



The Captain's Log

The Journal of the Airliners International Association

Winter 2010-2011 - Issue 35-3



*Panair do Brasil Lockheed L-049 Constellation MSN 2037, PP-PDG, at Rio de Janeiro.
Photograph via Aviation Photography of Miami Collection.*

Flying Down To Rio de Janeiro ***Brazil's Airline History***

**Our Journey
Exploring
Brazil's Airline
Heritage**



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



VASP Boeing 737-200, PP-SMR, July 1985. Photograph by A. Miller via Aviation Photography of Miami.

Cruzeiro do Sul Airbus A300 B2, PP-CLA, September 2004. Photograph by Keith Armes, Aviation Photography of Miami Collection.



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Dornier Do X Flying Boat Above Rio de Janeiro, circa 1931. Postcard via William Demarest Collection.

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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.

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From The Flight Deck

Welcome Aboard!

The convention website for Airliners International 2011 in Portland, Oregon is active. I keep getting asked the dates so once again it will be August 22 -27, 2011. Please go to the website (www.ai2011pdx.com) and get all the current updates and information. Our show chairman Mr. Jay Prall has informed me that table sales have been brisk and the ballroom is SOLD OUT! Actually no, he did not say that the ballroom was sold out, that was just wishful thinking on my part. But it was a test to see if anyone reads my musings. Jay did say, however, that over half of the tables have been spoken for. The 2011 annual convention has been represented at every regional show this year since the announcement in early summer. The promotional material for the convention has literally flown off the tables. This much interest still nine months out is a very good sign indeed. I would also add that everyone I have talked with about the convention has said that Portland, Oregon is a beautiful place to visit and that late August is a great time to visit. I encourage you to make your travel plans early, for it will be memorable.

As I write this letter, I am sitting outside on a beautiful cloud free day in the 70's while being serenaded by birds. High above me in the sky are numerous contrails from multiple aircraft heading to destinations at all points on the compass. Almost an ideal setting, and it reminds me once again all I have to be thankful for. Had it not been for our organization, I would not have met many of you. I also would not have formed so many wonderful friendships. I am also very thankful that we are still a viable organization with an exciting future ahead of us. So for a change I will not rant about the usual issues of membership growth, contributions, or our prized non-profit status etc. Instead, I ask all of you to take note of the many things in your life you have to be thankful for, and I hope that the Airliners International Association is on your list as well.

I wish you all a very Merry Christmas and an even better New Year. And may your travels find on time aircraft and a "grope" free experience from our beloved TSA.

Duane L. Young

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*Rio de Janeiro - Santos Dumont Airport, circa 1947.
Postcard via WAHS Collection.*



New WAHS Members!

Please welcome the following new members:

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Peggy Davis, Texas
Barbara Hanson, Illinois
Quinn Banas, Texas
Robert Sammons, New York
John Corrigan, Massachusetts

We're happy to have you with us!

Flying Ahead....With The Log

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
Issue 36-3 ~ The Land Down Under :
Australia's Airline Heritage

A Brief and Colorful Review of Several Important Brazilian Carriers

Daniel Friedenzohn

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VASP Boeing 737-2A1, PP-SMP. Unknown date. Photograph via Air72 Photography.

Brazil's commercial aviation history is very rich. As the largest and most populous nation in South America, the country has had a very dynamic industry. Today, Brazil's economy is the eighth largest in the world and is experiencing over 7% annual GDP growth. Because of the tremendous success of the Brazilian economy in the last ten years, close to half of Brazil's population of 200 million can now consider air travel as an option. Despite many financial challenges that plagued the fate of many of its carriers, Brazil carriers today are well-managed and appear to have the ability to serve the country for many years to come.

Many of the country's airlines have flown aircraft with some original and colorful paint schemes. This article provides a brief history of some of Brazil's well-known carriers.

VARIG (Viação Aérea Rio-Grandense)

VARIG was founded in 1927 by Otto Meyer, a business man who saw the need to find a way to reduce travel time between Brazilian cities. The company obtained its first aircraft, a nine passenger Dornier Wal *Atlantico*, to fly from Porto Alegre to Rio Grande. Meyer ran the company until 1941 when it was taken over by Ruben Berta, an individual who was originally hired to serve as Meyer's secretary in 1927. After the Second World War ended,

Berta, influenced by Pope Louis XIII's call for fair pay to all employees, decided to create a plan whereby employees would have an ownership stake in the carrier.

In 1959, VARIG entered into an agreement with fellow Brazilian carriers VASP and Cruzeiro do Sul to offer joint services on the heavily traveled Rio de Janeiro-Sao Paulo route. There were 50 shuttle flights per day operated on the so called Air Bridge route. Later that year, VARIG acquired its first jet aircraft, the Caravelle 1. The service departed Porto Alegre to New York via Sao Paulo, Rio de Janeiro, Port of Spain and Nassau. The service to New York took 22 hours.

The Caravelle did not meet VARIG's performance expectations, particularly on the shorter domestic routes. Therefore, the carrier decided to continue using the Lockheed Electra on many internal routes. The jet served the carrier for many years and was later placed on the Miami route.

In 1961, VARIG acquired the REAL Aerovias group, thereby acquiring routes to Miami, Los Angeles, and several additional points in Central America. When Panair do Brasil ceased operations in 1965, VARIG further expanded its international route network by adding several destinations in Europe. The company also continued to expand domestic and regional service by acquiring additional Lockheed Electras.

In 1974 the carrier acquired its first two DC-10-30s. The aircraft were utilized on services to Europe, as well as New York, Tokyo and Johannesburg. Three years later, the company celebrated its 50th anniversary and announced passenger and cargo service to Lagos, Nigeria, utilizing a Boeing 707.

By the 1980's VARIG was the largest carrier in South America, operating an extensive wide-bodied fleet consisting of the Airbus A300, Boeing 767 and 747, and the Douglas DC-10 aircraft. By 1987 the company was serving 37 international destinations.

One of the more colorful stories about VARIG and Brazil's fascination with soccer involves an event that occurred in the Fall of 1989. A VARIG Boeing 737 flying from Sao Paulo to Belem went off course, forcing the pilots to crash land the plane in the Amazon jungle due to lack of fuel. Some sources have reported that the pilots entered incorrect information into the cockpit computers. Unfortunately, the mistake was compounded by the fact that the cockpit crew was reportedly listening to an important soccer game between Brazil and Chile, thereby preventing the crew from realizing their mistake until it was too late. Although there were many survivors, thirteen passengers perished in the accident.

In 1991 VARIG became the first Latin American carrier to operate the MD-11. By the late 1990s, the company had entered into an agreement with Japan's All Nippon Airways (ANA) to operate between Rio de Janeiro and Tokyo via Sao Paulo and Los Angeles. While its international expansion continued throughout the rest of the decade, the company faced mounting debts. In addition, the deregulation of the Brazilian domestic market only served to create a more highly competitive environment.

In 2005 VARIG filed for bankruptcy protection. The vast majority of the company's aircraft and routes were relinquished. In mid 2007, new owners acquired most of VARIG's assets, but the "VARIG" name was acquired by another airline, GOL, which now operates certain domestic flights under the "new" VARIG name. Because the old VARIG served as Brazil's flag carrier for so many years, its important role in the development of Brazil's airline industry will always be remembered.

Cruzeiro Brazilian Airlines (Serviços Aéreos Cruzeiro do Sul, Ltda.)

Cruzeiro's founding in 1942 was the result of the German controlled airline Sindicato Condor encountering difficulty in obtaining spare parts for its fleet of two Focke-Wulf Fw-200s. As the Second World War expanded, the airline was acquired by a group of Brazilians. In 1943, the government issued a decree changing the carrier's name to Serviços Aéreos Cruzeiro do Sul, Ltda. The airline christened its first aircraft, a Douglas DC-3, *America do Norte* (North America) which entered service in November 1943.

In the late 1940's, the carrier attempted to operate a Rio de Janeiro to New York and Washington, D.C. service with a DC-4. Despite the thirty proving flights, the carrier failed to obtain a government subsidy for the route and it therefore decided to forego service to the United States. In 1950, the Brazilian government finally agreed to subsidize international service. Having no aircraft to operate the route, Cruzeiro vacated its route authority which was later given to VARIG.

Beginning in the late 1960's, Brazilian airlines experienced a number of hijackings that involved aircraft that eventually landed in Cuba. One of the more colorful incidents involved a Caravelle flight on New Year's Day 1970 from Montevideo, Uruguay to Rio de Janeiro. On that flight, eight hijackers ordered the plane to be flown to Cuba. During the flight a mechanical problem forced the plane to divert to Lima, Peru to replace a generator. After departing Lima, the plane encountered further problems forcing it to land in Panama City, Panama. While there, the airline was unable to obtain a new generator. Maintenance engineers came up with a solution consisting of connecting 22 car batteries to help start the aircraft's engines.

In the early 1970's, the carrier acquired its first Boeing 727 aircraft. By 1974 the airline was operating a fleet consisting of four Boeing 727 aircraft, as well as one DC-3, five Caravelles, and two YS-11A-202s. The company also placed an order for six 737s. Unfortunately, the Brazilian aviation environment became extremely challenging due to the country's poor economy, fuel costs and excess capacity. In 1975, VARIG provided a lifeline to the carrier by acquiring a 65% controlling interest.

In 1980, Cruzeiro received its first wide-body airplane, an Airbus A300. By 1988 the company had an all jet fleet consisting of six Boeing 727s, six 737s, and two Airbus A300 aircraft. Due to a number of factors, however, the carrier continued to reduce its work force and network. Finally, in 1992 VARIG began the process of integrating Cruzeiro into the VARIG brand. This process was completed in early 1993.

VASP – Viação Aérea São Paulo S/A

VASP was founded in 1933 with funding provided by the state and city of Sao Paulo. At the time, the airline operated to Monospar ST-4 airplanes with seating for two passengers. By 1937 the carrier was operating twice daily service from Sao Paulo to Rio de Janeiro with two Ju-52 aircraft. In 1946 the carrier acquired its first DC-3.

In 1959 VASP entered into an agreement with VARIG and Cruzeiro to jointly operate the Rio de Janeiro-Sao Paulo route. At the time, the carrier committed 15 SAAB Scania 90s to the route. By 1961 the airline operated a fleet of 33 DC-3s, eight DC-4s, six DC-6s, 22 Curtiss C-46s, five Viscount 827s and 15 SAAB Scania. In early 1968 VASP launched its first jet service by operating the BAC 1-11-422 on service from Sao Paulo to Manaus via Rio de Janeiro and Belem. In September 1969 the carrier began operating the Boeing 737 and by 1976 the carrier was the

largest operator of Boeing short haul aircraft in Latin America.

In March 1975 the Brazilian government issued a decree that prohibited twin engine aircraft from being operated on the Rio de Janeiro-Sao Paulo route. Accordingly, VASP leased Lockheed L-188 aircraft from VARIG to operate the route. In 1976, VASP and Taxi Aereo Marilia, S.A., pursuant to a government mandate, jointly established Transportes Aereos Regionais, S.A. (now TAM).

In 1982 VASP began operating its first wide-body aircraft, Airbus A300. In 1989 the carrier entered into an agreement with TransBrasil, S.A. for joint operations on the Rio de Janeiro-Sao Paulo route. The route was flown with Boeing 737-300 aircraft. During that same year, the company commenced Sao Paulo to Aruba via Manaus, which marked VASP's first international service. In 1991 VASP submitted a bid to the Venezuelan government to acquire VIASA. The bid was rejected because VASP had failed to meet all the requirements under the proposal set forth by the Venezuelan government. The carrier also commenced service from Brazil to Los Angeles and San Francisco utilizing DC-10-30s. In 1992, VASP became the first South American carrier to establish direct service between Sao Paulo and Seoul, South Korea.

VASP's desire to acquire a controlling interest in carriers from neighboring countries continued. In 1992 the carrier's attempt to acquire majority control in PLUNA (Primeras Lineas Uruguayas de Navegacion Aerea, S.A.) was rejected by the Uruguayan government. In 1995 the carrier successfully acquired a 51% stake in the Ecuadorian carrier Ecuatoriana de Aviacion, S.A. Later that year the carrier acquired a stake in the Bolivian carrier LAB (Lloyd Aereo Boliviano, S.A.).

In late 1995, the carrier began operating MD-11s on services to Toronto and Zurich. Due to deteriorating economic conditions in Asia, the carrier suspended its service to Seoul in 1998. Additional problems arose when VARIG informed its shuttle partners that it was withdrawing from its joint venture on the Rio de Janeiro-Sao Paulo route. This meant that VASP would face additional competition on this route. Further compounding this problem was the effect of the Brazilian government creating a deregulated domestic airline market.

A declining Brazilian economy in 1999 forced VASP to return its MD-11s to their lessors. In late spring of that year the carrier suspended its long haul international routes. Those services were taken over by TAM and TransBrasil. Despite its attempts to find solutions to its financial problems, the carrier failed to find a viable one. In 2005 the Brazilian government suspended VASP's scheduled route authority.

TAM (Transportes Aereos Regionais, S.A. now Transportes Aereos Meridionais, S.A.)

TAM was founded as a fixed-base operator (FBO) and Air Taxi Operation by Rolim Adolfo Amaro in 1961. The focus

of its service was on the cities of Belo Horizonte, Rio de Janeiro, and Sao Paulo. In late 1975, the Brazilian government implemented an aviation policy calling for the creation of five regional airlines to provide feeder service to cities in more remote parts of Brazil. In 1976, VASP approached TAM about working together to create one of the five regional carriers. This carrier became known as Transportes Aereos Regionais, S.A. The carrier operated a fleet consisting of one Fokker F.27 and a Piper Navajo on the Sao Paulo to Ourinhos and Maringa routes.

The carrier played an important role in supporting Brazil's aircraft manufacturing industry by ordering nine Embraer EMB-110 Bandeirantes in 1976. The airline also grew its fleet by acquiring several variants of the Fokker F.27. By 1984, TAM was operating seven F.27s and nine Embraer EMB-110 Bandeirantes.

By 1988, Amaro's company Taxi Aereo Marilia, S.A. acquired majority ownership in the company. In 1989, the company entered the heavily travelled Rio de Janeiro to Sao Paulo market by offering six daily frequencies. By 1991, TAM was operating its first jet aircraft, the twin engine Fokker 100. By 1996, the carrier operated 24 Fokker 100s, becoming the third largest operator of this aircraft type.

In 1997, the carrier announced a major expansion by ordering five Airbus A330-200 aircraft. Just one year later, the carrier teamed up with Grupo TACA (the Central American Airline group) as well as LAN Chile Airlines to place a combined order for 90 A320 family aircraft. The first A320 arrived in early 2000. That same year, the company acquired its 48th Fokker 100.

In 1999, TAM was designated by the Brazilian government to operate the international routes vacated by VASP. In addition, the carrier began offering daily flights from Sao Paulo to Frankfurt, Madrid, and Paris, utilizing the A330-200 aircraft.

TAM has experienced tremendous growth during this decade. The carrier is now Brazil's largest airline with a fleet of 144 all jet aircraft. The carrier operates 25 A319, 85 A320, 7 A321, as well as a mixed wide body fleet consisting of 18 A330-200, 2 A340-500, 3 Boeing 767-300, and 4 777-300 aircraft. With an increased desire to become a stronger Latin American carrier, TAM recently announced a merger with Chilean based LAN in 2010. According to the publication *Airline Business*, the combined carriers accounted for 35% of Latin America passenger traffic in 2009 and are expected to account for close to 50% of the capacity in the intra-South American market. It is expected that each carrier will retain its own brand after the merger is completed.

TRANSBRASIL, S.A.

Although it was founded in the early 1970s, TransBrasil's history goes back to the founding of Sadia Airlines in the 1950s. The carrier was granted the authority by the Brazilian government to operate up to 20% of domestic air traffic in Brazil. The airline acquired the Boeing 727-100 to operate these routes. By 1978, TransBrasil was the

largest operator of the Boeing 727 in Latin America. The company's founder, Omar Fontana, was certified to fly the 727.

In 1983, TransBrasil received authority to operate charter flights from Brasilia to Orlando. The carrier chose to operate the route with Boeing 767-200 airplanes, thus becoming the first South American carrier to operate this type. Additional charters to New York commenced in 1984.

TransBrasil also valued the important cargo business in Brazil. In 1984, the carrier acquired four Boeing 707QCs (quick change version). This allowed the carrier to increase the utilization of this fleet type by operating international air freight and night mail service during off peak hours while being able to place the aircraft in passenger service during other hours of the day.

In 1989, the carrier was granted authority to operate scheduled service between Sao Paulo, Miami and Orlando utilizing Boeing 767-200 aircraft. In mid 1991, the carrier acquired a Boeing 767-300ER to be flown on the new Brasilia to Washington, D.C. capital to capital service. During the Brazilian recession of 1992, TransBrasil was forced to suspend its service to those cities. In 1994, the company commenced service from Sao Paulo to Vienna, Austria. In late 1996, the carrier was granted authority to operate Sao Paulo-London route.

TransBrasil began growing its fleet during the mid 1980s by acquiring the Boeing 737-300 aircraft. In 1989, the airline began flying the Boeing 737-400 on many domestic routes. During the 1990's the Brazilian aviation market became much more competitive. Amid mounting debt, the company faced difficulties in making payments to key suppliers and in 2003 the company declared bankruptcy.

Azul

Azul was founded in 2008 with a fleet of three Embraer-190s serving the cities of Campinas, Salvador, and Porto Alegre. In two short years, the airline's fleet has grown to 23 aircraft consisting of the E-190 and 195 models. The airline has established its main hub at the Viracopos Airport in Campinas.

Today Azul flies to 21 cities in Brazil. It recently placed an order for 20 72 seat ATR-72-600 aircraft. The airline plans to utilize the aircraft in serving some of Brazil's smaller markets.

GOL

Brazil's airline industry experienced a profound change during the early part of this decade with the creation of GOL Linhas Aéreas Inteligentes S. A. GOL began operations in January 2001 with a low cost business model similar to Southwest Airlines and Ryanair. The company was founded by Constantino de Oliveira, a Brazilian bus company entrepreneur. The company's goal was to utilize low fares to stimulate new passenger traffic. In addition, it adopted initiatives such as ticketless reservations and did not offer hot meals on its flights.

The carrier's impact on the domestic market was immediately felt. One publication reported that GOL's fares were 25% less than its competitors. Some of its fares were so low that it was able to compete with some intercity bus companies.

In late 2004, GOL was flying to 30 destinations. It launched its first international service from Sao Paulo to Buenos Aires and within a year it had added flights to Bolivia, Uruguay and Paraguay.

The carrier operates a total of 114 Boeing 737 series 700 and 800 fleet with all coach class seating. In June 2010, GOL had 39% domestic market share, second only to TAM's 42.9%. Although it is facing increased competition from both Azul and Webjet, there is little reason to believe that GOL will not be a fixture in the Brazilian aviation landscape for many years to come.

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Playing Cards

By Fred Chan

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Playing Cards While Flying Down To Rio

The flight to Rio from the closest North American gateways is over 8 hours by non-stop jet and much longer in the old prop days especially with stops enroute. Therefore, it is no wonder that Brazil's former international carrier, VARIG, has provided its passengers with a number of different card designs for inflight entertainment.

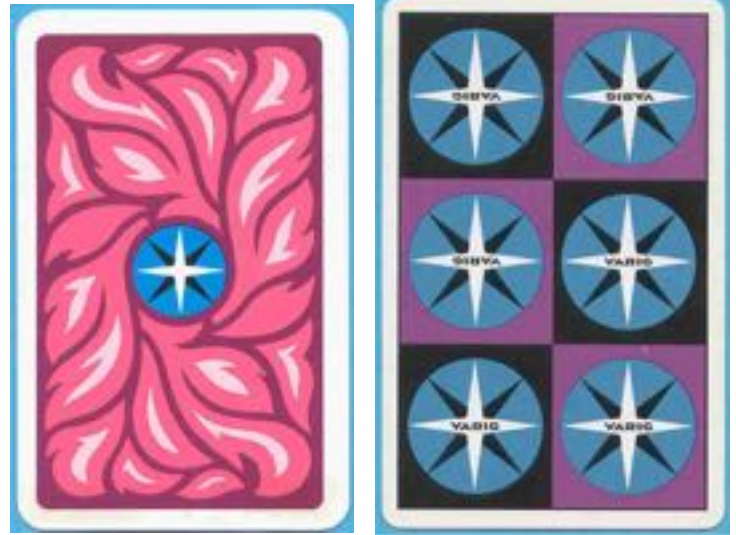
VARIG's cards usually feature its name and logo in various formats, as shown in Figures 1, 2, 3, & 4. On another occasion, it issued a double deck with color photographs of Rio de Janeiro and Brasilia (Figures 5 & 6). A deck issued in the 1950s (Figure 7) showing a cartoonish figure (and a Lockheed Constellation in the background) was somewhat out-of-character for VARIG. VARIG's decks were fairly easy to find at reasonable prices, thanks to the friendly public relations people in its U. S. offices.

Aerovias Brasil and Panair do Brasil, also had playing cards (Figures 8 & 9). None of these are known to exist anymore as decks – only very few collections have these as single cards.

Figures 10, 11, 12, 13, & 14 show the cards that have been issued by the smaller Brazilian carriers VASP, Cruzeiro, GOL, TransBrasil, and Votec. All of these cards are extremely difficult to find and usually command high prices.

Brazil is the only country in South America that has an aircraft manufacturing company, Embraer, with its regional aircraft in service all over the world. Flybe, based in the UK, has a deck of cards showing its Embraer 195 (Figure 15).

Figure 16 was a deck probably produced in the 1930s or 1940s and shows a Boeing 314 taking off with Rio's Sugarloaf Mountain in the background and the print "Clipper in Rio Bay." In the absence of any Pan Am markings on the flying boat, this deck is not classified as an official PAA issue. To my knowledge, Pan Am had not made any playing cards specifically advertising its service to Rio.



Figures 1 and 2



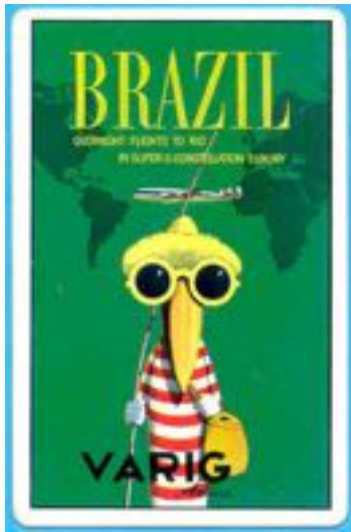
Figures 3 and 4



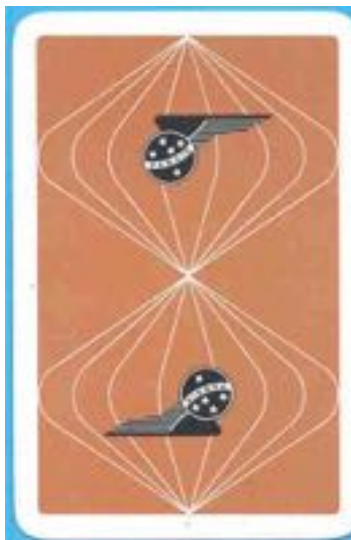
Figure 5



Figure 6



Figures 7 and 8



Figures 9 and 10



(Left) Figure 15



Figures 11 and 12



Figures 13 and 14



(Above) Figure 16

Flying Stamps

By Jim Edwards

Brazil's Aviation History on Stamps

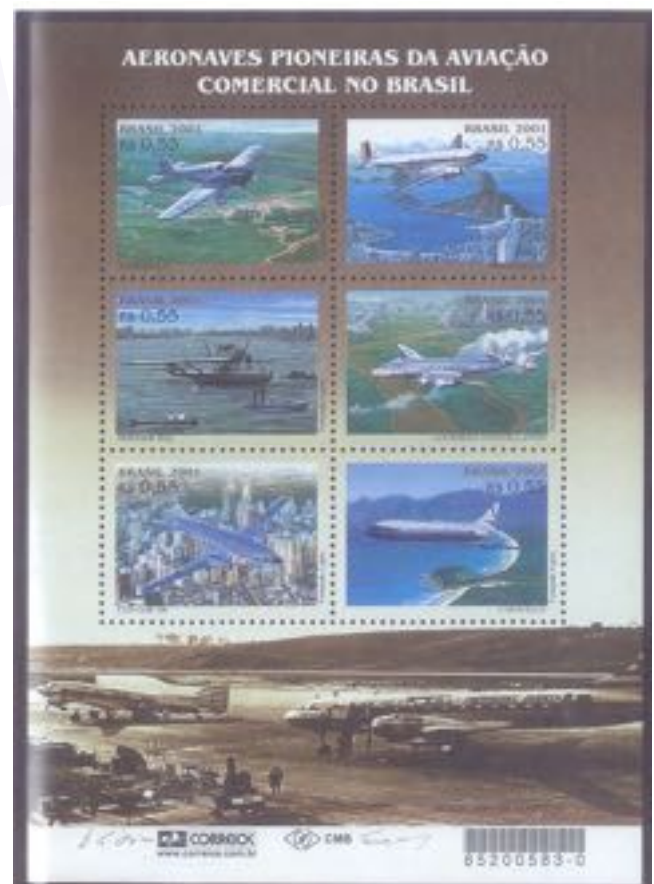
The First Day Cover and stamp shown below were issued by Brazil on May 8, 1967 to honor the 40th anniversary of VARIG.



Ten years later, in 1977, Brazil celebrated the 50th anniversary of VARIG with the VARIG logo and Douglas DC-10 shown on this stamp.



The Oriental Republic of Uruguay, Brazil's neighbor to the south, issued this stamp and cover in 1977 to also honor VARIG's 50th anniversary.



(Above) This sheet of stamps was issued by Brazil in 2001 to recognize "Pioneer Aircraft in the History of Commercial Aviation in Brazil." Included on this sheetlet are a Cruzeiro Convair 340, Cruzeiro Caravelle, Panair do Brasil Constellation, Dornier Wal, Douglas DC-3, and a Junkers F.13.



(Left) Brazil commemorated the first flight from Brazil to Japan by VARIG on June 26, 1968 with this First Day Cover and stamp showing woman's fashion from both countries.

Timetables

By David Keller

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Brazil's Air Links to the World

Air travel is justified by moving people and/or goods to their destinations in less time than would be possible by surface transport. Generally speaking, the greater the distances involved, the more advantageous air travel becomes. And from a business perspective, there has to be a market for those services, which boils down to the fact that the more people and things needing to be moved, the better the environment for a company to do business in air travel.

Brazil has both of those factors in its favor, being one of the largest and most populous countries in the world, and this has resulted in arguably the richest aviation history of any Latin American nation.

The initiative that led to the creation of airlines in Brazil came largely from German interests. The German trade company Condor Syndikat created Sindicato Condor, which became Serviços Aéreos Cruzeiro do Sul in 1943. The illustrated timetable for Sindicato Condor is believed to be from the 1929/30 time period.

The best-known (and oldest) of the Brazilian airlines over the years has undoubtedly been VARIG. From its German-inspired beginnings, the airline steadily expanded domestically, partially through the acquisition of smaller carriers. In the mid-1950's, Cruzeiro was chosen to operate a route to the United States, but after a series of trial flights decided not to operate the route, which was then transferred to VARIG. Services were started in 1955 utilizing Super G Constellations. The timetable dated December 1, 1958 shows 4 weekly Constellation services between the US and Brazil. About a year later, VARIG would put Caravelles (with several stops) on the route, which surely had to be one of the longer Caravelle services ever operated.

VARIG continued to grow and absorb other competing airlines, such as REAL/Aerovias Brasil and Panair do Brasil. Unfortunately, each of these carriers had chosen different aircraft types, and by June of 1966, VARIG was operating Convair 990's ordered by REAL and DC-8's inherited from Panair alongside its own 707 fleet. This timetable also mentions the Ponte Aérea shuttle services between Rio de Janeiro and São Paulo, which were operated in cooperation with Cruzeiro and VASP.

As has happened with many of the so-called "legacy carriers" since the turn of the century, VARIG eventually ran into its own financial difficulties and is presently in liquidation, although its name was acquired by upstart Gol Air-



Illustration of a woman sitting on a suitcase, looking at a timetable, with a Condor airplane flying in the background. The text "HORARIO" is visible in the background.

IDA: Natal - Porto Alegre				VOLTA: Porto Alegre - Natal			
Parada	Quarta	Quinta	Sexta	Parada	Quarta	Quinta	Sexta
Natal				Natal			
Paraná				Paraná			
Recife				Recife			
Brasília				Brasília			
Belém				Belém			
Manaus				Manaus			
Boa Vista				Boa Vista			
Porto Alegre				Porto Alegre			

SYNDICATO CONDOR LTDA.
RUA ALFONSO 2 - RIO DE JANEIRO - TEL. 41.5241

Sindicato Condor - 1929/1930

lines which is using the "VARIG" name for a new domestic airline subsidiary of Gol.

Serviços Aéreos Cruzeiro do Sul also expanded throughout the country, and the timetable dated March, 1949, shows service on a number of domestic routes. In 1975, VARIG acquired a controlling interest in the airline, and Cruzeiro's name and logo were displayed on the cover of many of VARIG timetables until the airlines were fully combined in 1993.

Another airline with a major presence in Brazil during its day was REAL. This carrier had been formed in the mid-1940's, and in a familiar pattern, had grown by acquiring some of its rivals. One of those acquisitions was Aerovias Brasil, which was operated under the same parent company as REAL. By the early 1960's, REAL was operating to numerous Latin American countries, the United States, and on to Hawaii and Japan. The timetable dated July 1, 1961 must have been one of the last for the airline, as it was acquired by VARIG in the summer of that same year.

Panair do Brasil was yet another long-time Brazilian airline operating internationally starting in the 1940s. After the conclusion of World War II, Panair was awarded routes to Europe, and in the timetable dated November 20, 1952, was serving 9 destinations in Europe and the Middle East with Constellations. (Panair was the first airline outside of the US to operate the "Connie".) In 1965 the airline was abruptly shut down by the Brazilian government, ostensibly for political reasons. The airline's international authority was transferred to VARIG, while the domestic routes went to Cruzeiro.

UNITED STATES to the CARIBBEAN — SOUTH AMERICA

SOUTHBOUND

READ DOWN

NORTHBOUND

READ DOWN

DAY	TUES.	WED.	THU.	FRI.	SAT.	DAY	TUES.	WED.	THU.	FRI.	SAT.
FLIGHT NO.	812	811	813	811	813	FLIGHT NO.	830	832	830	832	830
CLASS	F/T	F/T	F/T	F/T	F/T	CLASS <td>F/T</td> <td>F/T</td> <td>F/T</td> <td>F/T</td> <td>F/T</td>	F/T	F/T	F/T	F/T	F/T
EQUIPMENT	*	*	*	*	*	EQUIPMENT <td>*</td> <td>*</td> <td>*</td> <td>*</td> <td>*</td>	*	*	*	*	*
to NEW YORK	1000	1000	1000	1000	1000	to BUENOS AIRES				1525	1425
to CEDRAS TRUJILLO	↓	1610	↓	1610	↓	to MONTEVIDEO				1610	1520
		1720	↓	1720	↓					1640	1530
to PORT OF SPAIN	1940	↓	1940	↓	↓	to PELOTA				↓	1550
to (THURSDAY)	2040	↓	2040	↓	↓					↓	1550
to BELM O		0250	↓	0250	↓	to PORTO ALEGRE				1640	1610
		0350	↓	0350	↓					1920	1910
to RIO DE JANEIRO	0800	0950	0800	0950	↓	to SAO PAULO	1345	1345	1345	1435	↓
	0910	1100	0910	1100	0800		1400	1300	1400	1500	↓
to SAO PAULO	1010	1200	1010	1200	↓	to RIO DE JANEIRO	1700	1800	1700	1800	1530
	1100	1250	1100	1250	↓		1850	1950	1850	1950	↓
to PORTO ALEGRE	1300	1430	1300	1430	1150	to BELM O		0030	↓	0030	↓
		1530	↓	1530	↓		0130	↓	0130	↓	↓
to PELOTA			1720	↓	↓	to PORT OF SPAIN		0450	↓	0450	↓
			1740	↓	↓	to (THURSDAY)		0600	↓	0600	↓
to MONTEVIDEO			1820	↓	↓	to CEDRAS TRUJILLO	0650	↓	0650	↓	↓
			1840	↓	↓		0750	↓	0750	↓	↓
to BUENOS AIRES			1945	1945	1830	to NEW YORK	1940	1400	1940	1400	↓

812* will operate 30 min. earlier on Fri.

810-F will operate 30 min. earlier on Thu.

and terminates in San Pedro.

ALL TIMES

SHOWS ARE LOCAL TIMES

* Super-D Concession

Cameo 240

g Connections to and from S. East. Port-au-Prince, Haiti.

Submarine and ALL other coastal cities.

VARIG - December 1, 1958

STATION		SERVICE BA 301		SERVICE BA 321		SERVICE BA 101			
		GMT Tues. 09.25	Local Tues. 10.25	GMT Mon. 09.25	Local Mon. 10.25	GMT Wed. 09.25	Local Wed. 10.25	GMT Fri. 09.25	Local Fri. 10.25
London	dep.								
Lisbon	arr. dep.	14.35 15.45	15.35+ 16.45+	14.35 15.45	15.35+ 16.45+	14.35 15.45	15.35+ 16.45+	14.35 15.45	15.35+ 16.45+
Dakar	arr. dep.	Wed. 01.35	Wed. 01.35	Tues. 00.30 01.05	Tues. 00.30 01.35	Thurs. 00.30 01.35	Thurs. 00.30 01.35	Sat. 00.30 01.35	Sat. 00.30 01.35
Natal	arr. dep.	10.45 11.50	07.45 08.50	10.45 11.50	07.45 08.50	10.45 11.50	07.45 08.50	10.45 11.50	07.45 08.50
Rio de Janeiro	arr. dep.	18.35 —	15.35 —	18.35 — Overnight Wed. 10.45	15.35 — Stop Wed. 07.45	18.35 — Fri. 12.00	15.35 — Fri. 09.00	18.35 — Sun. 12.00	15.35 — Sun. 09.00
Sao Paulo	arr. dep.	— —	— —	12.40 13.40	09.40 10.40	— —	— —	— —	— —
Montevideo	arr. dep.	— —	— —	18.35 19.35	15.35 16.35	17.50 18.55	14.50 15.55	17.50 18.55	14.50 15.55
Buenos Aires	arr. dep.	— —	— —	21.00 — Overnight Thurs. 13.55	18.00 — Stop Thurs. 10.55	20.00 —	17.00 —	20.00 —	17.00 —
Santiago	arr.	—	—	18.25	14.25	—	—	—	—

BSSA / British South American Airways - September 1948

Rio de Janeiro - Cuiabá - Rio Branco - Cruzeiro do Sul														
Segunda	Terça	Quarta/Quinta	Sexta	Sábado	Linha Oeste				Segunda	Terça	Quarta/Quinta	Sexta	Sábado	Domingo
6:30	6:30	6:30	6:30	6:30	Pa	RIO DE JANEIRO	Ch	16:00	16:00	16:00	16:00	16:00	16:00	16:00
6:45	6:45	6:45	6:45	6:45	•	SÃO PAULO	•	16:15	16:15	16:15	16:15	16:15	16:15	16:15
7:00	7:00	7:00	7:00	7:00	•	ASSISVALIA	•	16:30	16:30	16:30	16:30	16:30	16:30	16:30
7:15	7:15	7:15	7:15	7:15	•	CAMPUS GRANDE	•	16:45	16:45	16:45	16:45	16:45	16:45	16:45
7:30	7:30	7:30	7:30	7:30	•	CORUMBÁ	•	17:00	17:00	17:00	17:00	17:00	17:00	17:00
7:45	7:45	7:45	7:45	7:45	•	CACERES	•	17:15	17:15	17:15	17:15	17:15	17:15	17:15
8:00	8:00	8:00	8:00	8:00	•	CIJABA	•	17:30	17:30	17:30	17:30	17:30	17:30	17:30
8:15	8:15	8:15	8:15	8:15	Ch		Pa	7:00	7:00	7:00	7:00	7:00	7:00	7:00
8:30	8:30	8:30	8:30	8:30										
8:45	8:45	8:45	8:45	8:45	Pa	CIJABA	Ch							
9:00	9:00	9:00	9:00	9:00	•	CACERES	•							
9:15	9:15	9:15	9:15	9:15	•	F. P. DA SEIXA	•							
9:30	9:30	9:30	9:30	9:30	•	GUARAPUAVA	•							
9:45	9:45	9:45	9:45	9:45	•	PORTO VELHO	•							
10:00	10:00	10:00	10:00	10:00	Ch	RIO BRANCO	Pa							
10:15	10:15	10:15	10:15	10:15										
10:30	10:30	10:30	10:30	10:30	Pa	RIO BRANCO	Ch							
10:45	10:45	10:45	10:45	10:45	•	SÃO PAULO	•							
11:00	11:00	11:00	11:00	11:00	•	ASSISVALIA	•							
11:15	11:15	11:15	11:15	11:15	•	CAMPUS GRANDE	•							
11:30	11:30	11:30	11:30	11:30	•	CORUMBÁ	•							
11:45	11:45	11:45	11:45	11:45	•	CACERES	•							
12:00	12:00	12:00	12:00	12:00	•	CIJABA	•							
12:15	12:15	12:15	12:15	12:15	Ch		Pa							
12:30	12:30	12:30	12:30	12:30										
12:45	12:45	12:45	12:45	12:45	Pa	CIJABA	Ch							
13:00	13:00	13:00	13:00	13:00	•	CACERES	•							
13:15	13:15	13:15	13:15	13:15	•	F. P. DA SEIXA	•							
13:30	13:30	13:30	13:30	13:30	•	GUARAPUAVA	•							
13:45	13:45	13:45	13:45	13:45	•	PORTO VELHO	•							
14:00	14:00	14:00	14:00	14:00	Ch	RIO BRANCO	Pa							
14:15	14:15	14:15	14:15	14:15										
14:30	14:30	14:30	14:30	14:30	Pa	RIO BRANCO	Ch							
14:45	14:45	14:45	14:45	14:45	•	SÃO PAULO	•							
15:00	15:00	15:00	15:00	15:00	•	ASSISVALIA	•							
15:15	15:15	15:15	15:15	15:15	•	CAMPUS GRANDE	•							
15:30	15:30	15:30	15:30	15:30	•	CORUMBÁ	•							
15:45	15:45	15:45	15:45	15:45	•	CACERES	•							
16:00	16:00	16:00	16:00	16:00	•	CIJABA	•							
16:15	16:15	16:15	16:15	16:15	Ch		Pa							
16:30	16:30	16:30	16:30	16:30										
16:45	16:45	16:45	16:45	16:45	Pa	CIJABA	Ch							
17:00	17:00	17:00	17:00	17:00	•	CACERES	•							
17:15	17:15	17:15	17:15	17:15	•	F. P. DA SEIXA	•							
17:30	17:30	17:30	17:30	17:30	•	GUARAPUAVA	•							
17:45	17:45	17:45	17:45	17:45	•	PORTO VELHO	•							
18:00	18:00	18:00	18:00	18:00	Ch	RIO BRANCO	Pa							
18:15	18:15	18:15	18:15	18:15										
18:30	18:30	18:30	18:30	18:30	Pa	RIO BRANCO	Ch							
18:45	18:45	18:45	18:45	18:45	•	SÃO PAULO	•							
19:00	19:00	19:00	19:00	19:00	•	ASSISVALIA	•							
19:15	19:15	19:15	19:15	19:15	•	CAMPUS GRANDE	•							
19:30	19:30	19:30	19:30	19:30	•	CORUMBÁ	•							
19:45	19:45	19:45	19:45	19:45	•	CACERES	•							
20:00	20:00	20:00	20:00	20:00	•	CIJABA	•							
20:15	20:15	20:15	20:15	20:15	Ch		Pa							
20:30	20:30	20:30	20:30	20:30										
20:45	20:45	20:45	20:45	20:45	Pa	CIJABA	Ch							
21:00	21:00	21:00	21:00	21:00	•	CACERES	•							
21:15	21:15	21:15	21:15	21:15	•	F. P. DA SEIXA	•							
21:30	21:30	21:30	21:30	21:30	•	GUARAPUAVA	•							
21:45	21:45	21:45	21:45	21:45	•	PORTO VELHO	•							
22:00	22:00	22:00	22:00	22:00	Ch	RIO BRANCO	Pa							
22:15	22:15	22:15	22:15	22:15										
22:30	22:30	22:30	22:30	22:30	Pa	RIO BRANCO	Ch							
22:45	22:45	22:45	22:45	22:45	•	SÃO PAULO	•							
23:00	23:00	23:00	23:00	23:00	•	ASSISVALIA	•							
23:15	23:15	23:15	23:15	23:15	•	CAMPUS GRANDE	•							
23:30	23:30	23:30	23:30	23:30	•	CORUMBÁ	•							
23:45	23:45	23:45	23:45	23:45	•	CACERES	•							
24:00	24:00	24:00	24:00	24:00	•	CIJABA	•							
24:15	24:15	24:15	24:15	24:15	Ch		Pa							
24:30	24:30	24:30	24:30	24:30										
24:45	24:45	24:45	24:45	24:45	Pa	CIJABA	Ch							
25:00	25:00	25:00	25:00	25:00	•	CACERES	•							
25:15	25:15	25:15	25:15	25:15	•	F. P. DA SEIXA	•							
25:30	25:30	25:30	25:30	25:30	•	GUARAPUAVA	•							
25:45	25:45	25:45	25:45	25:45	•	PORTO VELHO	•							
26:00	26:00	26:00	26:00	26:00	Ch	RIO BRANCO	Pa							
26:15	26:15	26:15	26:15	26:15										
26:30	26:30	26:30	26:30	26:30	Pa	RIO BRANCO	Ch							
26:45	26:45	26:45	26:45	26:45	•	SÃO PAULO	•							
27:00	27:00	27:00	27:00	27:00	•	ASSISVALIA	•							
27:15	27:15	27:15	27:15	27:15	•	CAMPUS GRANDE	•							
27:30	27:30	27:30	27:30	27:30	•	CORUMBÁ	•							
27:45	27:45	27:45	27:45	27:45	•	CACERES	•							
28:00	28:00	28:00	28:00	28:00	•	CIJABA	•							
28:15	28:15	28:15	28:15	28:15	Ch		Pa							
28:30	28:30	28:30	28:30	28:30										
28:45	28:45	28:45	28:45	28:45	Pa	CIJABA	Ch							
29:00	29:00	29:00	29:00	29:00	•	CACERES	•							
29:15	29:15	29:15	29:15	29:15	•	F. P. DA SEIXA	•							
29:30	29:30	29:30	29:30	29:30	•	GUARAPUAVA	•							
29:45	29:45	29:45	29:45	29:45	•	PORTO VELHO	•							
30:00	30:00	30:00	30:00	30:00	Ch	RIO BRANCO	Pa							
30:15	30:15	30:15	30:15	30:15										
30:30	30:30	30:30	30:30	30:30	Pa	RIO BRANCO	Ch							
30:45	30:45	30:45	30:45	30:45	•	SÃO PAULO	•							
31:00	31:00	31:00	31:00	31:00	•	ASSISVALIA	•							
31:15	31:15	31:15	31:15	31:15	•	CAMPUS GRANDE	•							
31:30	31:30	31:30	31:30	31:30	•	CORUMBÁ	•							
31:45	31:45	31:45	31:45	31:45	•	CACERES	•							
32:00	32:00	32:00	32:00	32:00	•	CIJABA	•							
32:15	32:15	32:15	32:15	32:15	Ch		Pa							
32:30	32:30	32:30	32:30	32:30										
32:45	32:45	32:45	32:45	32:45	Pa	CIJABA	Ch							
33:00	33:00	33:00	33:00	33:00	•	CACERES	•							
33:15	33:15	33:15	33:15	33:15	•	F. P. DA SEIXA	•							
33:30	33:30	33:30	33:30	33:30	•	GUARAPUAVA	•							
33:45	33:45	33:45	33:45	33:45	•	PORTO VELHO	•							
34:00	34:00	34:00	34:00	34:00	Ch	RIO BRANCO	Pa							
34:15	34:15	34:15	34:15	34:15										
34:30	34:30	34:30	34:30	34:30	Pa	RIO BRANCO	Ch							
34:45	34:45	34:45	34:45	34:45	•	SÃO PAULO	•							
35:00	35:00	35:00	35:00	35:00	•	ASSISVALIA	•							
35:15	35:15	35:15	35:15	35:15	•	CAMPUS GRANDE	•							
35:30	35:30	35:30	35:30	35:30	•	CORUMBÁ	•							
35:45	35:45	35:45	35:45	35:45	•	CACERES	•							
36:00	36:00	36:00	36:0											

Cruzeiro do Sul - March 1949



SADIA Airlines was a relative latecomer to the scene, having been formed in 1955. The TransBrasil name was adopted in 1972, along with a multi-colored fleet scheme, (à la Braniff). Additionally, TransBrasil became the first to put the Embraer EMB-110 Bandeirante in service in 1973, which would be the first of thousands of Embraer transports in the decades that followed. Although primarily a domestic airline for much of its existence, TransBrasil expanded internationally in the 1990's. The timetable dated October 29, 1995 shows the carrier operating 767's to 4 destinations in the US and 2 in Europe. The focus on international routes resulted in deteriorating results from its most profitable domestic sectors, and the airline ceased operations in 2001.

In 1975, the Brazilian government divided the country into 5 regions, creating 5 new airlines in the process (1 for each region). One of these regional carriers was TAM (Transportes Aéreos Regionais), which began service in 1976. 10 years later, the company acquired VOTEC, another of the mid-70's regional airlines. (Despite common ownership, the two airlines had to be operated under separate identities until the government lifted the service area restrictions in 1990.) The carrier then expanded with larger aircraft, and in the illustrated timetable (believed to be from 1998), was operating a fleet of F100's and F50's on an extensive domestic network.

Airlines from other countries also found Brazil to be an attractive destination. Pan American's service to Brazil and Latin America were legendary. We covered Pan Am's presence in this part of the world in previous issues of *The Captain's Log*. Pan Am would retain routes to Brazil until its demise in 1991.

In the timetable dated September, 1948, British South American Airways was also operating to Brazil (by way of Lisbon and Dakar.) BSSA would be merged into BOAC the following year.

By the early 1970's, flights between the UK and Brazil were being performed by British Caledonian Airways. The timetable dated November 1, 1971 shows 2 weekly VC-10 flights to Rio and São Paulo via Casablanca.

While a number of flights crossed the South Atlantic between Africa and Brazil, the vast majority were merely stopping in Africa for fuel before continuing on to European destinations. One of the few exceptions was South African Airways' service between Johannesburg and Rio de Janeiro, which was being operated twice weekly with 707's in the timetable dated April 1, 1974.

One of the best examples of Brazil's significance in the airline world, is the fact that Air France's initial Concorde service was between Paris and Rio (with a stop at Dakar). Admittedly, New York would have likely been the preferred destination, but a ban temporarily prevented Concorde operations to the US, pending the outcome of legal challenges. (But being the most attractive destination outside the US still shows that the Brazilian market was highly regarded.) The Air France timetable dated Novem-

ber 1, 1980, shows 2 supersonic flights per week to Rio (in addition to 3 subsonic operations).

Brazil currently has a domestic airline network that can only be rivaled by a handful of countries. All the ingredients are present for it to become one of the top air travel markets in the world as we progress through the 21st century.

For more information on these images, see airlinetimetable-blog.blogspot.com.



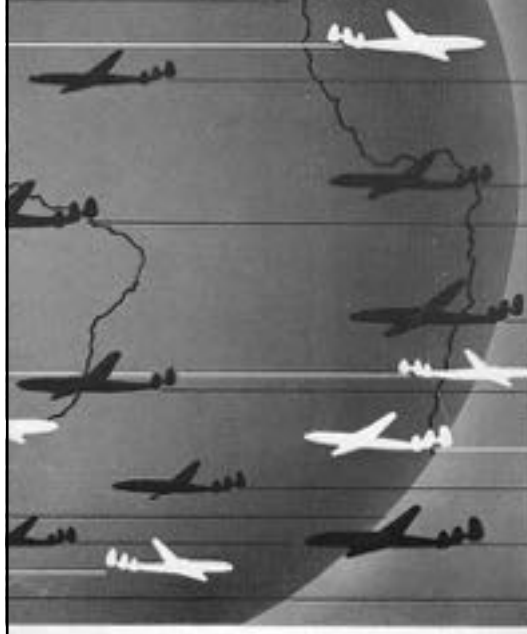
REAL - July 1, 1961. Craig Morris Collection

SCHEDULE
effective November 20, 1952

PANAIR DO BRASIL

HORAIRE - TIMETABLE

Lignes Internationales
International Services



**PANAIR DO BRASIL IS THE
WORLD'S RECORD HOLDER FOR
SOUTH ATLANTIC CROSSINGS**

263 MAR TUE	265 DIEU SUN	269 MAR TUE	289 VEN FRI	267 SAM SAT	EQUIP
15:00 17:25 18:25	05:15 08:00 09:00				Dp. Beirut 30° E Ar.
					Ar. Istanbul 30° E Dp.
					Dp. Istanbul 30° E Ar.
					Dp. London 0° Ar.
					Ar. Paris (Reims) 0° Dp.
					Dp. Paris (Reims) 0° Ar.
			13:00		Dp. Frankfurt 15° E Ar.
			14:10		Ar. Zurich 15° E Dp.
			15:10		Dp. Zurich 15° E Ar.
			17:20		Ar. Rome 15° E Dp.
			18:20		Dp. Rome 15° E Ar.
			21:05		Ar. Madrid 0° Dp.
			21:50		Dp. Madrid 0° Ar.
			23:30		Ar. Lisbon 0° Dp.
			SAM SAT		Dp. Lisbon 0° Ar.
			00:30		
			07:50		Ar. Dakar 0° Dp.
			08:35		Dp. Dakar 0° Ar.
			14:20		Ar. Recife A.L. 45° Dp.
			15:35		Dp. Recife A.L. 45° Ar.
			20:30		Ar. Rio de Janeiro A.L. 45° Dp.
			21:30	06:00	Dp. Rio de Janeiro A.L. 45° Ar.
			22:20	07:00	Ar. São Paulo A.L. 45° Dp.
			23:30	08:00	Dp. São Paulo A.L. 45° Ar.
					Ar. Asuncion 60° Dp.
					Dp. Asuncion 60° Ar.
					Ar. Santiago 60° Dp.
			02:30		Ar. Montevideo 45° Dp.
			03:15		Dp. Montevideo 45° Ar.
			04:15		Ar. Buenos Aires 45° Dp.
				11:30	

HEURE DU MERIDIEN — MERIDIAN TIME

EQUIPEMENT : CONSTELLATION
EQUIPMENT : CONSTELLATION

Panair do Brasil - November 20, 1952

Periods & Days of Operation	Dep. Town	FLIGHT	TRANSFERS	Meals
Form	Dep. No.	Class Type	At Arr. Dep. Flight Class Type Arr.	Stops
From LONDON (contd.)				
RIO DE JANEIRO (Galeão)				
(In association with Varig)				
Tu	1936	2100 BR655* F/Y V10		0800' X 1
Sa	1831	2000 BR663* F/Y V10		0825' X 3
F	—	1955 RG827* F/Y 787		0610' X 3
Timings RG flight RG827 one hour later in UK than 19 March				
Fares (Sterling)				
FD £280.45 RD £177.50				
Excess baggage rate per kilo £2.91				

British Caledonian - November 1, 1971

WESTBOUND		MON		WED		FRI		SUN
		707	707	707	707	707	707	707
		SA	RG	SA	AR	RG	SA	SA
		213	651	201	161	651	207	205Y
		F/Y	F/Y	F/Y	F/Y	F/Y	F/Y	F/Y
JOHANNESBURG	D		1300	1145		1300	2145	0945
CAPE TOWN □ *	D	1130			1130		Sat.	
LUANDA	A		1500			1500		
	D		1600			1600		
ILHA DO SAL	A						0330	
	D						0415	
RIO DE JANEIRO*	A		2000	1615		2000		1415
	D							1500
BUENOS AIRES □	A	1610			1610			
NEW YORK*	A						0820	2340

South African Airways - April 1, 1974

Air Etiquettes

By Arthur H. Groten, M.D.

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Airmail Etiquettes of Brazil

Interestingly, Brazil, despite being the largest country in South America, was not the first to have airmail service. That honor goes to French Guyana and the Société des Transports Aériens Guyanais, begun in November 1919 but short-lived. The most important of the early South American airlines was SCADTA in Colombia, which commenced service in September 1921.

Brazil did not enter the aviation age until 1926 when the German firm, Kondor Syndicat, flew a Dornier Wal between Buenos Aires and Rio de Janeiro to demonstrate the feasibility. There followed a route between Porto Alegre and Rio Grande in 1927, later extended north to Rio. The original southern route was reorganized under Brazilian control to become VARIG in May 1927.

Airmail etiquettes fall into three basic categories: those issued by the government, those issued privately and those issued by airlines. Since 1938, the Brazilian government has issued about 10 etiquettes. One is shown in figure 1. Some private ones were also released, perhaps 18 or so, and one is seen in Figure 2.



Fig. 1



Fig. 2

Figure 1: An example of Brazilian government-issued air etiquettes from 1950. It was designed to have a date stamp applied upon it.

Figure 2: This private label was released in 1980. Its maker is unknown which is true of most such private labels.

In the case of Brazil, by far the largest and most interesting group is those issued by airlines and they will be shown in order of the establishment of the airlines that issued them. In addition, some U.S., French, German and Italian airlines produced etiquettes meant for use on their Brazilian services.

We will look first at the Brazilian airlines and then the foreign ones. It should be remembered that not all airlines operating in Brazil issued airmail etiquettes so if your favorite airline is missing, that is the reason why.

Syndicato Condor was formed as a subsidiary of Deutsche Luft Hansa (D.H.L.) in December 1927 and the first Brazilian airmail etiquettes appeared then. Between 1927 and 1942 when service ended due to WWII, Condor produced nine etiquettes, seven of which are seen in Figure 3 along with their dates of issue. The 1934 etiquette came in at least two different booklet forms. (Figure 4) But it is their actual usage that gives the real flavor of the romance of the period as explained in the captions to Figures 5-7.



Fig. 3a



Fig. 3b



Fig. 3c



Fig. 3d



Fig. 3e



Fig. 3f



Fig. 3g

Figure 3: Here are 7 of the 9 etiquettes produced by Condor. Their dates are: (a), 1927; (b), 1928; (c), 1928; (d), 1933; (e), 1934; (f), 1935 and (g), 1935. Brazilian-based Condor connected with both D.Z.R. and D.H.L. to carry mail, and its etiquettes reflect that fact.

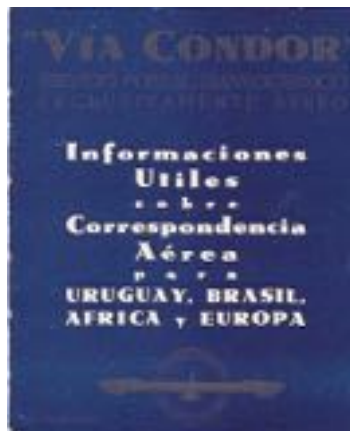


Figure 4: The 1934 etiquette (Figure 3e) occurred in two booklet forms. Type A had considerable rate and route information for the user; type B did not.



Figure 5: Condor serviced Brazil internally, connecting with its German partners for transatlantic communication. This 1929 cover, from Rio to Curitiba, was carried by Condor as noted by the label and the typed instructions. (Etiquette 3a)



Figure 6: McKinley & Co. of Rio sent this cover to Miss McKurtie in Kent, England whence it was forwarded to London. The Condor affiliation with D.H.L. Zeppelin carried it on the 9th return flight of the Graf Zeppelin from Rio, leaving October 4, 1934, via Recife arriving at Friedrichshafen on October 9, thence via Berlin to England. (Etiquette 3d)



Figure 7: On the other hand, this cover, postmarked Rio May 16, 1934, missed the May 14 Zeppelin flight and was sent by the D.H.L. South Atlantic catapult route, leaving May 17, arriving Stuttgart on the 21st and then by internal flight to Hamburg. Note the lovely Condor stationery envelope. (Etiquette 3e)

Next in order of appearance is NYRBA (New York, Rio & Buenos Aires Line, affectionately known as "Nearbeer"). Founded in 1929, it was in competition with Pan Am, was subsumed by it the next year and was eventually renamed Panair do Brasil (see below). The earliest (1929) etiquette of NYRBA is surely one of the most handsome ever produced. (Figure 8) The following year saw a long narrow one used as demonstrated in Figure 9.



Figure 8: This 1929 NYRBA etiquette is arguably the loveliest ever produced.



Figure 9: The long narrow etiquette was designed to span the envelope, usually at the bottom, often obscuring the name on another airline's stationery. The cover left Rio on August 14 and was carried by NYRBA to New York. A U.S. 5¢ stamp had been placed on the cover to pay for airmail carriage within the U.S., in this case from New York to Detroit, where it was logged in on August 23.

Panair do Brasil issued its first etiquette in 1932; 5 more followed as well as a number of small advertising vignettes. After WWII, Panair do Brasil was reorganized to become a majority Brazilian-owned company, Panair. Some are shown in Figure 10 and used on a cover in figure 11.

Fig 10 a



Fig. 10b



Fig. 10c



Fig. 10d



Fig. 10e



Figure 10: Three of the 5 Panair etiquettes: (a) 1934; (b), 1940 and (c) 1944. Figures 10d and 10e are two of several small labels promoting Panair's services.



Figure 11: During WWII, mail from South America was usually censored in Trinidad. The code for Trinidad on the censor label is "I.E." and there is a Trinidad receiving hand stamp on the reverse dated July 11. The cover originated from Sao Paulo on July 7, destined for New York via Panair. (Etiquette 10c)

The last of Brazil's airlines to use air etiquettes was VASP (Viacao Aerea Sao Paulo). Only one is known, from 1946. But in 1947, a special label was applied to some internal letters. (Figure 12)



Figure 12: This cover from Sao Paulo to Rio was carried internally by VASP. A special numbered label was applied to the back indicating its urgent nature. It is the first I've seen.

Many countries saw special experimental flights originate or terminate on their territory. They were often commemorated with special air labels. The only such Brazilian label was made for a special flight from Brazil to Senegal by the pioneer aviator, Jean Mermoz, in May 1933. (Figure 13)



Figure 13: As noted in the text, this is the only Brazilian etiquette prepared for a special flight. In January 1933, Jean Mermoz and his crew flew the Couzinet Type 70 tri-motor "Arc-en-ciel" ("Rainbow") across the South Atlantic from St. Louis, Senegal to Natal. It was the first land plane to make the crossing successfully; previously the crossing was made with flying boats. This etiquette was for mail carried on the first return flight from Brazil to Dakar in May.

Four foreign countries issued etiquettes for use by their Brazilian customers, in date order: France (Aéropostale, 1927; then Air France, 1933); the U.S. (Pan Am, 1932); Germany, private labels for use on D.H.L. and D.Z.R. (Deutsche Zeppelin Reederei) Africa-Brazil routes; Italy (LATI, 1940).

Aéropostale (Compagnie Générale Aéropostale or C.G.A.) produced its first air etiquette in 1927, featuring a monoplane in the sky. (Figure 14) A later one eliminated the plane. The second major kind, of which there are three variant typographies, appeared in 1929. (Figure 15) A promotional label, from the London office, shows the route across the South Atlantic and the schedule. (Figure 16)



Figure 14: This is C.G.A.'s first (1927) etiquette used from Pelotas in 1930.



Figure 15: In 1929, three labels were issued, differing in typography. This one states "Ligne Aéropostale" whereas the other two, in different typefaces, say only "Aéropostale."



Figure 16: Although not strictly an airmail etiquette, I show this to demonstrate the sort of promotional labels produced for the highly competitive South Atlantic route, showing the route and the schedule.



PAR AVION: FRANCE AMERIQUE DU SUD.

via AIR FRANCE

The next airline servicing Brazil to provide special etiquettes was Pan Am in 1932. There were two types: a smaller imperforated one and a larger one with a promotional tab that was provided in booklets. (Figure 18)



The Germans issued no airline etiquettes for their South Atlantic routes. That was done primarily by private parties, often collectors of or dealers in aerophilately. The dealer H.E. Sieger made a number of such labels between 1932 and 1935 but this one, from 1932, is the only one specifying the South American use of the [Graf] Zeppelin (by D.Z.R.) that made its first trip to Brazil on August 29, 1931. (Figure 19) At the same time, D.L.H. was using depot ships in the mid-South Atlantic Ocean for refueling flying boats. The *Schwabenland*, *Westfalen* and *Ostmark* were used but only the *Westfalen* has its name on etiquettes, both from 1934. (Figures 20 & 21)

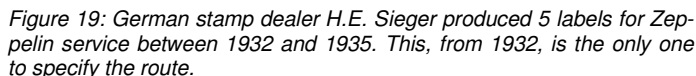
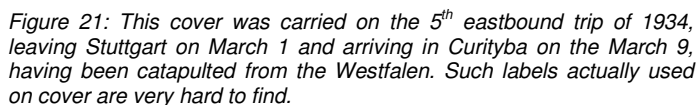
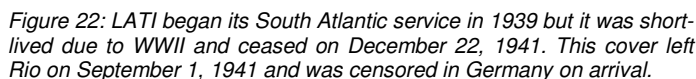


Figure 20: At different times, three mid-South Atlantic refueling (depot) ships provided support for the D.H.L. seaplane service. The plane was catapulted off the deck for the last leg of its journey. Only the Westfalen is specifically cited on air etiquettes.



Italy was the last country to initiate South Atlantic service in 1939 when LATI (Linee Aeree Transcontinentali Italiane) began service. That airline issued a single etiquette for use in Brazil. (Figure 22)



Similar stories of other countries and airlines can be told using these air etiquettes and they will be topics for future articles.

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Label Time

By Daniel Kusrow

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“Flying Down to Rio” in Labels and Stickers

Brazil has enjoyed a long rich history of commercial aviation development. This article looks at the early formative period of this growth through baggage labels issued by a variety of Brazilian international and domestic carriers.

The geographical diversity and size of Brazil fostered the rise of early airlines in the country. Set against a very long South Atlantic coastline, the enormous Amazon River system spreading deep into the central heart of the country, large swathes of impenetrable rainforest, and the Andes Mountains blocking the west, air transport appeared in the 1920s and quickly took root. Boat trips of weeks up the Amazon or along the coast were converted to air trips of hours. The arduous overland trip between the major urban and commercial centers of Rio de Janeiro and Sao Paulo became a frequently used aerial shuttle route beginning in the mid 1930s, and this shuttle continues to this day.



01 Panair do Brasil – Baggage Label, 1930, Rare

NYRBA Brasil, following the takeover of American parent New York, Rio & Buenos Aires Line by Pan American Airways in 1930, was renamed Panair do Brasil (#01). Its label shows the Consolidated Commodore flying boats operated by PAA down the east coast of South America. The subsidiary operated internal Brazil services for PAA, primarily up the Amazon with flying boats and floatplanes. International services were launched in 1946 to Europe with Constellations. By 1965 the Brazilian Government had shut the then DC-8 operating airline down, for taking

too much business away from the other principal international carrier VARIG.



02 VARIG – Empresa de Viacao Aerea Rio Grandense – Baggage Label, 1935, Scarce

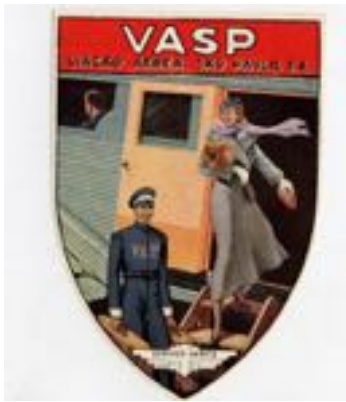
VARIG started internal operations in 1927 with German floatplanes but by the early 1930s had moved to landplanes. It had adopted an Art Deco styled winged Mercury for its logo as seen in its baggage label (#02). By the early 1960s, VARIG had taken over competitor REAL and was the largest international carrier in Brazil.



03 Syndicato Condor – Baggage Label, 1935, Scarce

German interests were active in commercial aviation operations throughout South America in the 1920s and 1930s, and Brazil was no exception. Condor started in 1927 with German floatplanes on domestic flights and by the mid 1930s was operating up the coast to Natal as a Lufthansa subsidiary to interconnect with Transatlantic (Zeppelin and Flying Boat) services. Routes with Junkers JU-52 floatplanes (#03) were being operated from Rio's harbor to Argentina and Chile. Just after America's entry into World War II, the airline was nationalized and became Cruzeiro do Sul.

VASP was organized in Sao Paulo in 1933 for domestic services, and by 1936 it had inaugurated an aerial shuttle service between Rio de Janeiro (Brazil's principal port) and Sao Paulo (the country's dominant commercial city) using German landplanes, as shown in their label (#04). The airline until the early years of the 21st century operated this service as one of the world's busiest air routes. ASA was a small domestic carrier of the 1930s that flew from the state of Minas Gerais. Its triangular shaped label, featuring a Pegasus, was issued in a number of different colors (#05).



04 VASP - Viacao Aerea Sao Paulo – Baggage Label, 1936,
Scarce (Reuben Martinez Collection)



05 ASA - Aerovias S.A. de Minas Gerais – Baggage Label,
late 1930s, Scarce

The immediate post World War II era saw the creation of a number of regional Brazilian domestic carriers, which by the end of the 1950s had undergone a rapid series of mergers and consolidation. Aerovias Brasil was founded by TACA Airways, as its Brazilian subsidiary in 1942, with the goal of flying international services to Miami and assorted internal routes. TACA's influence can be seen in the label design featuring its parrot mascot over Rio Harbor and Sugar Loaf Mountain (#06). It joined with REAL in 1954. LAP started in 1943 at Sao Paulo and had a label featuring its route map, but by 1950 had merged with another Brazilian carrier (#07). Linhas Aereas Natal, based at Natal, operated DC-3s from 1946 to 1949 before being acquired by REAL (#08). SAVAG launched in 1947 and focused on flying to southern Brazil in the state of Rio Grande do Sul, before merging with Cruzeiro do Sul in 1951 (#09). VIABRAS inaugurated DC-3 service to Mato Grosso state from Rio de Janeiro in 1948 (#10). It went on to be acquired by Transportes Aereos Nacional in 1956. Another regional carrier consolidated into Nacional was OMTA, which operated DC-3s from Belo Horizonte (#11).

By the mid 1950s, REAL had become the largest international airline in Brazil, even though it had started in just 1946 with only one DC-3. Its Constellations, as depicted on its label, were operating as far as North America, Europe and Japan (#12). The airline's corporate mascot, the Carnival celebrant, is to be noted. In 1956, it acquired majority control of Nacional. When VARIG took it over in 1961, REAL's domestic and international route network allowed VARIG to displace Panair do Brasil in 1965.

By 1960, Brazilian domestic carrier Cruzeiro do Sul was operating the jet powered Caravelle throughout the country (#13). Cruzeiro was acquired by VARIG in 1975 and merged into VARIG in 1993.

Today, VARIG is now a reorganized and downsized regional carrier and VASP had all of its flight operations suspended due to financial struggles in 2005.



06 Aerovias Brasil – Empresa de Transportes Aerovias Brasil –
Baggage label, 1942, Scarce



07 LAP – Linhas Aereas Paulistas – Baggage Label, 1943, Scarce



08 Linhas Aereas Natal – Baggage Label, 1946, Scarce



09 SAVAG – S.A. Viacao Aerea Gaucha – Baggage Label 1947, Scarce



10 VIABRAS – Viacao Aerea Brasil – Baggage Label, 1948, Rare



11 OMTA – Organizacao Mineira de Transportes Aereos LTDA – Baggage Label, late 1940s, Scarce



12 REAL – Real Transportes Aereos – Baggage Label, mid 1950s, Uncommon



13 Cruzeiro do Sul – Servicos Aereos Cruzeiro do Sul LTDA – Baggage Label, 1960, Scarce

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What Is It?

By Ken Taylor

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Once again we have a number of airline items that we need your help to identify. Let's get started!



Figure 1. From what era does this Pan Am baggage label come from?



Figure 2. I found this Pan Am Ski Team patch at a yard sale in Honolulu. Does anyone know the background or timeframe of this patch?



Figure 3. Another Pan Am patch found at the same Honolulu yard sale. Any ideas on its origin?



Figure 4. I think this cap badge came from Germany. It appears to have a compass with a red background in the center. Any thoughts?



Figure 5. Any knowledge on the origin of this futuristic looking silver wing?



Figure 6. This gold wing has 'J.R.W. inc.' beneath the aircraft. Perhaps this wing is from a corporate jet?



Figure 7. This wing is also gold metal with 'Primaris' and two blue triangular designs in the center. Where did this wing come from?



Figure 8. We featured this wing in our last issue. I found this wing at an antique show in Great Falls, Montana where I was told it came from Billings, Montana airport in the 1930s. Does anyone have any additional information?

Please send us your answers!

Ken & Beth

Dining Service

By R. R. "Dick" Wallin

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Brazil's Finest for Inflight Dining

Of all the carriers from Brazil, there are only four that I'm aware of who have or had china for their inflight service; Panair do Brasil, TAM, Varig and VASP. Varig at one time had a world-wide reputation for excellent service, with a different pattern of china in each cabin, First, Business & Economy. By the time I flew them in 2005, service (Business) was horrendous, no china, and they dumped us off way out on the tarmac in the middle of a torrential downpour, claiming no loading bridges were available at Rio in the middle of a Saturday afternoon! Enough ranting, here's some dinnerware.



Here are two Panair do Brasil demitasse sets. Left, with green trim, is from their Bandeirante service; the set on the right has their logo and name in gold.



Panair do Brasil dinner plate, demitasse set & salt shaker, markings are in a medium gray; china by Rosenthal.



TAM's First Class china, made by Narumi, is perhaps among the most elegant of any airline in recent years. The colors are gold and deep red, with the TAM initials in gold. An individual creamer and napkin ring are items not often found in airline settings!



Here is an odd TAM pattern, made by Selfmann in Germany, which features compass points around the border.



TAM business class set from a 2005 flight, and yes, they gave it to me! Markings are orange and blue.





A strange Varig pattern with irregular lines in orange and black. Made by Schmidt.



An early Varig pattern with black and gold markings.



A group of Varig Noritake pieces from the early 2000's, the plate says "Premium" in the center.



Varig came up with some wild designs for salt & peppers!



A pair of older Varig demitasse sets. Markings are in silver, except for the blue logo on cup at left.



A dainty VASP demitasse set; name is in blue, trim is gold
That's it.

Dick

Jr. Wings

By Stan Baumwald

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Brazil's Jr. Wings

Brazil is one of my favorite countries because my daughter-in-law is from there. We went to visit her family about six months ago and that took us to the city of Petropolis, home of the Santos Dumont Museum. This is located right in the center of town and is a two story home. Upon trying to get in, there was a "Closed" sign on the door and asking one of the local residents what hours they kept, the answer was: "It is closed most of the time". So much for finding a historical site and a very famous aviator.

Sociedade Anonima Empresa de Viacao Aerea Rio-Grandese - VARIG was the first national airline established in Brazil in 1927. In 2005, Varig went into bankruptcy and split into two companies, one called the "old" Varig and the other into a "new" Varig which eventually was merged into Gol Airlines. The original Varig issued two different junior wings before they declared bankruptcy. They are basically the same except for the color scheme where one is all gold toned and the other is blue and gold toned (Figure 1).

VASP is the second set of junior wings that we have to mention. Viacao Aerea Sao Paulo or VASP was an airline with its head office in Sao Paulo, Brazil. They put out four different junior wings. The first two were metal (Figure 2) and are about 1 3/4" across and made of metal. The later two are plastic though they look like metal and are about 2 3/4" across (Figures 3 and 4).

It is very hard to leave out Panagra Airlines when we talk about Brazil. Even though they were based in Lima, Peru they often swapped crews and ground staff with Panair do Brasil which was a Pan American Airways subsidiary based in Brazil. Panagra put out six different junior wings one of which is shown here (Figure 5).

And we must also include Pan American Airways as they were very instrumental in helping Brazilian airlines to get started. NYRBA do Brasil was absorbed by Pan American in 1930 and this led the formation of Panair do Brasil. So I must show at least one PAA Junior Wing (Figure 6).

Happy collecting,

Stan



Figure 1



Figure 2



Figure 3



Figure 4



Figure 5



Figure 6

Wings! Badges!

By Charles F. Dolan

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Wings of Brazil!

Despite the vast size of Brazil and the large number of air carriers which have operated in that country, my collection has very few examples of insignia used by the crews of these airlines.

As I researched the article, using R.E.G. Davies excellent book **Airlines of Latin America Since 1919**, I was struck by the strong influence exerted on Brazilian airlines by foreign countries and air carriers.

Many of the early services in the country were formed to carry mail and were operated by the French, Italians and Germans with aircraft made in those countries. The United States was also heavily involved in operations to Brazil on north – south routes.

Panair do Brasil was affiliated with Pan American and their insignia reflected that association. In 1939, a 100% Brazilian owned airline was formed, Navegacao Aerea Brasileira (NAB). Even though it had no connection with PAA, it adopted wing and cap insignia which closely resembled those of Pan American. The reason might simply be that the carriers used the same uniform vendors.

In 1942, the TACA group of Central America extended operations into Brazil and formed Aerovias Brasil. Their insignia adopted the TACA red and blue parrot.

Until its recent financial meltdown, VARIG was the leading airline in Brazil. Interestingly, from its founding in 1927 until 1946, Viacao Aerea Rio-Grandense (VARIG) had not expanded services from its home State of Rio Grande do Sul. The VARIG insignia was composed of wings on each side of a shield bearing the image of Mercury in flight. This set of wing and hat insignia was a departure from the prevalent styles of Pan American and TACA.



Aerovias Brasil (1942-1961) (to VARIG) (was part of TACA Group)



The cap badge is of gold color metal with a white enamel oval inside a red enamel border. The parrot has a body of red enamel with the tail in blue enamel. The front part of the head and the diamond markings as well as the lettering are in gold / brass metal. The shapes under the bird are blue enamel.

The badge has a single screw post with a large washer and a small brass nut used to attach the insignia to the hat. There is no hallmark on the badge.

TACA (El Salvador)



Notice the similarities between the TACA badge and that of Aerovias Brasil. The Brazilian carrier was started by the TACA group of Central America in 1942. The airline became majority owned by Brazilians in 1947.

This large oval badge is made of silver metal with light blue enamel background. The letters TACA are red enamel as well as the main body of the bird, the lower tail feathers and the "Sun" under the bird. The rear portion of the bird, the trees and land masses under the bird are dark blue enamel. The front part of the bird's head and the diamond patterns on the body are in yellow enamel.

The badge has a single screw post and a disc with two tabs to prevent the badge from moving on the cap. The badge is hallmarked "Sterling" and "DIGES & CLUST".

**Cruzeiro do Sul
(Southern Cross) (1943-1975) (to VARIG)**



The large cap badge is made of polished gold color metal. There is a silver piece attached to the badge which has a dark blue enamel field with a white enamel bird. The five stars which make up the Southern Cross constellation are in the middle. The badge has two screw posts with washers and small nuts to attach the badge to the cap. There is no hallmark.



The wing insignia is also made of polished gold color metal with a silver metal disc attached to the wing. This disc has dark blue and white enamel showing the Southern Cross constellation.

The wing is pin back with no hallmark.

**N A B Navegacao Aerea Brasileira
(1941-1961) (to Loide Aero Nacional – to VASP)**



The wing is of gold color metal in the style of Pan American Airways uniform wings. The enamel at the center of the wing and behind the two stars is green.

The wing is pin back and hallmarked "RANDAL" "RIO".

**PANAIR do Brasil
(1930-1966) (bankrupt)**



This large cap badge is also in the style used by Pan American Airways. The badge is of gold color metal with green enamel. The stars of the Southern Cross constellation and the band containing the letters "PANAIR" are gold / brass color metal. The badge has a single screw post and a small disc with two tabs to prevent the badge from spinning on the material. There is no hallmark.



The smaller cap badge may be an early pilot badge or the badge worn by cabin or ground staff. I do not know which is the case. It is also based on the early PAA insignia. The badge is of brass color metal with dark green enamel. It has the single screw post and tabbed disc to prevent movement. There is no hallmark.



There are two styles of cap badges and captain wings in my collection. They are all of gold color metal. The earlier style has a satin finish on the lower surfaces and polished higher surfaces. The cap badge has two screw posts and is not hallmarked. The wing is pin back and also lacks a hallmark.



The later style has highly polished metal on all surfaces. Again, the cap badge has two screw posts and the wing is pin back. There are no hallmarks.

The pin back pilot wing is of the early style with polished high surfaces and satin finish shield. The wing is pin back and not hallmarked.

The flight engineer wing has the polished and satin finish surfaces. It is pin back and also unhallmarked.

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Are Aviation Photographers Really Threats to Security?

Recent news regarding the TSA (Transportation Security Administration) has brought to our attention some issues photographers have had with the TSA and other law enforcement agencies in recent times. Although we want strong security at airports and have spotted and reported suspicious activity in the past, a recent appalling poster created by the TSA depicting photographers as major threats to aviation, has angered us. The poster, shows a man with a hood taking photos of airplanes thru a gap in an airport fence and asks people to contact airport managers and law enforcement when they see something like this. The TSA acknowledged complaints by us but stopped short of an apology. Let's clear a few things up.

1. Aviation photographers are terrorists and are possible threats to all airports! (Myth)

Aviation photographers have been around since the time of the first airplane flight. As a hobby for the most part, we document and promote aviation as well as serve as extra eyes in the sky to report security concerns at all airports. We know airports well, who belongs there, and who is suspicious. Most of us carry cell phones with emergency numbers and a majority of us are well known to airport managers. A camera is not a weapon and we are always at spotter locations or places in clear visible view of people. If a terrorist wants a photo of an airplane, an airport, a location, or anything else, these are available on the internet with much higher resolution, especially photos like published satellite pictures from NASA and other agencies.

2. Aviation Photography is not allowed after 9/11! (Myth)

This is a story made up by certain law enforcement agents after 9/11 to threaten and arrest people taking photos in and around airports for no reason if they do not leave that area (even at spotters locations). There is no such rule and if this was true, then all air shows around the country would be banned. Aviation photography is not a crime.

3. Spotters and Perimeter Photographers contribute to many magazines, publications, and promote aviation. (True)

A large number of our photos are used by publishers because we have the knowledge of proper aviation photography and the charges are much cheaper than if they hired a professional marketing agency to do a relatively bad job since most are inexperienced in aviation subjects.



4. Spotters and Photographers have reported and documented incidents in the past. (True)

Being around airports, there are good chances that somewhere in time, you will see and document something that the control tower was not aware of. We have documented lost wheels, engine blowouts, debris, security concerns, animals in the field, open cargo doors in flight, near misses, broken water pipes, flooding, birds in the area, and other serious situations that were not reported to controllers by the airlines or flight crews, sometimes on purpose in order not to get fined. For most law enforcement agencies, a spotter is an asset.

5. Spotters and Photographers must register with the airport before taking pictures. (Mostly True)

Registration with an airport before taking photos is mandatory at some major airports. This is fine and they will allow you to take your shots as long as they know where you are. Call the airport that you want to visit a few days before you go to see what their spotter procedures are. Get names and numbers of who you spoke to and print out their information if it is sent over an email. Sometimes, instructions are listed in the internet. Some airports are considering badging and registering resident and visiting spotters to be part of an airport volunteer group so they can be listed with all the appropriate agencies. This includes fingerprinting and background checks for a small yearly processing fee. It is a great concept for us serious photographers as it may give us some chances of employment or extra voluntary activities with these airports.

*Happy Holidays from Joe Fernandez
and Eddy Gual*

Postcard Corner

By Marvin G. Goldman

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Brazil in Airline Postcards

Brazil, South America's rising economic giant, is the fifth largest country in the world, both in area and population. Airlines have been especially important to this country, knitting together its vast disparate regions. In fact, after the U.S., Brazil has more airports than any other country in the world (more than 4,000, of which over 700 have paved runways). No doubt this gladdens the heart of noted airport postcard collector Chris Slimmer, who has a particularly amazing collection of Brazilian airport postcards. Chris, as well as Brazil airline enthusiast Bill Demarest and Leonardo Pinzauti, contributed several of the postcard images to this issue, as noted below, for which I thank them.

Scheduled and sustained airline operations in Brazil actually got underway in 1927, with three different investor groups competing – from France, Germany and the southern Brazilian State of Rio Grande do Sul.

French-run airline activity in Brazil started with Compagnie Générale d'Enterprises Aéronautiques – Lignes Latécoère, in November 1927 (name changed in February 1928 to Compagnie Générale Aeropostale (C.G.A.)). The airline promoted French-built aircraft and, besides carrying some passengers, it aimed to link mail routes of Latécoère from Europe to South America. The trans-Atlantic segment was carried out from Dakar, West Africa, to Natal, Brazil, by ships leased to the airline – the era of trans-ocean aircraft had not yet arrived on the South Atlantic.



Compagnie Générale Aeropostale Latécoère 25 over Sugar Loaf Mountain, Rio de Janeiro. Airline issue ("A/I") by Rio office, about 1928-1932. Published by Olympio de Campos & C. Aeropostale was absorbed into Air France in 1933.

Meanwhile, German interests registered Sindicato Condor as a Brazilian airline in December 1927. This airline soon became a subsidiary of Deutsche Lufthansa, and it utilized Junkers and other German-built aircraft.

The third major airline to start sustained Brazilian operations in 1927 was VARIG – Empresa de Viação Aérea Rio-Grandense, established by Brazilian citizens (many with German ancestry and ties) from the State of Rio Grande do Sul in southern Brazil. All of VARIG's operations were in that State until 1946.



Sindicato Condor Junkers W34 PP-CAP 'Taquary' and Junkers W33f PP-CAN 'Tiete', each acquired in 1931, at Corumbá in southwestern Brazil. Black & White real photo postcard. Chris Slimmer collection.



VARIG DC-3 PP-PAX, acquired 1946, at Florianópolis, Santa Catarina State, southern Brazil. Sepia, real photo postcard. Chris Slimmer collection.

The next major entrant to the Brazilian airline scene was NYRBA (New York, Rio, and Buenos Aires Line) formed by Ralph O'Neill of the U.S. in 1929. Utilizing Consolidated Commodore seaplanes, advanced for their time, he started operations linking those destinations in early 1930. However, Pan Am gained control of NYRBA in August 1930 and quickly absorbed it, changing the name of NYRBA's Brazilian subsidiary to Panair do Brasil.



Panair do Brasil Consolidated Commodore over Rio de Janeiro. A/I. Black & White ('B&W'). William Demarest collection.



Panair do Brasil Consolidated Commodore P-BDAG at Manaus, Amazon River, Brazil. B&W real photo. Chris Slimmer collection.

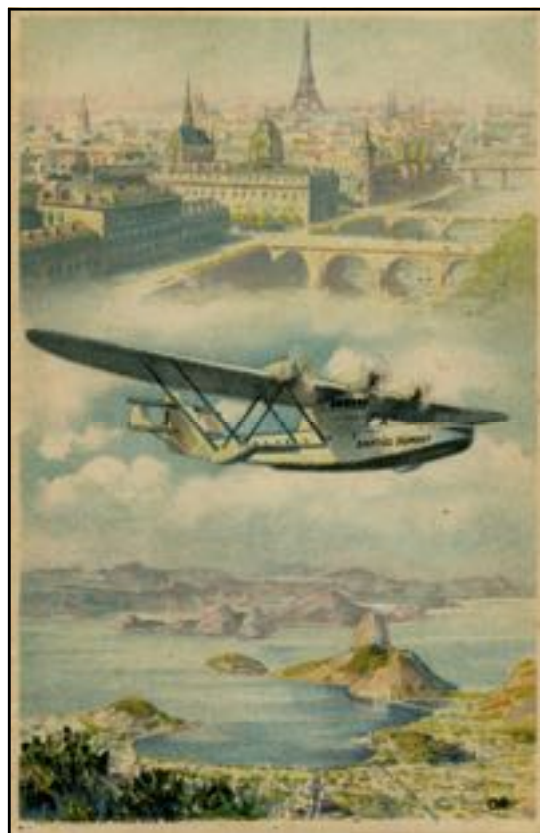


Meanwhile, during the 1930s French and German airlines pioneered commercial aviation across the South Atlantic, linking Europe and Brazil. Scheduled German zeppelin service to Brazil started in March 1932 and continued until 1937, and South Atlantic service with Dornier Wal seaplanes, using mid-ocean ships with innovative catapults, started in February 1934.



Lufthansa Dornier Do J II Wal, G-AGAT 'Boreas', in service from 1934. A/I. B&W real photo. This card shows the aircraft being launched by compressed air catapult in the South Atlantic Ocean.

Air France used a variety of seaplanes in pioneering 1930s nonstop South Atlantic flights to Brazil, switching to Farman 2200 landplanes in the late 1930s.



Air France Bleriot 5190 'Santos Dumont', in service 1935-37. A/I by Rio de Janeiro, Brazil office. Card postmarked in Rio on 21 December 1935. Printed by Pimenta de Mello, Rio.

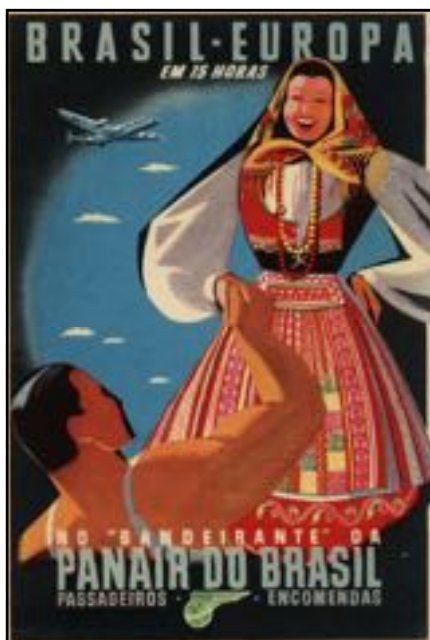
Pan Am utilized its Brazilian subsidiary Panair do Brasil to operate only domestic Brazilian routes until soon after World War II, at which time Brazilian investors acquired majority control and started international routes as well. Panair continued as a major airline in Brazil until February 1965 when the Brazilian government intervened in the company and transferred most of its assets to VARIG and some to Cruzeiro.



Panair Lockheed 10E PP-PAS, Panair Consolidated Commodore PP-PAO, and Pan Am Sikorsky S-42 at Rio de Janeiro's Santos Dumont Airport (inaugurated October 1936). B&W real photo. Published by Leonar, #94. Message on card is dated 7 Feb. 1940.



Panair Douglas DC-3 PP-PBB at Pocos de Caldas, State of Minas Gerais, Brazil. B&W real photo. Chris Slimmer collection.



Panair postcard advertising its Brazil to Europe route – only 15 hours, with images of a Brazilian man and Portuguese woman, and a Lockheed 049/149 Constellation. 'Bandeirante' (followers of the banner) hearkens back to colonial Portuguese scouts who explored the unmapped regions of Brazil during the 16th – 18th centuries in search of treasure and adventure. From 1960 Panair operated a pooled Brazil-Lisbon service with TAP airlines of Portugal. A/I. William Demarest collection.

In 1939, Lufthansa's Brazilian subsidiary, Sindicato Condor, introduced Focke Wulf FW200 landplanes, very advanced at the time, on domestic Brazilian routes.

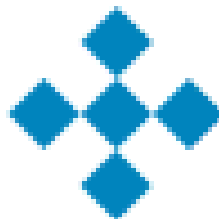


Serviços Aéreos Condor (name changed from Sindicato Condor in August 1941) Focke Wulf FW200, PP-CBI 'Abaitara' at Rio de Janeiro Santos Dumont airport. A/I. B&W real photo. Message on card dated 15 October 1941. Formerly in collection of Allan Van Wickler.

Soon after August 1941 a gradual transfer of power occurred from the German controlling group of Condor to Brazilian interests. In August 1942 Brazil took over Condor's assets, and in January 1943 the company's name was changed to Serviços Aéreos Cruzeiro do Sul.



Cruzeiro do Sul Douglas DC-4, PP-CCJ 'Canopus' in flight over Rio de Janeiro. A/I. Formerly in collection of Allan Van Wickler. This aircraft operated with Cruzeiro from 1946 to 1952.



CRUZEIRO

Aerovias Brasil was established in 1942 by Lowell Yerex who was also the principal founder of the TACA airline group. Originally a purely domestic airline, Aerovias Brasil acquired three DC-4s in 1951 to operate a new international route to Montevideo and Buenos Aires.



Aerovias Brasil Douglas DC-4, PP-AXQ 'Genera San Martin', at São Paulo Congonhas airport. B&W real photo published by Foto Postal Colombo, no. 84. This aircraft was in Aerovias Brasil livery from 1951 until 1954 when Aerovias was absorbed by REAL. Foto Postal Colombo was a significant Brazilian postcard publisher during the 1940s-1960s, and their airport postcards (like most older Brazilian airline postcards) are hard to find. Chris Slimmer collection.

REAL was formed in 1945 by Brazilian interests, and through acquisitions became by 1960 the largest airline in Brazil, and 10th in the world, in terms of passengers boarded. However, its expansion led to financial difficulties, and it was acquired by VARIG in 1961. Here are some REAL and additional VARIG prop aircraft postcard examples:



REAL Douglas DC-3 (C-47), PP-YPJ, at Belo Horizonte, State of Minas Gerais, Pampulha airport. B&W real photo. Chris Slimmer collection. REAL started its operations in 1945 with DC-3s (C-47s) and eventually operated 38 in total.



REAL Lockheed 1049H Super Constellation, PP-YSC, at Brasília. B&W real photo published by Foto Postal Colombo, no. 48. Chris Slimmer collection. REAL acquired four 1049H Constellations in 1958, and they passed to VARIG in 1961.



VARIG Convair CV-240, PP-VCK, at Rio de Janeiro Galeão airport. B&W real photo published by Foto Postal Colombo, no. 137. Chris Slimmer collection. This aircraft operated from 1957.

Let's now turn to postcards showing propjet and pure jet aircraft of Brazilian airlines.



VASP Viscount 827, PP-SRF, at São Paulo Congonhas airport, May 1975, the type being with the airline since 1958. Published by Manche in June 1984 as no. BRA-15 of its Historical Series. VASP (Viação Aérea São Paulo) was one of the oldest airlines in Brazil, having been founded in 1933 by the State and Municipality of São Paulo, and continued in existence until 2005. Manche is a club of Brazilian aviation enthusiasts, formed in 1980 and based in São Paulo. It has published several historical airline postcards.





VARIG Lockheed 188 Electra II, PP-VJN, acquired in 1962. A/I. Printed by Gráficos Brunner, São Paulo. Electra aircraft became the principal aircraft on the 'Ponte Aérea' (Air Bridge) service between Rio's Santos Dumont airport and São Paulo's Congonhas airport. REAL, and VARIG/Cruzeiro/VASP jointly, started this shuttle service in 1959 -- two years before Eastern Air Lines' Washington-NY-Boston Air Shuttle.



Cruzeiro do Sul Boeing 727, PP-CJE, in the airline's fleet from 1971-1992. A/I. Cruzeiro was acquired by VARIG in 1975, although it continued to operate under its own name until 1993.



VARIG Sud-Aviation Caravelle I (later converted to III). Leonardo Pinzauti collection. Leonardo comments that the back of this card has text in French and says "Photo Yan", suggesting that this image was taken at Toulouse, France, during a pre-delivery flight. The card was released on the occasion of the first demonstration flight into Brasilia, on 27 September 1959 (stamp and postmark on back side). He adds that the plane must therefore be PP-VJC, delivered 11 days prior as the first of VARIG's three Caravelles.



Trans-Brasil BAC 1-11 Super 500, PP-SDS. A/I. Originally known as Sadia, formed in 1955, the airline's name was changed to Trans-Brasil in 1972. Trans-Brasil initially adopted a different color scheme for each of its aircraft, similar to what Braniff did in the U.S. Later it used a livery with a rainbow on the tail. It issued many airline postcards which are very popular with collectors. BAC 1-11s were in its fleet from 1970 to 1978. Unfortunately, the airline ran into financial difficulties and ceased operations in December 2001.



Panair Douglas DC-8. A/I. William Demarest collection. Panair operated four DC-8s and four Caravelles starting in 1961 and 1962 respectively. Following Government intervention in Panair's financial situation, however, the airline was taken over by VARIG in 1965.



Air France Concorde, F-BVFA, over Rio de Janeiro, from a painting by Timothy O'Brien, Nottingham, England, and published by him in 1994, the 25th anniversary of the Concorde. In 1976, this aircraft launched Concorde service between Paris and Rio. F-BVFA is now preserved at the Steven Udvar-Hazy Center of the U.S. National Air and Space Museum adjacent to Washington Dulles Airport.



Rio Sul Linhas Aéreas, Embraer ERJ-145. A/I. Rio Sul, founded in 1976 under the control of VARIG, was a regional airline based in Rio de Janeiro, with scheduled services to southern Brazil. It acquired 16 ERJ-145s during 1997-2001. The Brazilian company Embraer has become one of the largest civil aircraft manufacturers in the world.



VARIG Boeing B-767-300, with special livery highlighting VARIG as the official carrier of Brazil's 2002 World Cup soccer (futebol) team. "Pentacampeão" refers to Brazil winning its 5th World Cup championship in 2002. A/I. William Demarest collection. VARIG, founded in 1927 as the earliest significant Brazilian-owned airline, and a flagship for the country over many decades, unfortunately went into liquidation along with Rio Sul in 2006.

During the last decade two airline groups have emerged as the leading airlines of Brazil today – TAM and Gol, both based in São Paulo.



(Previous Column) TAM Linhas Aéreas Airbus A320. A/I. TAM started out as a small regional airline in Brazil in 1976. By 2003 it had grown to be the largest airline in the country, and today the TAM group (including a small regional airline subsidiary, Pantanal) holds more than 40% of Brazil's domestic commercial airline market share and over 80% of its international market. In August 2010, TAM signed a non-binding agreement with LAN Airlines of Chile to merge and create a 'LATAM Airlines Group'.



Gol Transportes Aéreos Boeing B-737-800, PR-GTA, delivered in 2006. A/I. 'Fruit-tella' refers to chewy sweets, part of a Gol promotion. William Demarest collection. Gol, founded in 2000 and known as a 'low-cost' carrier, is now the second largest Brazilian airline, with market shares of about 40% on domestic routes and 15% on international routes. As part of the liquidation process of VARIG, Gol acquired the rights to use the 'VARIG' and 'Rio Sul' brand names. A small portion of Gol's domestic operations are carried out under the 'VARIG' name, but there is otherwise no connection with the old VARIG.



TRIP Linhas Aéreas ATR 42-300, PP-PTC, at Fernando de Noronha, Pernambuco State. Published by Postais do Brasil. TRIP, established in 1998 as a regional airline, presently serves 80 destinations in Brazil with ATR and Embraer aircraft. The pictured aircraft entered service with TRIP in 1999.

So, are you ready to fly to Brazil and enjoy the sights of this diverse and beautiful country? To entice you, here's a final card showing how you can fly over (if not into) the wondrous Iguassú Falls.

(Continued on page 38)



Aircraft Modeling

By Ken Miller

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VARIG 777/Zhengdefu 737

Here is another work in progress article/model. When I was working on my Tomy 1/300 scale ANA Pokemon 747 model I discovered that there were a number of other 1/300 scale airliner models available. Tomy had a second Pokemon 747 scheme as well as a Pokemon 767. Checking Ebay I found a company called Zhengdefu listing 1/300 scale airliner kits. They run about \$5 per kit so are pretty inexpensive. One kit that intrigued me was a 737 kit that listed both 1/160 and 1/300 scales on the box-top. I was curious and purchased the kit. I got a bit of a surprise upon opening the box. The plastic is that of a 1/300 scale 777 but it comes with two tail fins and instructions to use one tail for a 1/300 777 or the other tail for a 1/160 scale 737. Never mind the triple bogey main landing gear for the 737. The kit plastic looks pretty nice but the decals look "iffy" and are for a 1/160 scale 737. Checking the Drawdecal website for 777 decals I found one for VARIG. An email to Greg Drawbaugh confirmed that he could make me a 1/300 scale decal.

My first experience with a VARIG model was a bagged Revell kit with a stock VARIG decal. I find both the old and newer VARIG markings very pretty. The kit decals unfortunately look terrible as the clear coat is yellowed and the details on the decal look pretty much hand drawn. I also determined that VARIG never operated a 707-120 so the kit/decal combination didn't make sense either. Getting the Drawdecal 777 decal in 1/300 scale helps me to build a "nice" VARIG model.

Zhengdefu is a Chinese company who makes inexpensive kits that often look almost identical to those of other mainstream manufacturers. Read between the lines of my previous sentence. The kits get mixed reviews as some seem to be well done and others very poorly done. All of the 1/300 scale airliner kits get pretty good reviews. Here's a list of the Zhengdefu kits that Russell Brown of Airline Hobby Supplies compiled in 2002.



VARIG Boeing 777-236 PP-VRC. Photograph by Juan Carlos Guerra via Airliners.net. Used with permission.

The company is Zhengdefu, a Chinese manufacturer. The kits are very similar (if not identical) to the Doyusha 1/300 747-400.

DF332 B747-400, Virgin Atlantic o/c
DF333 MD-11, KLM (caution: could be a DC-10 in the box!)
DF334 DC-10-30, Northwest
DF335 DC-10, JAL
DF336 Boeing E3A Sentry (a 747-400 in the box), NATO
DF337 Boeing VC25A (likely a 747-400), US of A 'Air Force One'
DF338 B747-400, ANA 'Marine Jumbo'
DF339 B747-400, QANTAS 'Wunala Dreaming'
DF340 A340-300, Air China
DF341 Airbus 340-300, China Eastern
DF342 B737-300, China Southern

The E3A Sentry kit deserves mention to an airliner modeler as one would think you could use the kit to build a 707-320. Good luck with the Zhengdefu kit though. The boxart shows an E3 Sentry plane on it but the plastic inside is that of a 747 with a large rotodome included. Just as with my 1/160 scale 737 there is a lot of creative license going on with these two kits. Russell also comments that the 747 and DC10 kits have steam roller/Flintstone car like landing gear wheels that go straight across from side to side. My Tomy kit was similar and I managed to use a Dremel tool to cut in gaps and paint the wheels separately. Another option would be to build the planes in flight using the enclosed stands and leave the gear off.



Drawdecal VARIG Boeing 777 decal, 1/300th scale

Zhengdefu is a model airline kit manufacturer who deserves mention for making small scale 1/300 scale jets as well as for their creative boxing of the 1/160 scale 737 and E3A Sentry models. The landing gear on the 747 and DC10 kits deserve a small chuckle as well but are something that can be worked through. Drawdecals deserves mention for providing a nice decal for an off-scale model. My kit's half completed and I just need to make time to finish things off. Look for it and a few other finished models of mine at the upcoming Airliners International show in Portland.



Zhengdefu Model Box Art. Photographs by the author.



VARIG Boeing 737-3S3, PP-VPZ, unknown date.
Photograph via Air72.com Photography.

(Postcard Corner, Continued from page 36)



Helisul Taxi Aéreo Bell 206 Helicopter, PT-HSU, over Iguassú Falls, Brazil. A/I. Published by Brascard. Founded in 1972, Helisul currently operates a fleet of helicopters on sightseeing trips in many Brazilian locations.

Notes: The original postcards of those shown above are, except as noted, in color, published in standard or continental size, and from the author's collection. I estimate their rarity as – Rare: the first 16 cards (through the VARIG Convair) and the VARIG Caravelle; Uncommon: the Panair DC-8, Trans-Brasil, Air France, VARIG Electra and 767, and Gol cards; Common: the VASP Viscount, Cruzeiro 727, Rio Sul, TAM, TRIP, and Helisul cards.

References:

Davies, R.E.G., (a) Airlines of Latin America since 1919 (Smithsonian Institution Press, 1984); (b) Pan Am, An Airline and its Aircraft (Palawdr Press, 1987); (c) Lufthansa, An Airline and its Aircraft (Palawdr Press, 1991); (d) Trans-Brasil, An Airline and its Aircraft (Palawdr Press, 1997).

Airways magazine, TAM Airlines of Brazil (Feb. 2010 issue, pp. 19-25).

The Captain's Log, Winter 2001-2002 issue devoted to "Memorabilia From Latin American Airlines", including Postcard Corner on Latin American airlines by Allan Van Wickler.

Wikipedia and airline websites on the illustrated individual airlines.

I hope you enjoyed 'flying down to Rio' on this airline postcard visit to Brazil, and until the next issue, *Happy Collecting.*

Marvin.



The Other Collectibles

By Al S. Tasca

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This articles contains not only swizzle sticks, but some miscellaneous items that I picked up over the years including items from VARIG, VASP and TransBrasil.

Fig. 1 This flat one sided 6 1/2" VARIG stick is dark blue with the round top being white with the picture and writing in the center of it done in white, dark blue and black. It has a flat round end.

Fig. 2 This stick is also flat and one sided but is only 6" long. The round top is dark blue with the logo having alternate white and black points, with the first one at the top that faces up starting with white. The writing on this stick "Varig Airlines" is black.

Fig 3. This stick is identical in shape and size as the one in Fig. 2, but the logo background and writing " Varig Brazilian Airlines" is light blue. Both this stick and the one in Fig. 2 have round concave ends. This stick is also the only one shown with a manufacturers logo which is spir-it usa.

Fig. 4 This 4" 1 sided pick ls the match to the stick in Fig. 2, in color, but the word "Airlines" is in block writing whereas it is written in script in the stick in Fig. 2.

Fig. 5 This 5 7/8 " Varig one sided stick is all beige, even the raised "Varig Airlines". The top is cut out around the logo and it has a bubble end.

Fig. 6 This stick is identical in shape, size and color as the one in Fig. 5, but it does not have any writing on it and the end is a flattened bubble.

Fig. 7 This 4" pick also with no writing and beige in color is the match to the stick in Fig. 6.

Fig. 8 This 5 1/2" stick from TransBrasil is all white with recessed grooves in the logo at the top and a bubble end. The top is the same on both sides.

Fig. 9 This Vasp two sided round stick with a bubble end is 7" long. Both sides of the tail have raised "Vasp" on it. I have this stick in beige, white and dark blue.

Fig. 10 This all clear pick with a triangular top has the raised name "Varig" and aircraft shape only on one side also in clear.

Fig. 11 Shows a 2 1/8" diameter thin plastic pin button in white with the logo in full colors.

Fig. 12 and Fig 13 Show two puzzles in boxes that measure 1 9/6" x 2 1/4" x 1 1/8" thick. This is another item that I acquired about 25 years ago.

Fig. 14 Shows a large decal that I acquired about 25 years ago. It is in color and is 6" in diameter with the front and tail each extending another 1/2".

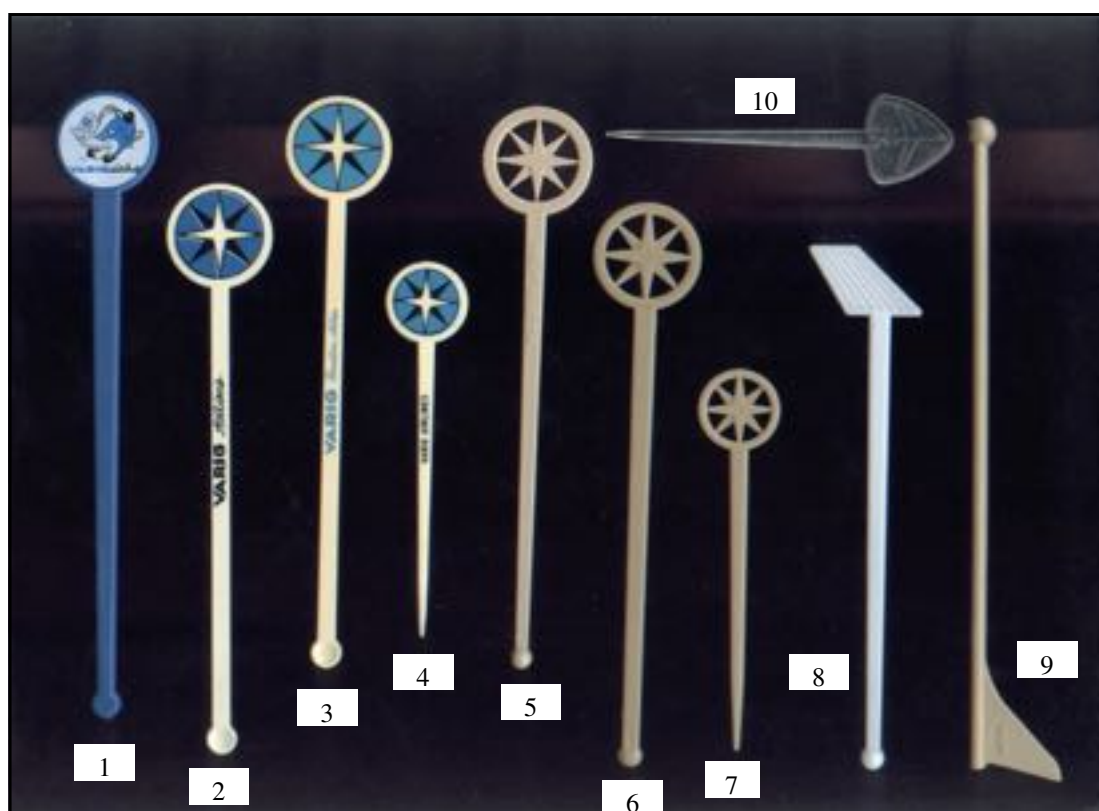
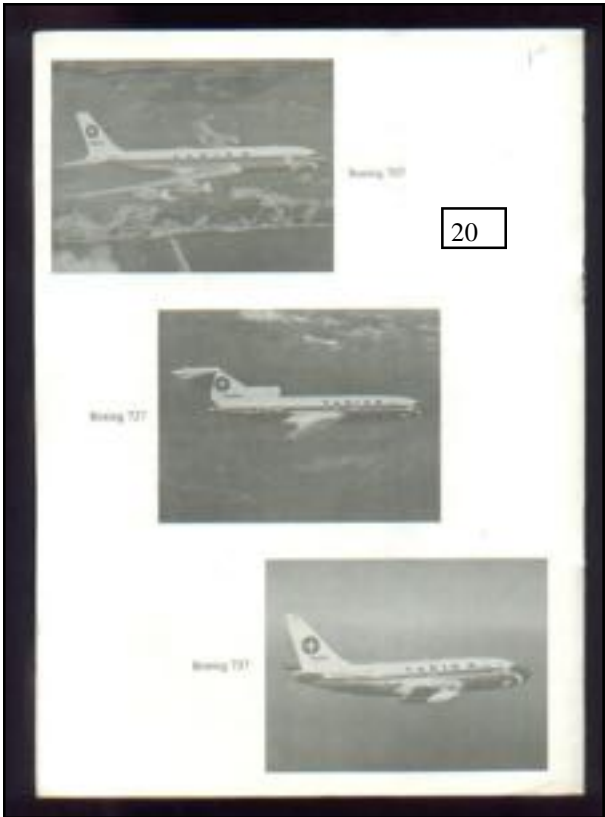


Fig. 15 16 and 17 show 1 decals and two stickers. The TransBrasil decal is in full color while the VASP and “urgent” stickers are in orange with white writing.

Fig. 18 shows a 8” x 8 ¼” three page foldout brochure with the front in full color. Inside it advertises TransBrasil 25th. Anniversary. The latest date in the brochure is 1980.

Fig. 19 Shows a 6” x 8 ¼” 8 page brochure. Fig. 20 Shows the back of the brochure.



Safety Cards

By Fons Schaefers

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Final Assembly Completed in Brazil

Brazil has become an important aviation country. That goes for its airlines, which have a rich history, but also because it is a major supplier of regional airliners, courtesy of Embraer. From its start as a marginal player in the 1970s, Embraer has become the third largest world supplier of air transport aircraft, after Airbus and Boeing. That is why I start reviewing its products before continuing with the Brazilian airlines.

Embraer's first transport aircraft was the Bandeirante, named after the Portuguese pioneers that ventured centuries ago into Amazonian Brazil. It was designed by Max Holste, the famous French aircraft engineer and initially intended for military use only. It seated 19 passengers, or an equivalent load of cargo. 494 were built. Figure 1 shows the bilingual (English/French) house safety card, dated 20 November 1978.

The Bandeirante was followed up in 1985 by the EMB-120 Brasilia, a 30 seater, in a 3 abreast layout. This model got popular in the USA and, to a lesser extent, in Europe. The house card has a lively drawing of the escape routes, see figure 2.

Next came, in 1996, the EMB-145. This model was based on the Brasilia but powered by tail mounted jet engines instead of the wing mounted turboprops. The fuselage was lengthened considerably to seat 20 more passengers, so 50 in total, but it retained the 3 abreast seating. Later, shrinked versions were offered with 44 seats and 37 seats. This is quite unusual as the normal direction of development is to stretch aircraft, rather than the opposite. Both are officially called EMB-135, with varying suffixes, but commercially known as ERJ 140 and ERJ 135 respectively, ERJ standing for Embraer Regional Jet. The base model (EMB-145) is also known as ERJ 145. Figure 3 shows the front cover of the EMB-145 house card. The Embraer Legacy is a corporate jet development. Its maximum seating capacity of 19 is capped by the exits, of which there are only two – one on each side. Figure 4 is a Legacy safety card. The ERJ series are still in production, with deliveries exceeding 1100 so far.

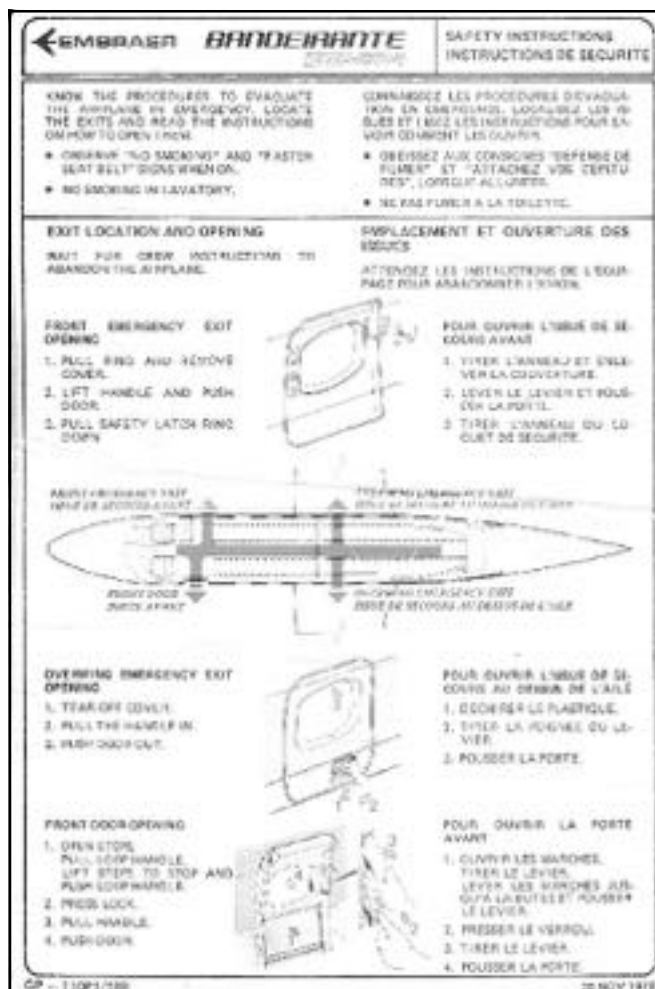


Figure 1

The latest range of Embraer airliners are the E-jets, the Embraer 170, 175, 190 and 195. They were introduced to service in 2002 - 2004. These aircraft have wing mounted engines and were designed from the start in four sizes, so no stretching or shrinking took place. The 170 and 175 have two pairs of floor level exits at the front and rear, the 190 and 195 also have a pair of overwing exits. Again, commercial and certification designations differ. This is quite confusing as the ERJ nomenclature, which was informally used for the 37-50 seater family is now the formal name for this family, whereas Embraer chose to drop it in its commercial names. Some operators refer to the types by putting an E in front of the number. The table below gives clarity. I added maximum passenger seating for the Brazilian, EU and US certificated versions, which vary. Interestingly, for some versions, the EU or US allow more passengers than the country of design, Brazil.

Official designation	Commercial name	Also known as	Maximum seating		
			Brazil	EU	US
Embraer ERJ 170-100	Embraer 170	E170; ERJ 170	78	80	78
Embraer ERJ 170-200	Embraer 175	E175; ERJ 175	86	84	88
Embraer ERJ 190-100	Embraer 190	E190; ERJ 190	110	114	110
Embraer ERJ 190-200	Embraer 195	E195; ERJ 195	124	122	124

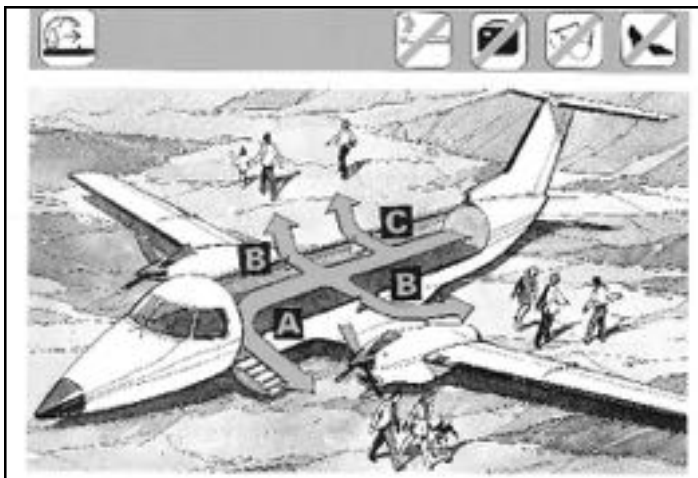


Figure 2 - Above ~ Figure 3 - Below

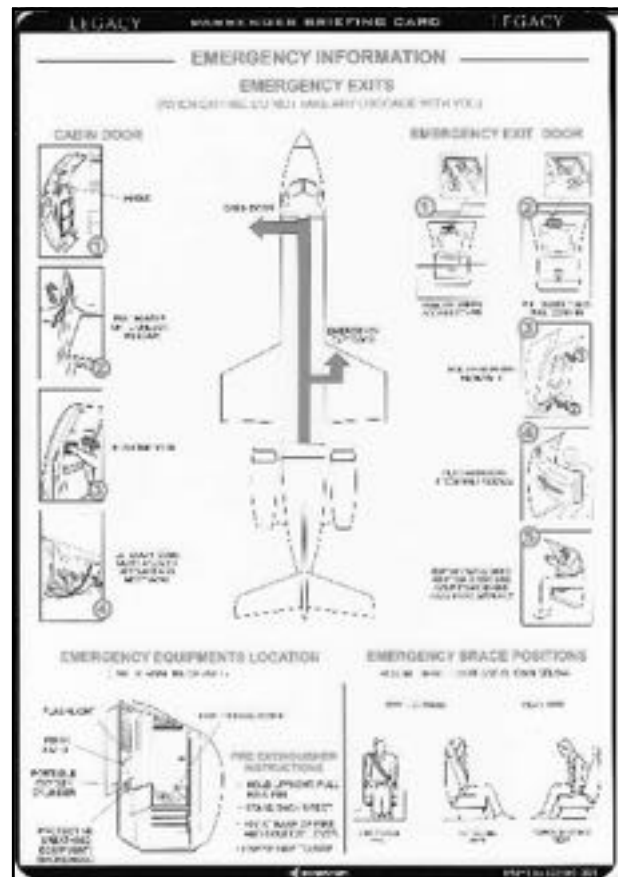
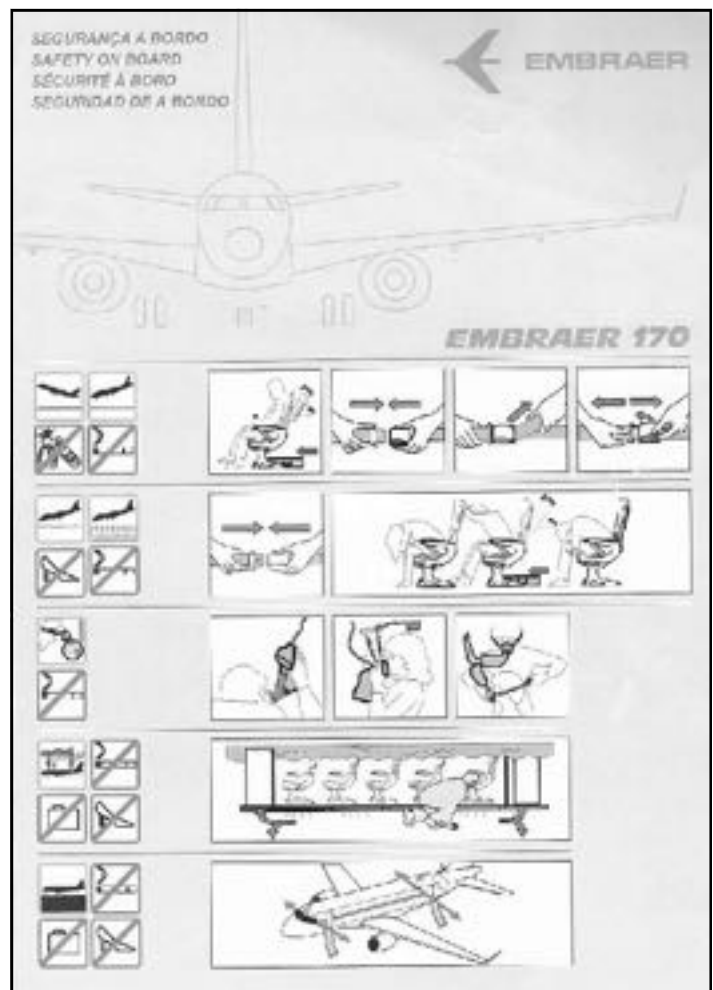


Figure 4 - Above ~ Figure 5 - Below



By now you will have noticed that I only showed house cards so far. For reasons that I don't know, Embraer's house cards are abounding. Figure 5 shows the Embraer 170 house card, which seems to use Lufthansa style artwork. The Polish flag carrier LOT uses the formal rather than the commercial names on its safety cards, see figure 6. Cabin design and safety features of the E jets are straightforward, and so are the safety cards, which have no noteworthy details. You may find it interesting though that in the aircraft itself the illuminated no smoking sign has been replaced by an illuminated 'turn off electronic devices' sign.

The E family has been very successful, with close to 1000 orders so far. I am sure that many Brazilians are proud of the small note that since 2005 must appear by law, for protectionist reasons, on all US Embraer safety cards, reading: 'Final assembly of this aircraft was completed in Brazil'.

Let me now turn to the airlines in Brazil. The scene has changed drastically in the last decade or so, but for many years there were three major airlines in Brazil of which one was the flag carrier: VARIG. The other two were VASP and Cruzeiro. VARIG is the oldest, having been formed in May 1927. Over the years, it absorbed other airlines such as REAL in 1961. On 10 February 1965, it instantly took over the international services of Panair do Brasil when that was suddenly and literally overnight stopped by the Brazilian military government. Before and during WWII, in which Brazil stayed neutral, VARIG was owned and managed by Brazilians, many of whom had German backgrounds or ties, as was Cruzeiro, which originally was called Condor. It is said that this fact prompted the delegates at the historic 1944 Chicago Convention on civil aviation, which was attended by some 50 allied and neutral states, to introduce the substantial ownership and effective control rules. These rules basically say that airlines engaged in international air transport may not be owned by foreigners. These rules still apply today and explain why international mergers and take-overs are so difficult and, instead, strategic alliances are formed.

VARIG started in 1959 the world's first air bridge, between Rio de Janeiro and São Paulo, in conjunction with VASP and Cruzeiro. For many years, VARIG's Lockheed Electras were the main equipment used on that route. The air bridge is a short flight for the Electra, which was capable of much longer flights. VARIG also utilized it on the transatlantic route from Rio to Lisbon, with stops in Recife and Rio do Sal. A detail of the Electra safety card is shown in figure 7. It resembles the Brasilia drawing, leading me to believe that the latter was inspired by the former. Note that the escape means from the right forward exit, a window exit, was only a rope.

Figure 8 shows a series of successive styles used on VARIG safety cards. Shown are, respectively, the DC-10 (since 1974), the 767-200 (since 1986), the 737-300 (card presumed to be of 1996 or later, as a new corporate image was then introduced) and the 777 (card issued

2002). The two latter cards are of the landscape format (as opposed to portrait), a feature quite unique to VARIG. A detail of another VARIG 767-200 card shows an extensive array of pictograms of forbidden-to-use devices, split between those never to be used and those that may not be used during take-off and landing, fig. 9.

In the new century, VARIG went into decline and was eventually split in 2006 into two airlines: Flex Linhas Aereas, which took over the debts of VARIG and went bankrupt, and a new airline, VRG Linhas Aereas that inherited the VARIG brand name. It was subsequently taken over by Gol airlines and effectively became the successor to the old VARIG.

TAM was formed in 1975 as a small, regional carrier. It started to grow in 1989 when the first Fokker 100s came, of which it eventually used 56, although not all at the same time. Figure 10 shows the safety card. TAM safety cards are easily recognised by the red/white striped 'alarm' margins. TAM is now the major international Brazilian airline.

The last card, figure 11, shows the exit layout and the underseat stored life rafts of a Fokker 50 of Ocean Air. Life rafts on this aircraft type are quite unique, but then what would you expect from an airline with that name. The company is young; it only operates scheduled services since 2002. It recently retired the Fokker 50, its fleet now made up of A319s and Fokker 100s. Since early this year it is connected to Avianca-TACA as its owners, the Synergy Group, acquired Avianca Colombia. It has been rebranded as Avianca (Brasil), and may well be the next decade's promise, replacing, in turn, TAM as the flag carrier of Brazil.



Figure 6

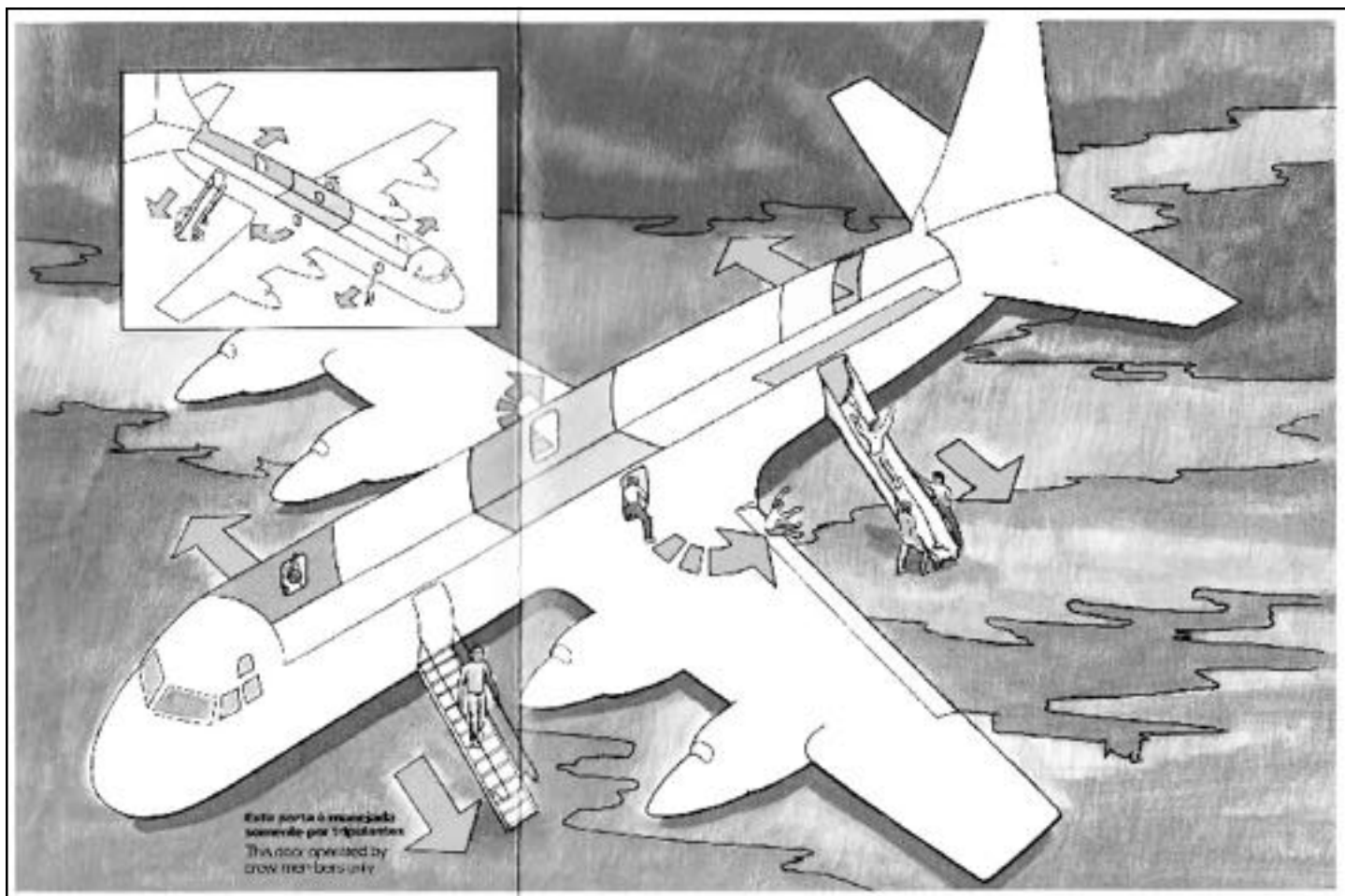


Figure 7



Figure 8



Figure 9

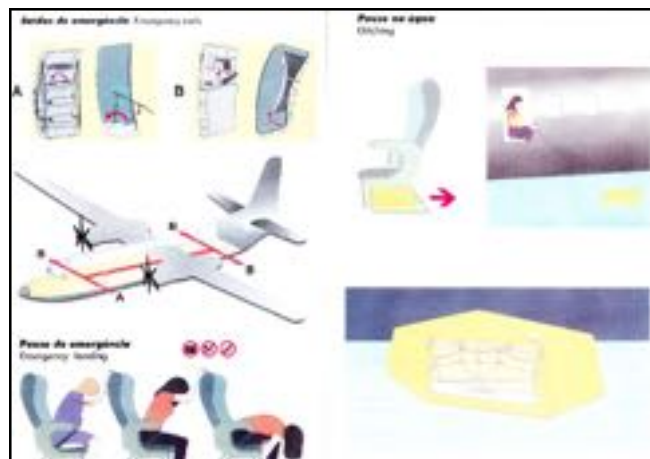


Figure 11



Figure 10

Airways

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WERE YOU ever part of an AI Planning Committee? Or do you have your own collection of memorabilia from past conventions? Your input is urgently needed to help the WAHS office determine what we still need to look for as we try to re-create the history of these annual events. Was there a sticker, mug, post card(s), wing, lapel pin, or something else -- and for what year? Send your e-answers to jayeprall@msn.com.

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MIAMI AVIATION PHOTOGRAPHERS AND AIRLINE COLLECTIBLE SHOW

Wednesday - Saturday, January 12-15, 2011. Comfort Inn and Suites, Miami Springs and The Embassy Suites, Miami International Airport. Please visit www.air72.com/miami2011.htm for complete schedule and registration information or you can email Joe Fernandez n314as@yahoo.com or Eddy Gual eddyslides@gmail.com

LOS ANGELES AIRLINE MEMORABILIA SHOW

Saturday, January 29, 2011. Embassy Suites LAX/South, 1440 E. Imperial Ave, El Segundo, CA 90245. Contact: David Cherkis (deeceeflyer@cox.net) via phone (702) 360-3615 or Marshall Pumphrey (mpumphr@aol.com) via phone at (562) 987-1904. Special room rate of \$109/night available by calling 1-800-362-2779 and mention the LAX AIRLINER EXPO group.

SAN FRANCISCO AIRLINE COLLECTIBLE SHOW

Saturday, March 12, 2011. SFO Grosvenor Best Western SFO airport, Mike Chew Box 25494, San Mateo, CA 94402 or Tom Vance (408) 504-8345. SFOairlineshow@juno.com; www.SFOairlineshow.com

DALLAS AIRLINE COLLECTIBLE SHOW

Saturday, April 16, 2011. Hilton Garden Inn, DFW Airport/South, 2001 Valley View Lane, Irving, TX 75061. Contact Duane Young for more information via email at: jetduane@bellsouth.net or by calling (504) 458-7106.

PARIS - 28th ANNUAL AIRLINERS CONVENTION

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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. Web site: www.AI2011PDX.com.

NEWARK AIRLINE COLLECTIBLE SHOW

Saturday, September 10, 2011. Ramada Inn Newark Airport, Jeff Matera, Newarkshow@aol.com; Airline Collectible Shows, 2 Kiel Ave #239, Kinnelon, NJ 07405.

SAN FRANCISCO AIRLINE COLLECTIBLE SHOW

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TAM Airbus A330 PT-MVH, Miami, January 2005. Photograph by Joe Fernandez via Air72 Photography.

VARIG / Rio-Sul Boeing 737-33A, PT-SSP. Photograph via Aviation Photography of Miami Collection.





TransBrasil Boeing 767-200, PT-TAA, March 1988. Photograph by Keith Armes via Aviation Photography of Miami.

VARIG Boeing 767-341ER, PP-VOL, April 2004. Photograph by Joe Fernandez via Aviation Photography of Miami.

