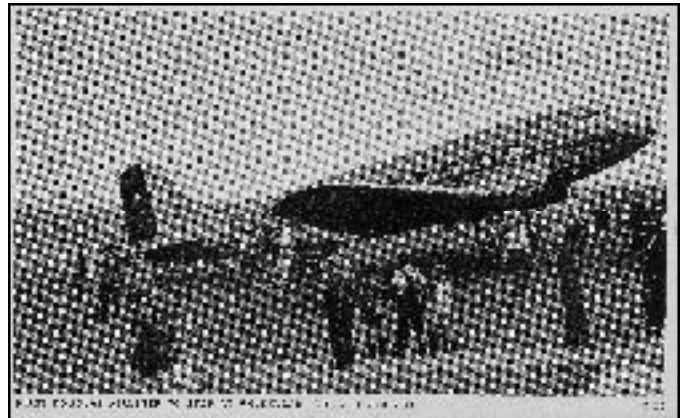


*TWA DC-2 Cockpit. Sepia. A/I. Published by C. R. Schneider Co., New York City. Mid-1930s..*

Soon thereafter, in the latter half of 1934, Eastern, Pan Am, American and other airlines introduced DC-2 service.



*Eastern Air Lines DC-2 "Silverliner", NC14970, over Manhattan. This aircraft entered service with Eastern in December 1935. Eastern operated many of the type between New York and Miami, and my card is postmarked "Miami, Fla. Oct 15, 1940".*



*American Airlines DC-2 at 'McKellar' Tri-City Airport. B&W. Printed by Fort Wayne Printing Co., Fort Wayne, Indiana. McKellar Field (now McKellar-Sipes Regional Airport) opened on 5 November 1937 in Jackson, Tennessee, about 100 miles northeast of Memphis, between the towns of Bristol, Greenville and Johnson City, Tennessee. Note the several onlookers in farming clothes. The DC-2 served to expand service to smaller communities.*



KLM quickly recognized the advantages of the all-metal DC-2, and in 1934 it was the first airline outside the U.S. to acquire the type. It promptly entered its first DC-2 in the 18,000 km. London-Melbourne race and astonished the aviation world by winning the handicap division of the race and finishing second in the speed division. Soon KLM was operating many DC-2s on far-flung routes from Holland to Java.



KLM's first DC-2, PH-AJU, named *Uiver*, in a painting by noted Dutch aviation artist Thijs Postma. Published by International Souvenirs, Almere Haven, Holland. Issued in 1984 on the occasion of the 50<sup>th</sup> anniversary of the London-Melbourne Race of 1934.

While the DC-2 was a major advance in airliner performance, it proved to be only a prelude to the even more successful DC-3, the main focus of this article. American Airlines played a prime role in the development of the DC-3. It wanted a wider, improved version of the DC-2 that could be equipped with luxury sleeper berths for coast-to-coast service. The new improved aircraft was developed from late 1934 to early 1936, and on 25 June 1936 American Airlines operated the first DC-3 service, from Newark, New Jersey, to Chicago's Midway Airport, in the configuration of a "Douglas Sleeper Transport". The initial design of these "DSTs" included 7 upper and 7 lower sleeper berths and a private cabin up front.



American Airlines Douglas Sleeper Transport (DC-3), NC14988, in a night scene, probably at Newark, New Jersey, enroute to California. B&W. A/I no. A-160-A. This aircraft was the first DC-3 operated by American Airlines. American eventually employed more DC-3s (including DSTs) than any other airline – 114 in all.



American Airlines Douglas Sleeper Transport (DC-3) sleeping berth. Sepia. A/I no. A-135E. The text on the back says: "Morning Scene in an American Flagship Pullman-Style Sleeper Plane: This pleased traveler has flown from Los Angeles to New York overnight in a downy berth, large as a twin bed. Ready for his morning shave and a hot breakfast aloft, he faces a new day, refreshed and fit." My card is postmarked Dallas, Texas, 4 October 1938.

It didn't take long for American, Eastern and other airlines to realize that the new DC-3s could be efficiently reconfigured for 21 standard seats instead of the 14 sleeping berths or the 14 standard seats of the older DC-2. This made the DC-3s profitable for passenger operations even without a mail contract and, combined with the aircraft's durability and relative comfort, made it enormously popular with the airlines and the traveling public.



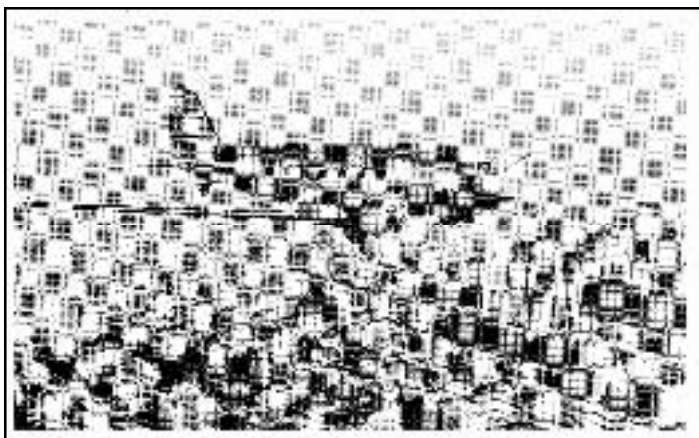
Eastern Air Lines DC-3 interior configured for 21 passengers. Published by Curteich, no. 8A-H773. Issued 1938.



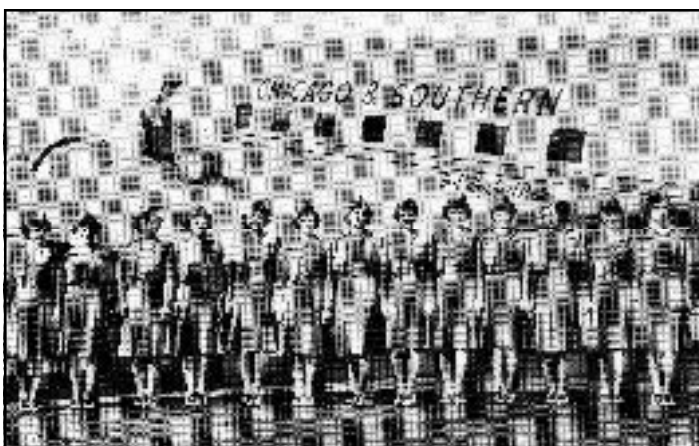




United 21-passenger DC-3, NC18941, 'Mainliner Pendleton', built 1938, at Reno, Nevada. B&W real photo by Zan, no. T-476. In an earlier Postcard Corner article by leading airport postcard collector Chris Slimmer, he called this postcard one of his all-time favorites.



Braniff Airways DC-3B, 21 passengers, over Dallas, Texas, operating on its Chicago through Texas system. B&W. A/I. Braniff added DC-3s to its fleet in 1939.



Chicago & Southern Air Lines stewardesses proudly pose before one of the airline's new DC-3s. B&W. A/I. Published by Curteich, no. OB563-N. DC-3s entered the C&S fleet in 1940.



Lake Central Airlines DC-3, N18667, serving in its fleet from 1959 to 1967. A/I. My card is postmarked 17 June 1960. At that time Lake Central served 33 cities in six states from Illinois to New York. It was acquired by Allegheny Airlines and later became US Air. My second flight ever (and my only one on a DC-3) was in December 1959 on a Lake Central DC-3 from Lafayette, Indiana to Chicago's Midway Airport – in a snowstorm no less.

We now turn to some of my favorite DC-3 postcards of airlines outside the U.S., generally proceeding from west to east.



Canadian Pacific DC-3, CF-CRW, over Vancouver, British Columbia, Canada. B&W real photo, published by the Gowen, Sutton Co., Vancouver. DC-3s entered the Canadian Pacific fleet during 1945-47.



AVIANCA Colombian Airlines DC-3 HK-159, 'Girardot'. Part of a set of AVIANCA historical fleet postcard paintings issued by the airline on its 50<sup>th</sup> anniversary in 1969.

The DC-3s all-metal frame, superior to wood in withstanding tropical conditions, and the aircraft's ability to land in all types of terrain, made the type very popular throughout Latin America.



*Flugfelag Islands (Iceland) DC-3, TF-ISH, on skis at Scoresbysund, Iceland. Published by The Royal Greenland Trade Department, 1972, Polar Card no. KGH 135. This card dramatically shows the ability of the DC-3 to operate in all types of climates and airstrips. This aircraft entered local service in Iceland in 1946.*



*Swissair DC-3s HB-IRA and -IRI, and DC-2s HB-ISI and -ITA at Dübendorf airport in Zurich, Switzerland. B&W real photo, published in Switzerland, October 1939. Dübendorf was Switzerland's first significant airport and is considered the birthplace of Swiss commercial and military aviation. Today it serves as a military airport and as the site of the Swiss Air Force Museum. After 1945, Kloten became Zurich's main airport for commercial flights.*



*ALI (Avio Linee Italiane)-Flotte Riunite (Italy) DC-3, I-TRES, on a grass airstrip at Venafiorita, Olbia old airport, in northeast Sardinia. B&W. Published by Carlo Rasenti, card no. 12, and printed by Edizioni Angeli in Terni. This is a very rare card from the collection of Leonardo Pinzauti of Florence, Italy. He also comments that ALI-Flotte Riunite resulted from the consolidation in 1949 of four smaller domestic Italian airlines. In 1952 ALI was acquired by Linee Aeree Italiane (at that time owned 50% by TWA), which in turn merged in 1957 with Alitalia to form Alitalia-Linee Aeree Italiane. Leonardo also possesses a different card of this aircraft at the same location by the same publisher and printer, bearing no. 5.*

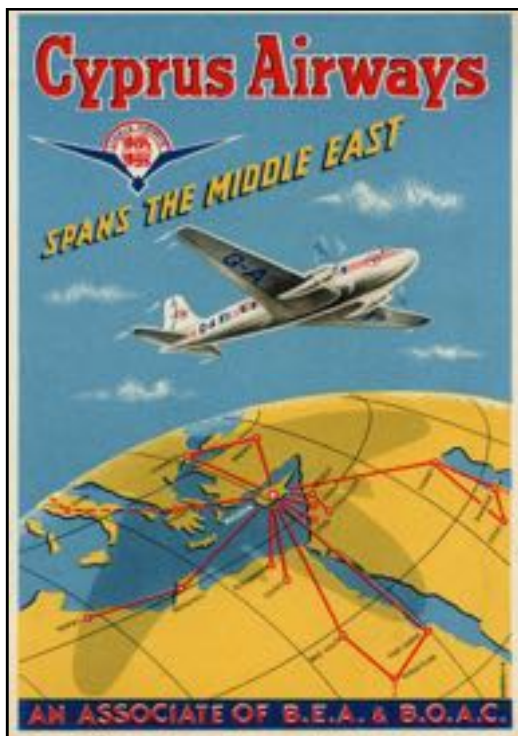


*LOT Polish Airlines Lisunov Li-2P, SP-LAL, a version of the DC-3 produced in Russia under license. A/I as part of a 60<sup>th</sup> anniversary set of different LOT aircraft postcards. 1988. LOT acquired 20 Li-2s from the Soviets in 1945, enabling it to resume service after World War II.*



*Bank note from China (circa 1953) with a Douglas DC-3. From the Collection of Henk Heiden.*





*Cyprus Airways DC-3, G-AKII. A/I. Probably late 1940s. Cyprus Airways started operations in 1948 as an associate of British European Airways ('BEA') and BOAC, and with DC-3s obtained from BEA. I particularly like this historical card because of its artwork and map of the airline's routes from its Nicosia base. Formerly in the collection of Doug Bastin, editor of the Aviation Postcard Club Newsletter, I acquired it in a trade.*



*Air Algérie DC-3 (converted C-47), possibly F-BCYN, over the port of Algiers. Sepia. A/I. About early 1950s.*



*Maintenance on a Tunisair DC-3 in 1948. Issued by Tunisair in 1998 as part of a set of postcards commemorating its 50<sup>th</sup> anniversary. Like many start-up airlines after World War II, Tunisair started operations with war surplus C-47s purchased from the U.S. armed forces and converted into DC-3s.*



*Arkia Israel Inland Airlines DC-3, 4X-AES, at Eilat, Israel, about 1957. Arkia operated several DC-3s (converted from C-47s) during 1955 – 1968. An ex-Israel Air Force C-47, painted in Arkia colors and with registration 4X-AES, is now parked on display at Eilat's airport.*



*Expedition preparing to board an Ethiopian Airlines DC-3 in Omo National Park, Ethiopia. Published by the Ethiopian Tourism Commission and the airline. The DC-3's ability to land and take off from primitive airstrips in remote regions is legendary. Ethiopian started service in 1946 with C-47s which were soon converted to DC-3s.*





Malayan Airways DC-3, 9M-ALN, at Bayan Lepas Airport in Penang, now in Malaysia. Published by A.S.M.K. & Co., Singapore in two printings – no. C-21184 (PG 326) and no. 21434-B (P-337). Malayan began operations in 1947. It became known as Malaysian Airways in 1962 and Malaysia-Singapore Airlines in 1967. In 1972 the airline was divided into Malaysia Airlines (MAS) and Singapore Airlines.



Trans Australia Airlines DC-3, VH-TAH, named 'Cobb'. Postcard reproduction of an original TAA poster by Australian artist James Northfield. Published by Post-Age, Australia, no. PC-114, in 2000. TAA started operations in 1947 with DC-3s, and some remained in the fleet until 1972.



Spanz (South Pacific Airlines of New Zealand) DC-3, ZK-CAV, upgraded with larger 'Viewmaster' windows, over the Auckland, New Zealand waterfront. A/I. Spanz operated during 1960-66 with DC-3s. My card was written on 26 May 1965, postmarked in New Zealand.

**Notes:** The original postcards of the above are in color and in the author's collection, except as noted. I estimate their rarity as – Common: the AVIANCA, KLM, LOT, TAA and Tunisair cards; Uncommon: the Braniff, Flugfelag, Lake Central and Malayan cards; Rare: all the other cards shown in the article.

Here are a few tips (among others) on distinguishing the Douglas twin-engined aircraft on postcards. *DC-1:* There was only one DC-1; it was marked TWA, had six windows on each side with an extra window on the right side aft of the cockpit windows, and had its rear wheel partially covered with streamlining. The registration X-223Y (later NC-223Y) and name 'City of Los Angeles', if present, also identify the aircraft. *DC-2s and DC-3s:* (a) The front of the DC-2 tail's vertical stabilizer goes, at an angle, straight to the fuselage, whereas in the DC-3 the downward angle changes to a more horizontal angle before it meets the fuselage; (b) The fuselage of the DC-2 is narrower with rather straight sides, generally accommodating 14 seats (1 and 1 seating), whereas the DC-3 is wider and somewhat rounder, generally accommodating 21 seats (2 and 1 seating); (c) The DC-2 (like the DC-1) has two lights in the nose, whereas the DC-3 typically has one; (d) The DC-2 has seven windows on each side, compared to the DC-3s seven or eight. The DC-3 sleeper version ('DST') usually also has small horizontal 'bunk' windows above the main window line; and the military C-47 version usually has six windows on each side.

The Airliners International 2010 Postcard Contest had the most – and best – entries ever. Many thanks to all the participants, and congratulations to the winners mentioned earlier in this issue. I hope you will consider entering the Postcard Contest at AI 2011 in Portland. It's a lot of fun. Rules for the contest will be posted on the AI 2011 website.

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[www.dc3history.org](http://www.dc3history.org).

If at any time you have any comments, corrections or suggestions on my Postcard Corner articles, please contact me at [mmgoldman@rcn.com](mailto:mmgoldman@rcn.com).

Until next time.....Happy Collecting. **Marvin.**

**Postscript.** I asked Lothar Grim of Darmstadt, Germany, who has what probably is the world's largest DC-3 postcard collection, if he could submit his favorite DC-3

postcard for inclusion in my article. He did, and while his choice might be surprising, here it is with his comments:

*"After I had read your invitation for showing my best DC-3 postcard, I did not need 10 seconds to select the one -- out of many hundred sleeping beauties in my albums.... It is not airline issued (what airline is it?), it has no postcard back side (not unusual for cards from New Zealand), and the photo is not really sharp. But I love it because it gives me an image of the exotic South Seas together with my favorite aircraft. What more does a lover of both islands and DC-3s need?"*



*DC-3 in Rarotonga, Cook Islands, a territory associated with New Zealand, with local women. Black and white real photo postcard, published in New Zealand and in the collection of Lothar Grim. After World War II, Rarotonga was served by C-47s operated by the Royal New Zealand Air Force and, starting in 1947, by DC-3s (converted C-47s) of National Airways Corporation (NAC) of New Zealand. So the aircraft shown in the above card probably belongs to the RNZAF or NAC. In 1978 NAC merged into Air New Zealand.*

(Continued from page 34)

#### **Wien Alaska Airlines (WC) 1927 – 1985 (Liquidated)**



*The cap badge is of silver metal with black and yellow enamel. There is one screwpost and the item lacks hallmark.*

Here are a couple of pictures of the Basler DC-3 mentioned in the beginning of this article. As you can see, the left wing is neatly folded over the fuselage.



*Charlie*



# Aircraft Modeling

By Ken Miller

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## Monogram/Revell PSA DC-3

The Monogram 1/90 “box scale” DC-3 was likely the first plastic model of a DC-3 available. It’s old and a little clunky but still manages to hold it’s own against many newer kits. It is just my opinion but I believe that everyone needs to have at least one DC-3 in their model collection. Doing a quick run-down of the available DC-3 models there is pretty much a kit to meet anyone’s scale desires.

At the small end of things there are some 1/700 scale C-47 kits. At *Airliners International* 2008 in Dallas, Bill Abbott had one painted up in American Airlines markings. Hasegawa has released a 1/200 scale kit that gets good reviews. The kit comes in a largish box that could fit at least another kit into it. When the weight of the plastic is compared to the purchase cost this model could likely be the most expensive airliner model available pound for pound. Minicraft has their 1/144 scale kit as well as a Welsh vacuform. For 1/100 scale, Doyusha and Lincoln/Kader/ATP/IM released models. Monogram’s 1/90<sup>th</sup> scale kit sneaks in here. In the HO train scale 1/87 Walther’s has done a DC-3/C-47 and I’ve seen a ROCO C-47 kit as well. They may likely be the same kit. Airfix and Revell have released 1/72 scale kits. To confuse things, the later Airfix kit has used the more accurate Revell molds. Finally, Monogram has 1/48 scale DC-3 and C-47 kits. So there is no shortage of DC-3 model kits available.

The Monogram kit was first released in TWA markings. The landing gear is clunky, the crew is represented by two head and shoulder figures, the engine detail is molded on the front of the cowlings, but it still looks like a DC-3. Kit makers often seem to have trouble capturing the “look” of the DC-3 but Monogram managed it rather well. Later releases of the kit included an AC-47 gunship. There are some rare releases including a *Necomisa* issue in Mexicana, and the *ATMA Paulista* in Varig. I also have a later release of the kit in US Navy R4D markings. The latest release was in PSA markings and was released under the Revell name. The Monogram kit comes in either DC-3 or C-47 flavors. The DC-3 has a passenger door and “regular” wings and the C-47 versions have the two part cargo door and larger filters atop the engine nacelles. I bought and started the PSA release a couple of years ago with the thought it would be a quick build. I’m still working away at it.

When I started the kit I said to myself this was going to be a quick and easy build to add to my collection. The kit’s not really difficult to build but still takes time. I’ve drilled out the exhausts and some of the intakes on the engine nacelles. I chose to leave out the ½ person crew figures. The windscreen fit wasn’t so good. I shimmed it with



*Revell Douglas DC-3 Kit.*

some sheet styrene and filled the remaining gaps with Apoxie-sculpt epoxy. Just for fun I Googled the model registration N47TF and came up with some pretty neat information.

The DC-3 at the Chino Air Museum is painted in PSA markings with the N47TF registration. Thomas Friedkin is the owner. Thomas’ father was Kenneth Freidkin who founded PSA Airlines in 1949 with one DC-3. Tom was a PSA pilot as well. Doing a little more digging I found some history about the real plane. It was delivered on Jan 12, 1944 and transferred to the RAF. In 1946 it returned to North America for the RCAF. In May 1970 it was struck from the military registry and was registered to seven different Canadian companies through the years. It was registered as N47TF in February 1995, painted in PSA colors July 2000, and spotted at the Chino Planes of Fame Museum in 2001.

Comparing photos of the actual plane to the model and instructions I found a few discrepancies. The real plane does not have de-icer boots fitted but the model and painting instructions show them. The antennas on the real plane are quite different from the model ones as well. I’m building my model as a “hybrid” by leaving the deicer boots (the texture is molded onto the leading edges) and also leaving the kit antenna setup in place.

Overall the Monogram 1/90<sup>th</sup> scale DC-3 is a gem. Not perfect mind you but neither are any other kits. You’ll have to attend a future *Airliners International* show to see the completed model.







Monogram Douglas DC-3 kit. Photograph via the author.



PSA Pacific Southwest Airlines DC-3 N47TF. Photograph by Michael Carter via [Airliners.Net](http://Airliners.Net). Used with permission.

# Safety Cards

## By Fons Schaefers

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### DC-3 Safety Cards

Twenty-five years ago, the Log also featured the Douglas DC-3. The then editor of this section spent two issues on it and thought that it would probably take 50 years until the Log celebrated the DC-3 again. His prophecy turned out to be half fulfilled.

Close to 11,000 DC-3's have been built. The time that it most carried passengers was well before safety cards were common. When they were, only a few DC-3's were left and equipped with them. And not in high numbers as typical seating capacities ranged from 20 to 28. Taking 25 cards as the average per aircraft, 11,000 cards would fill 440 DC-3s. I am quite confident that not so many have been fitted with safety cards, leading me to believe that the DC-3 is one of very few aircraft types where the number of aircraft built exceeds the number of cards ever carried on board them.

The DC-3 initially appeared on fleet cards. I'll review three examples, two from the 1950s and one from around 1980.

The **Iberia** card is actually a folder that folds out with 16 panels on one side with safety and other information and on the other side a map with routes from Palma and Barcelona to Paris and London. Safety instructions are primarily for the ditching scenario, with illustrations for life raft launching and boarding, and donning of adult and children 'waistcoats'. Exit diagrams appear for five types:

Bristol Freighter, Convair 440, DC-4, Super Constellation and the DC-3. (Fig. 1). I date this card to early 1957 as the 440 then joined the Iberia fleet and because of the last sentence of the *instructions for emergency*, that reads:

*'And ... do not forget IBERIA whose great number of kilometers flown – without emergency – is so considerable (thanks to God) that is always attentive to improve the services for a better safety.'*

Not only was this statement untrue (an Iberia C-47 had crashed in 1948, killing 27 persons), but it was also tempting fate. On 28 October 1957 an in-flight engine fire caused a C-47 to crash en route from Tangiers to Madrid taking 21 lives. I am quite sure that this folder was thereupon removed from the fleet and replaced by one without that statement. Also, the following of several *helpful instructions* would then likely have been rephrased or removed:

#### *Flame in the motors*

*Should you observe at night flames coming from the motors, do not think that a fire is about to start. The flames occur because air-plane motors provide for a direct escape of gases at all hours. They are invisible, however, during daylight hours.*

Another *helpful instruction* of a lighter note reads:

#### *Be careful with your pen*

*Upon ascending, the atmospheric pressure decreases slightly and even though you will not notice it, your pen will. Therefore, it is better to empty your pen before taking -off rather than to have it empty itself in your pocket. The same precautions should be taken with all bottles containing volatile liquids which are not hermetically closed.*

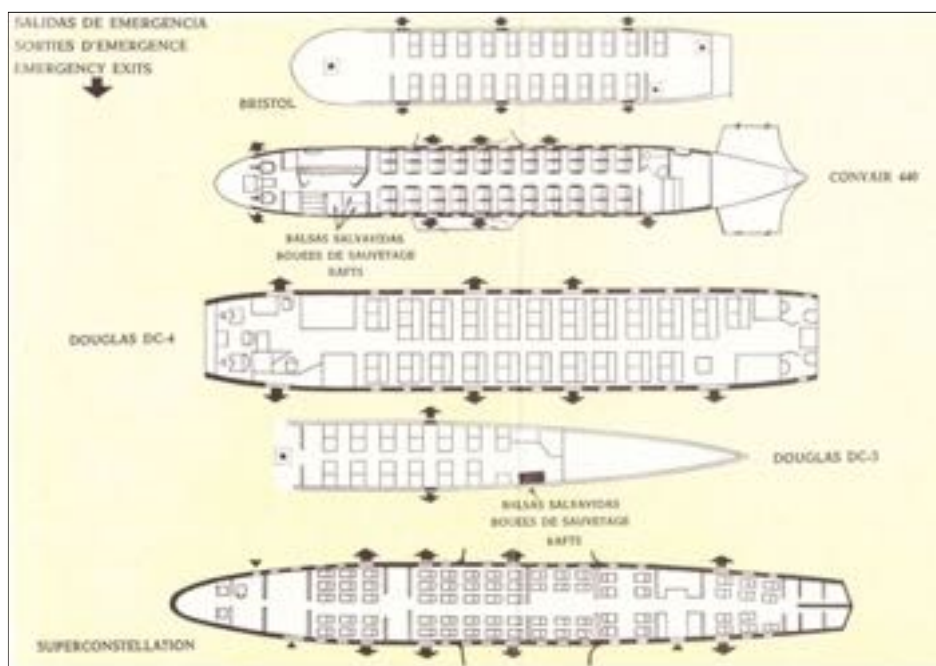
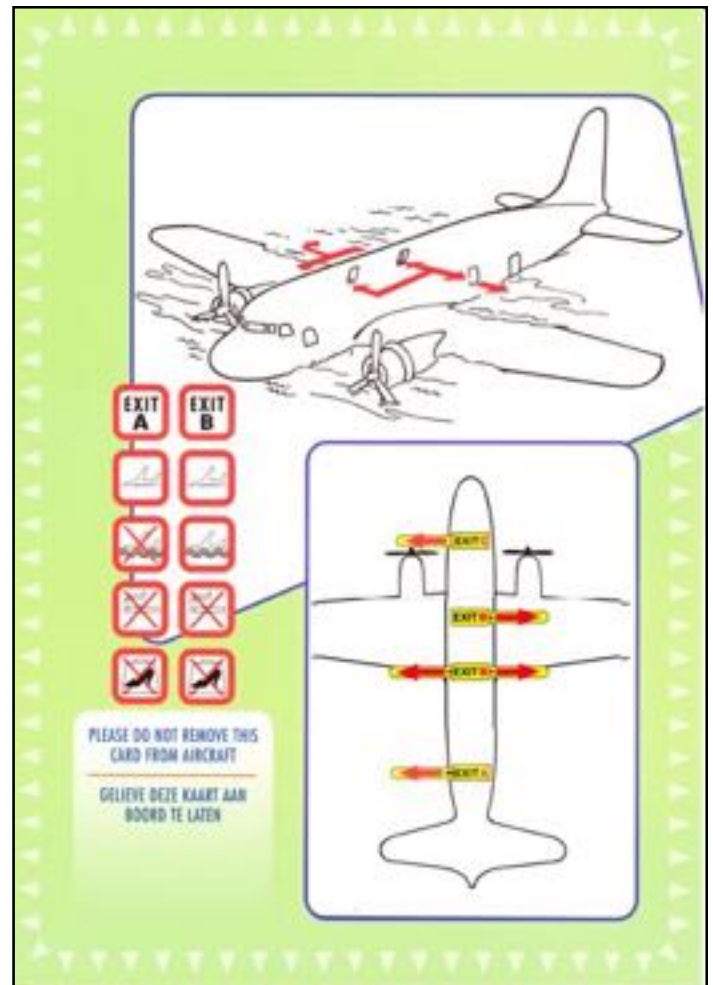
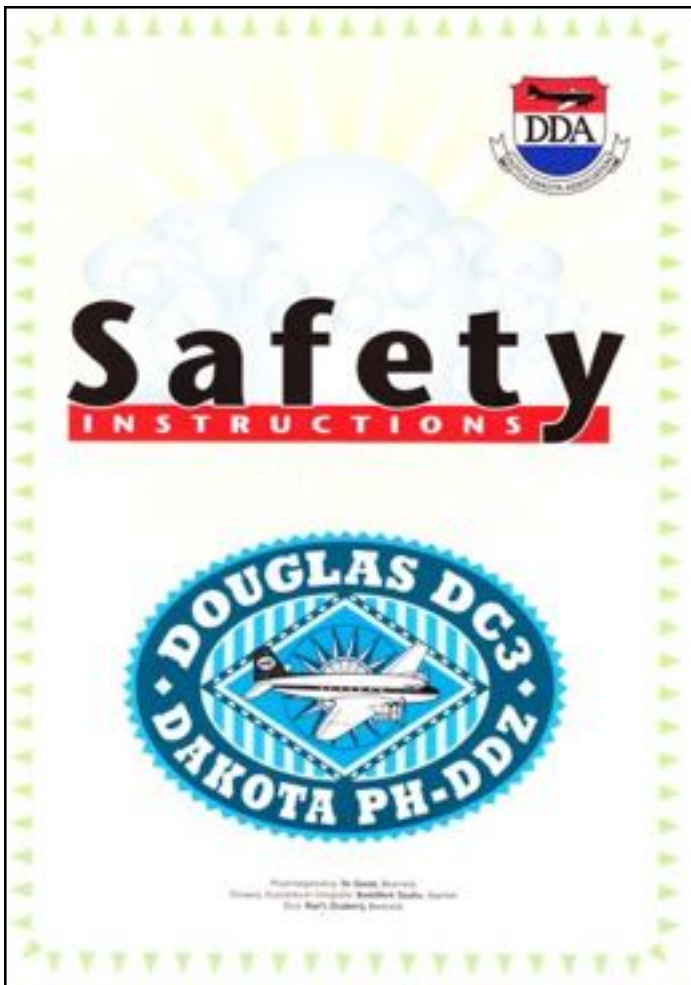


Figure 1 Iberia









entrance door. On passenger aircraft this has the built-in stairs, but on freighters (which are also used to carry passengers), it is the large twin door as shown at the right top. The “B” locations are small, window type exits. The “C” location is an overhead escape hatch in the cockpit, and the “D” location is opposite the entrance door.

In Europe, historic aircraft preservation organizations emerged in the 1980s and acquired airworthy DC-3s to keep for posterity and entertain passengers on sightseeing flights. There are now a dozen or so in Europe along with aircraft in countries such as South Africa and New Zealand. In the United States pilots can hire a DC-3 to get some hands-on experience or even get a type rating. The safety cards carried on these flying museums have nothing historic about them. They are state-of-the-art and sometimes more exquisite than what is common for regular airlines.

A beautiful example is that of the **Dutch Dakota Associaton**, whose current fleet includes two DC-3s. Each has its own card, with the registration emblomed on the title page (Fig. 5). The rear panel, Figure 6, shows the exit locations specific to this particular aircraft.

**Air Atlantique** took over Eastern Airways’ DC-3 fleet. This British airline might as well be named Air Nostal-gique as it shifted focus from regular operations (albeit with older types, such as the Electra) into flying classic aircraft such as the Dragon Rapide, the Twin Pioneer, and the DC-6 alongside the DC-3. The exits appear to be outside of the passenger compartment. Or are the seat locations not well represented? But there is nothing nostalgia, or exquisite, for that matter, about their safety card, which is quite austere, see Figure 7.

Australian **Dakota National Air** started in the mid-1990s to operate DC-3s on pleasure flights such as sightseeing over Sydney. It went bankrupt in 2003 but managed to continue under the name of Discovery Air Tours for a few more years. All their DC-3s are now in a non-flying condition and were recently auctioned. Artwork resembles that of Trans Australia Airlines, Fig. 8.

Swiss **Classic Air** operated two historic DC-3s from the mid-1980s until also being liquidated in 2003. Their cards had soft drawings, apparently in an attempt to add some nostalgia (Fig. 9). One of its aircraft was taken over by **Ju -Air**, which also has four Junkers Ju-52s flying, and now flies it in Swissair’s 1940 colours. The card, figure 10, is more modern, although the photographs give it a pretty dated look.

So, the past 25 years have seen some interesting new DC-3 safety cards, making me wonder what the next 25 years will bring.

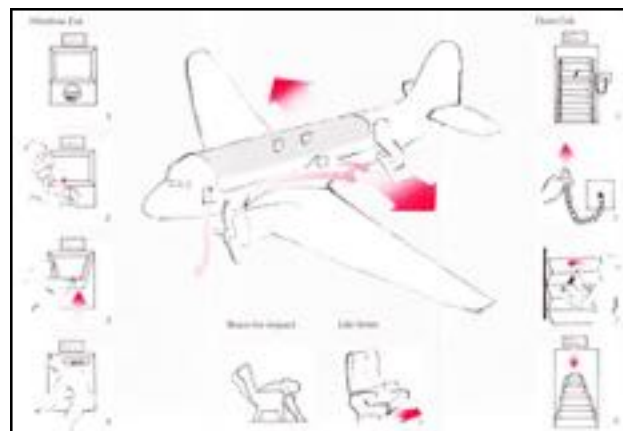


Figure 9 Classic Air



Figure 10 Ju-Air

### Soon on safety cards: Running Green Man

The international standard for indicating an exit is not a red sign spelled E-X-I-T but a symbol showing a green running man. That symbol, developed by Yukio Ota from Japan in the late 1970s, is not seen on aircraft. That will change. In Europe, the airworthiness code allows it since 2007 as an alternative to the prescribed red text sign. Recently, Boeing managed to get it approved by the FAA on their 787. As there is no reason to allow it on one aircraft type and not on another, the FAA issued a policy that would permit it on all aircraft types, albeit subject to some operational conditions.



Cabin crew need to point it out to passengers before flight and before landing and it must be explained on the safety card. For more information, search for FAA Memorandum PS07-0585-CS-10



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## ATLANTA AIRLINE MEMORABILIA SHOW

**Saturday, October 2, 2010.** Delta Heritage Museum, Hangar 1 & 2, Hartsfield International Airport, Atlanta, GA. Contact Greg Romanoski at +1 (404) 715-7886 or email at greg.romanoski@delta.com for vendor information and show details.

## SEATTLE AIRLINE COLLECTIBLE SHOW

**Saturday, October 9, 2010.** Museum of Flight at Boeing Field, Seattle, WA. Show hours: 9am - 3pm. Contact: Greg Mattocks, PO Box 1455, Bothell, WA 98041. See our website for complete attendee and dealer information: www.seattleairlineshow.com. Email: info@seattleairlineshow.com or mattocks@verizon.net

## BRUCONVENTION 2010

**Saturday, October 16, 2010.** Atheneum Zaventem-Kortenbergh, Spoorwegstraat 1, Zaventem (Brussels), Belgium. Time: 9 am until 5 pm. For more information, please contact Olivier Lamoral, bruconvention@hotmail.com.

## HOUSTON AIRLINE COLLECTIBLE SHOW

**Saturday, October 30, 2010.** 1940 Air Terminal Museum at Hobby Airport. Contact: Duane Young via email at jetduane@bellsouth.net or by calling (504) 458-7106 for details.

## FRANKFURT/SCHWANHEIM AIRLINE COLLECTIBLE SHOW

**Saturday and Sunday, November 6-7, 2010.** 25<sup>th</sup> "Internationale Tauschtage der Luftfahrt", Turnhalle (Sports Hall), Saarbruecker Str. 4, Frankfurt/Main-Schwanheim, Germany. E:mail: tauschtage-luftfahrt@gmx.de.

## NEW YORK CITY AIRLINE COLLECTIBLE SHOW

**Saturday, November 13, 2010.** LaGuardia Airport, New York. Courtyard by Marriott Hotel. Contact: Basilios Pipinos, apipinos@aol.com.

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## AIRLINERS INTERNATIONAL 2011

**Thursday - Saturday, August 23 - 27, 2011.** Red Lion Inn on the River, Portland, Oregon. For more information, please contact Jay E. Prall at info@ai2011pdx.com or Airliners International 2011 PDX, P.O. Box 757, Ocoee, FL 34761 USA.



*AI 2010 Photography - First Place, Aerial - Darrell Gilstrap, Flowery Beach, Florida.*

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*Piedmont Airlines DC-3 at EAA 2010. Photograph by Jim "JET" Thompson, Air Pix Aviation Photos.*

*Western Air Lines DC-3, NC33644. Photograph via [www.Air72.com](http://www.Air72.com) Photography*

