The Captain's Log

The Journal of the Airliners International Association

Summer 2011 - Issue 36-1

Aloha Airlines Boeing 737-284, N70722, MSN 21501
Photograph from John Dzurica Jr. Collection via Fernandez Imaging

The Boeing 737

Our Issue On Boeing's Most Successful Jetliner

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

Southwest Airlines Boeing 737-7H4, MSN 30601, N781WN. February 2007. Photograph by Joe Fernandez.

All Nippon Airways Boeing 737-284, MSN 21767, JA8453. Photograph via Aviation Photography of Miami Collection.

Flight Manifest

Boeing 737-100 in house colors. Postcard published by Kruger. WAHS Collection.

WORLD AIRLINE HISTORICAL SOCIETY, INC.

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

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

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

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

USA	$30 Permit Mail; $40 First Class Mail
Canada	$35 Air Mail
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The World Airline Historical Society is incorporated in Florida, and has been declared a 501(c)(3) not-for-profit corporation.

From The Flight Deck

Welcome Aboard!

I remember my first flight on a Boeing 737 like it was only yesterday. However in reality it was a mere thirty eight years ago. I was on leave from the Army and bought a ticket on Lufthansa from FRA to BRU. It was a welcome change flying facing forward, since the Air Force Transports I had ridden, had seats facing rearward. Of course, the attractive stewardesses were a welcome sight as well. I was also very excited to be transferring to a Sabena 747 for my passage back to New York, but that is another story for another time. What a testament to an aircraft that some 38 years later is still being built, with well over 6,000 aircraft delivered to airlines around the world.

The excitement in Portland is rising, as evidenced recently with the unveiling of Alaska Airlines newest Logo jet. The aircraft is none other than the popular 737-700 in the very attractive colors of Portland's major league soccer team, the Portland Timbers. According to Alaska Airlines, it took a crew of 18 working around the clock for 16 days to complete the job. They used 130 gallons of paint, 4500 sheets of sandpaper, and 51,000 ft of masking tape. When you get a moment, Google Alaska Airlines Portland Timbers Logo jet and take a look. It is one of the most attractive paint jobs I have seen.

Airliners International 2011! All systems are go for our 35th annual convention, By the time you read this, it will be only a few short weeks away. The hotel is very close to being sold out for Thursday and Friday nights, so make haste in your plans to join us. Also, a few tour openings are still available. Go to the website and sign up today at **www.AI2011PDX.com**. Time is getting to be very short!

All the details for our Airliners International 2012 convention in Memphis, TN, will be revealed during this year's convention. Be sure to stop by their table and learn about the venues that will be available. The dates will be July 26, 27, and 28, 2012 at the Memphis Hilton Hotel.

Be sure to return your enclosed 2011 Election Ballot to WAHS/AIA headquarters by July 31st. The continued success of our organization depends on input and participation from all members. The election winners will be announced at our annual membership meeting during AI 2011 in Portland.

Duane L. Young

Duane Young, President, President@WAHSOnline.com,
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MEMBERSHIP RENEWAL - If your envelope label shows '6/2011', your WAHS membership has expired. Please renew now to ensure that you receive the next issue of The Captain's Log!

New WAHS Members!

Please welcome the following new members:

Charles Zweigart, Washington
Mark P. Hall-Patton, Nevada
Brian Niklas, Washington DC

We're happy to have you with us!

Flying Ahead….With The Log

Issue 36-2 ~ Before the Fall, the Airlines of Eastern Europe
Issue 36-3 ~ The Land Down Under : Australia's Airline Heritage
Issue 36-4 ~ Flight Attendants
Issue 37-1 ~ The Lockheed L1011

The Boeing 737

"The Baby Boeing"

by Joe Fernandez
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Frontier Boeing 737-200 N7377F December 1976 - Photo by JB Hayes via Joe Fernandez Collection

After great success of their 707 and 727 family of jetliners, Boeing designers took to stage the development of a smaller airliner in 1964 for the short to medium range market that could also operate in smaller airports with shorter runways and with routes generally less than 1,000 nautical miles. Originally made to carry 60 passengers, formal talks with Lufthansa, the aircraft's eventual launch customer, helped Boeing increase the capacity of this new plane to 100 seats during the design phase. Never did anyone in the airliner industry foresee that this jetliner would become the world's best selling with over 6,600 built as of February 2011 and with orders for at least 2,000 additional airframes. It is also the most varied model with nine different designs within three eras of production.

In the beginning, the basic form of the 727 fuselage was used for the initial concept of the 737. The project was a big gamble for the company, noting that there were already several airliners that fit this market, primarily with the B.A.C. One-Eleven (already flying in 1963) and the Douglas DC-9 (well into its production stage with first flight in 1965). In early designs, Boeing opted for rear mounted engines like the DC-9 but because of the short and wider bodied fuselage (12 feet, 4 inches) and wider cabin (11 feet, 7 inches - allowing 6 abreast seating instead of 5), it led to a series of challenges including problems with aerodynamics and performance of airflow and air ingestion to the engines in early tests. Because of this, the rear engine mounting idea was scrapped and the airliner was redesigned with the power plants underneath the wing, giving the wing more strength and the airplane better performance. During its 1,300+ hours of test flights, other problems were reduced with additional modifications to the fuselage.

To keep service costs at a minimum and to have the ability to operate in those smaller airfields where certain equipment would be unavailable, the airliner was also built with ease of maintenance and efficiency in mind. The low engine placement on the 737 was a welcome sight for mechanics as they could now work on them on ground level without the use of lifts and other devices. The fuselage and wing were now low enough that the access to the bottom of the jet was also very easy. Its extreme ruggedness and short field capabilities, especially with the early versions, made it a popular jetliner among operators in Alaska and Canada where some airfields were made of grass and gravel. At first, operation on unpaved surfaces presented a problem with debris ingestion in the engines. This was solved when in 1969, Boeing introduced the "737 Gravel Kit" which included a nose gear deflection skid, vortex dissipaters in front of the engines, and lower pressure tires.

A number of other features are unique to the baby Boeing, which was also affectionately known as "FLUF" or Fat Little Ugly F***** (expletive) during its introduction to the world. For example, incorporation of an automatic built-in air stair in the fuselage below the main entry door, allows ease of boarding in airports that do not have loading bridges and detached stairs. All versions have a two person flight crew and it is the only major airliner to lack main gear doors, always exposing the landing gear below the center fuselage. This idea was an additional cost saving measure by reducing some unnecessary weight.

The Original 737

737-100, 737-200, 737-200C, 737-200 ADV, T-43

Lufthansa 737-100 D-ABET seen January 1978.
Photo from Joe Fernandez Slide Collection

First production 737 was the 100. A total of 30 of these airframes were built. First flight of the 100 (c/n 19437/1) was April 9, 1967 with test pilots Brien Wygle and Lew Wallick at the controls. Launch customer was Lufthansa with an initial order of 22 of the aircraft. The first one was delivered to the airline on December 28, 1967 and went into revenue service on February 10, 1968.

At only 94 feet in length, the 100 is the smallest of the nine models. The original power plants chosen were the Pratt and Whitney JT8D-1 and JT8D-7 turbofans, similar to those of the 727 and DC-9, producing around 14,000 pounds of thrust each and allowing for a 1,500 nautical mile range. The engine nacelles were redesigned a number of times thru the years for better performance and with better thrust reversing clamshell mechanisms, a difficult task when having to redirect the air under and behind the wings without forcing the flow onto the important wing controls like flaps and ailerons. Maximum seating on the 100 was for 124 passengers. There are no more operational 100 models flying. NASA's version, which was the actual prototype, is on display at Boeing's Museum of Flight in Seattle.

During production, United Airlines quickly became interested in the jet but wanted a slightly larger airframe to support an increase in passenger capacity. In order to comply with United, its next potential long term customer, the design of the 100's fuselage was stretched in two sections, 36 inches in front of the wing area and 40 inches behind, but keeping everything else basically the same. At 100 feet, 2 inches in length, it became the next version, the 200. First flight of the 200 was on August 8, 1967, with first delivery to United Airlines on December 29, 1967. Their first revenue passenger service began April 28, 1968.

Many variants of the 200 still exist. The US Air Force uses the T-43, which is the same airframe of the passenger 200 but with the exception of less windows on the fuselage. The plane provides navigational training. The 737-200C or "Combi" was first used by Wien Consolidated on October 30, 1968. The Combi's configuration enables both passengers and cargo to be transported on the main deck in different setups. A large cargo door was built on the front left of the fuselage, and the main deck was reinforced to handle the additional weight and roughness of cargo items. First flight of the Combi was made on September 18, 1968. The 200 Advanced first flew on April 15, 1971, and All Nippon of Japan was its first customer. The advanced version of the 200 was based on improved range of over 2,300 nautical miles, bigger fuel capacity, increased maximum takeoff weight, and stronger powerplants. New Pratt and Whitney JT8D-17 and -17R powerplants were used giving the plane up to 16,000 pounds of thrust per engine. Many remaining original Boeing 737s have been converted to stage III noise abatement compliance.

The basic 200 was designed for passenger capacity of between 115 to 136 in all single class seating depending on airline configurations. In the early 70s, it was thought that the 737 would not last but the contract for the T-43 and rising fuel prices, which were costly on three and four engine jetliners, made the 737 a likable contender for the short range market again. Production of the original generation 737s was as follows: 1095 (basic 200), 19 (T-43), 96 (Combi), and 865 (Adv). Original 737 production ended in 1988. Service ceiling on the original 737s is 35,000 feet.

The Classic 737

Piedmont 737-300 N307P January 1988.
Photo - Joe Fernandez Slide Collection

737-300, 737-400, 737-500

In 1979, Boeing wanted to increase the range and overall performance of the 737. They also wanted a version with more passenger capacity (up to 149 in a one class configuration), upgrades in avionics, and more efficient but powerful power plants while retaining similar form of the first generation 737s. This version, which was destined to be the 300, was lengthened to 109 feet 7 inches by stretching the basic fuselage of the 200, 44 inches in front of the wing and 60 inches aft. The wings and tail were also redesigned. Another noticeable change was the installation of quieter and more powerful high bypass engines from CFM International (Snecma). The CFM56-3 was eventually chosen to power the 300. Variants of this engine would produce at least 18,500 pounds of thrust each.

Closeup of Southwest Boeing 737-300 showing the flatter engine nacelles. Photo by Joe Fernandez .

There was one major engineering challenge with the 300. Since the wing mounted engines were already low, installing these larger and wider turbofans in the same location as the 100 and 200 was not possible. With a newly reinforced wing design, the engine pylon was extended forward in order for the entire engine to be in front of the wing yet angled to produce the thrust without affecting rear wing controls. The engine nacelles were also flatter at the bottom. First flight of the 300 was on February 24, 1984. Although the first delivery was made on November 28, 1984 to US Air, the first revenue service was made by Southwest Airlines on December 7, 1984. A total of 1,113 of these planes were built until production of the 300 ceased in 1999. The 300 is still widely used by many airlines around the world. Southwest recently retired the 300 after a number of years as their main workhorse.

The 737-400 is basically a stretched version of the 300 model keeping most of the characteristics and design of the 300 with the addition of an extra over-wing emergency door on each side. With a forward fuselage extension of 72 inches and a rear extension of 48 inches, the 400 is ten feet longer than the 300 (119 feet, 7 inches overall). This additional room gave the 400 a capacity for up to 168 passengers in an all-class configuration. Due to its stretched length and low body, the chances of tail strike became greater. Boeing developed a special fin underneath the rear fuselage to absorb any tail strike impacts. First flight of the 400 was made on February 19, 1988 and entered service with Piedmont Airlines on October 1, 1988. A total of 486 airframes of this model were built until production ended in 2000. 737-400s are still used actively around the world with airlines and private firms.

The 737-500 program was launched in 1987, at the request from several airlines who wanted the configuration and capacity of the original 200 yet with the characteristics, efficiency, and power plants of the 300. At 101 feet and 9 inches in length (1 foot, 5 inches more than the 200), it was designed with a capacity of up to 132 passengers in an all-economy setting. The 500 first flew on June 30, 1989, and first passenger revenue service began with Southwest Airlines on March 20, 1990. A total of 389 airframes were built until production stopped in 1999. A number of 500 versions are still in use today. Service ceiling for the 500 and the other two classics is 37,000 feet.

The Next Generation 737

Boeing 737-900 N31412 and 737-700 N27722 side by side comparing sizes, December 2006 Houston IAH. Photo by Joe Fernandez

737-600, 737-700, 737-800, 737-900, 737BBJ (700-800), P-8, C-40, Other Variants

The skyrocketing price of jet fuel once again hit the airline industry, and its future projected prices started to have a serious effect on users of the original and classic Boeing 737s. Many airlines began reducing their numbers of these jets with some opting for the popular Airbus A320 which was the 737's main competitor. The next generation or 737NG program came to life November 1993 after meetings with many potential users that went on since 1991.

Boeing engineers again retained most of the characteristics of the earlier 737s, especially with the fuselages, but made a series of newer designs to the aircraft which included a larger more efficient wing (with an increase of 16 feet in span adding more fuel capacity), longer stabilizer, newer landing gear, more round engine cowlings, modern interior designs based on other Boeing aircraft such as the 777, and glass cockpit (six LCD screens with modern avionics). CFM56 engines were again the choice of the

power plants but with CFM International's introduction of the dash 7B18 to dash 7B27 series engines which could now produce 19,500 to 27,300 pounds of thrust. The basic 737's range could now be increased between 900-3000 nautical miles, giving the next generation 737s ability to fly transcontinental routes and the ability of ETOPS (extended twin engine operations) certification. Eight foot tall winglets were also introduced with the 737NG program which gave these jetliners additional fuel efficiency by reducing and smoothing out the drag caused by the wingtips. Most airlines have installed these at a cost of around $1 million for the kit (when originally introduced) on those planes which did not come with the devices. Other interesting features of the NG 737s are more forward pitot tubes (on most) and since 2004, for the first time, many are being produced without the eyebrow windows above the pilots seen on traditional narrow body Boeing jets for many years.

The 737-700 was actually the first of the next generation group to fly. First flown on February 9, 1997, it retains the basic fuselage of the classic 300 but with all the NG wings, tail, and engines. The 700 is 110 feet, 4 inches in length and designed to carry up to 148 passengers in an all economy configuration. The first 700 was delivered to Southwest Airlines on December 17, 1997 and first revenue service began January 18, 1998 with the same. The 700 model is also available as the BBJ (Boeing Business Jet) for private entities, the C-40 Clipper for the US Navy which could be combined for passengers and for up to 40,000 pounds of cargo with a "combi" cargo door (replacing the Douglas C-9), and the E737 AWACS for militaries of several countries including Australia, South Korea, and Turkey.

The 737-800 was the next of the NG models to fly. First flight was on July 31, 1997 with delivery to Hapag Lloyd April 22, 1998 and first revenue flight with the airline on April 24, 1998. The 800 has a longer fuselage than the 400 (which it replaced) but with the newer tail, engines, and avionics like the 700. The wings of the 800 are slightly larger. The plane is 129 feet, 6 inches in length and can accommodate up to 189 passengers in a single economy class seating configuration. Boeing also makes a corporate jet version of the 800 called the 737BBJ2 and the P-8 Poseidon which is a new anti-submarine warfare aircraft for the US Navy and strong replacement for the super strong but aging Lockheed P-3 Orion. Boeing beat Lockheed Martin for that ASW contract. India has also had interest in the P-8 program. The 800 is a successful replacement for those airlines who used the 727 and MD-80 aircraft.

The 737-600 came next. First flown on January 22, 1998, it was delivered to SAS Scandinavian Airlines on September 19, 1998 with their first passenger flight on October 25, 1998. Similar in size to the 737-500, the 600 was also fitted with the NG wings, stabilizers, tail sections, avionics, and engines. The 600 is 102 feet, 6 inches in length and can accommodate up to 130 passengers in an all configuration setting.

Alaska Airlines was the launch customer for the longest and most powerful of all 737 variants, the 900. At 138 feet and 2 inches in length, it first flew on August 3, 2000, The jetliner was delivered to the airline on May 15, 2001 and their first revenue flight was May 27, 2001. The extended range version of the 900, the 900ER, first flew September 1, 2006 and was first delivered to Lion Air. At first, since the 800 and 900 had the same number of emergency doors, the capacity of the 900 was limited to 189 passengers but additional doors were added to the 900ER to accommodate up to 215 passengers maximum. The 900 is basically the replacement of the Boeing 757-200 and boasts a maximum takeoff weight (MTOW) of around 187,000 pounds. As with the 700 and 800, there is also a corporate version called the 737BBJ3. Service ceiling on the NG models is 41,000 feet. As of 2010, costs of the NG aircraft ranged from around $51 million to over $87 million each. As of early 2011, over 3,500 next generation (NG) 737 jetliners have already been delivered.

Future of the 737

Used by over 500 airlines thru its stellar history, production will continue for quite some time as noted in the number of orders still in the books for this historic aircraft. Yet most airlines are now looking into the idea of building a brand new narrow bodied jet completely from scratch rather than to keep upgrading the 737 line. Current Boeing President and CEO, Mr. Jim Albaugh, has given the indication that this totally new jetliner will likely be in the works and design will begin around 2015-2017 with long term delivery plans starting around 2020-2022. The proposed model is expected to have many similarities with the 787. Looks like we may have seen the last variant of the 737 with the 900ER but definitely not the end of production for at least another generation to enjoy experiencing the legendary Boeing 737.....a "FLUF" no more!

Boeing 737-400 Cockpit.
Photograph via Joe Fernandez Collection.

Playing Cards

By Fred Chan

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Boeing 737 Playing Cards

Since the rollout of the Boeing 737 in 1967, over 6000 aircraft of this type have gone into commercial service throughout the world, probably with more airlines than any other model. It is no wonder that the 737 has been featured on many playing cards, exceeding any other passenger airplane.

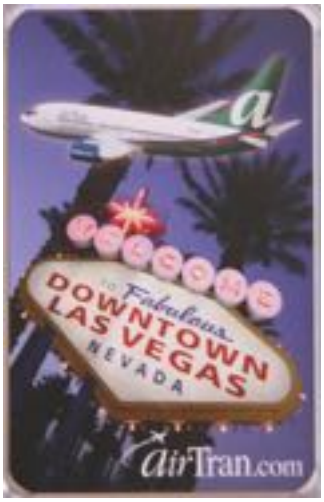
By my count, a total of 4363 different playing cards have been issued by 607 airlines since the beginning of commercial aviation and 31 of these carriers have used the Boeing 737 on their cards. Even at that, I might have missed a few others. A picture is worth a thousand words – I will therefore show an example of a 737 card from each of these airlines although some (such as Southwest and SAS) have issued more than one card design featuring the 737.

Air Europa (Spain)

Air Nauru (Nauru)

Air Vanuatu (Vanuatu)

Air Zimbabwe (Zimbabwe)



AirTran (USA)

America West Airlines (USA)

Astraeus (UK)

China Airlines (Taiwan)

Euralair (France)

Alaska Airlines (USA)

Frontier (USA)

GB Airways (UK)

Aloha Airlines (USA)

Helios (Cyprus)

Jet Airways (India)

FlyGlobespan (UK)

ModiLuft (India)

Monarch (UK)

Futura (Spain)

Pacific Airlines (Vietnam)

Piedmont (USA)

Polynesian Airlines (Samoa)

Primera Airlines (Iceland)

Sama Airlines (Saudi Arabia)

Southwest Air Lines (Japan)

Southwest Airlines (USA)

SAS (Sweden)

SunWing (Canada)

Transair (Canada)

SunExpress (Turkey)

Western Pacific (USA)

Flying Stamps
By Jim Edwards

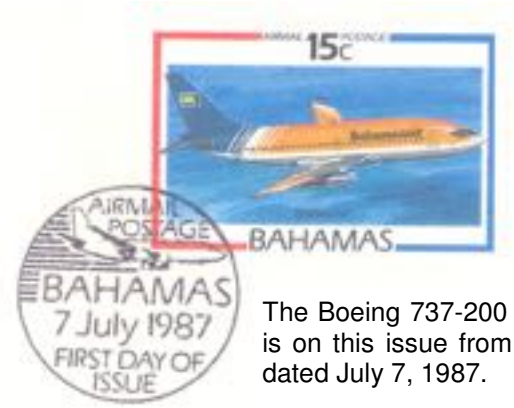
The Boeing 737

As one of Boeing's most successful aircraft, it's only fitting that the 737 has been depicted on numerous postal stamps from around the world. Enjoy this selection!

In 2008, The Pacific island nation of Vanuatu issued this stamp to celebrate the 20th anniversary of Air Vanuatu and the delivery of their new Boeing 737-800.

The Boeing 737-200 is portrayed on this 1980 First Day Cover from the African nation of Djibouti to commemorate the founding of Air Djibouti.

TACA's 50th anniversary was commemorated in 1981 with this series of stamps issued by El Salvador featuring the carrier's Boeing 737-200 at San Salvador.



The Boeing 737-200 of Bahamasair is on this issue from the Bahamas, dated July 7, 1987.

Jersey issued this plate of stamps in 1997 to celebrate the 60th anniversary of Jersey Airport. The stamps feature a British Airways Boeing 737-200.

Another Boeing 737 postal issue from the Pacific features this Air Caledonie aircraft from New Caledonia, 1993.

From Africa, we have this LAM Boeing 737 on a postal issue from Mozambique to recognize the 50th anniversary of the I.C.A.O. (International Civil Aviation Organization).

Editor's Note: *Jim and his collection were featured in the 'Southern Utah Life' section of The Spectrum & Daily News newspaper on February 6, 2011. Congratulations, Jim, and thanks for promoting our hobby and WAHS!*

Timetables

By David Keller

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737 – The Little Boeing That Could (And Still Does!)

As Boeing initially entered the jet manufacturing arena with long- and mid-range equipment (namely the 707, 720 and 727), it was a latecomer to the short-haul market. By the time the 737 made its first flight in April of 1967, both the BAC 1-11 and Douglas DC-9 were in service. (In fact, the "stretched" DC-9-30 entered service ahead of the 737.)

Despite the lead established by the competitors, the 737 got off to a promising start with substantial orders from carriers such as Lufthansa, United and Western. Lufthansa was the first carrier to operate the aircraft, with its -100 series aircraft entering service early in 1968. The timetable dated April 1, 1968 shows Lufthansa operating the type on domestic and regional services, frequently replacing Convair Metropolitans or Viscounts, as shown in the timetables to Belgium.

Other than the -100 series aircraft ordered by Lufthansa, only a handful of additional 737-100's were produced, with most customers opting for the slightly larger 737-200. United Airlines placed orders for some 75 -200 series aircraft as replacements for its Caravelle, Viscount and DC-6B fleets. United's 737's entered service in April, 1968, and the timetable dated April 28, 1968 shows a single 737 flight replacing both a Viscount and a DC-6B between cities in Michigan and Chicago.

Despite the late start, the 737 did build a substantial customer base around the world. One area where the little Boeing garnered the lion's share of customers was Canada. This was at least in part due to Boeing's development of a Rough Field Kit for the aircraft (also referred to as a "gravel kit"). This allowed the aircraft to operate from unpaved runways and primarily involved a deflector plate on the nose gear (to prevent gravel or other loose objects from being deflected in the direction of the low-slung engines) and bleed tubes extending from the lower edge of each engine nacelle to prevent the ingestion of debris. The 737 was the choice of numerous Canadian airlines: CP Air, Eastern Provincial, Nordair, Transair and Pacific Western. (However, sales of the DC-9 to Air Canada exceeded the total number of 737's ordered by those companies.) The Eastern Provincial Airlines timetable dated October 25, 1970 finds the 737 operating to 9 of the carrier's 17 destinations as indicated by the heavy lines on the route map.

Berlin	ab/dp	14.30	19.05	19.05
München (Munich)	ab/dp	14.30	19.15	19.15
Nürnberg	ab/dp	14.45	——	19.30
Stuttgart	ab/dp	14.30	——	19.30
15 Belgien Belgium Belgique		LH 272 V 814 Y ✕	LH 270 V 814 Y ✕	LH 270 B 737 Y ✕
		29 Jun – 31 Okt 68	1 Apr – 5 Apr 68	6 Apr – 31 Okt 68
Frankfurt Flughafen –1	ab/dp	16.55	20.50	21.10
Bruxelles (Brüssel) National Airport –1	an/ar	18.00	21.55	22.00
		——	——	——

Lufthansa - April 1, 1968

737's found work with a number of carriers in Asia, one of these being MAS (Malaysian Airline System). MAS was created from the dissolution of MSA (Malaysia-Singapore Airlines) in 1972. The 737's serving with MSA (primarily -100 series aircraft) went to Singapore Airlines, while MAS received factory-new 737-200's. The timetable dated October 1, 1973 finds 737's operating a number of the airline's international services.

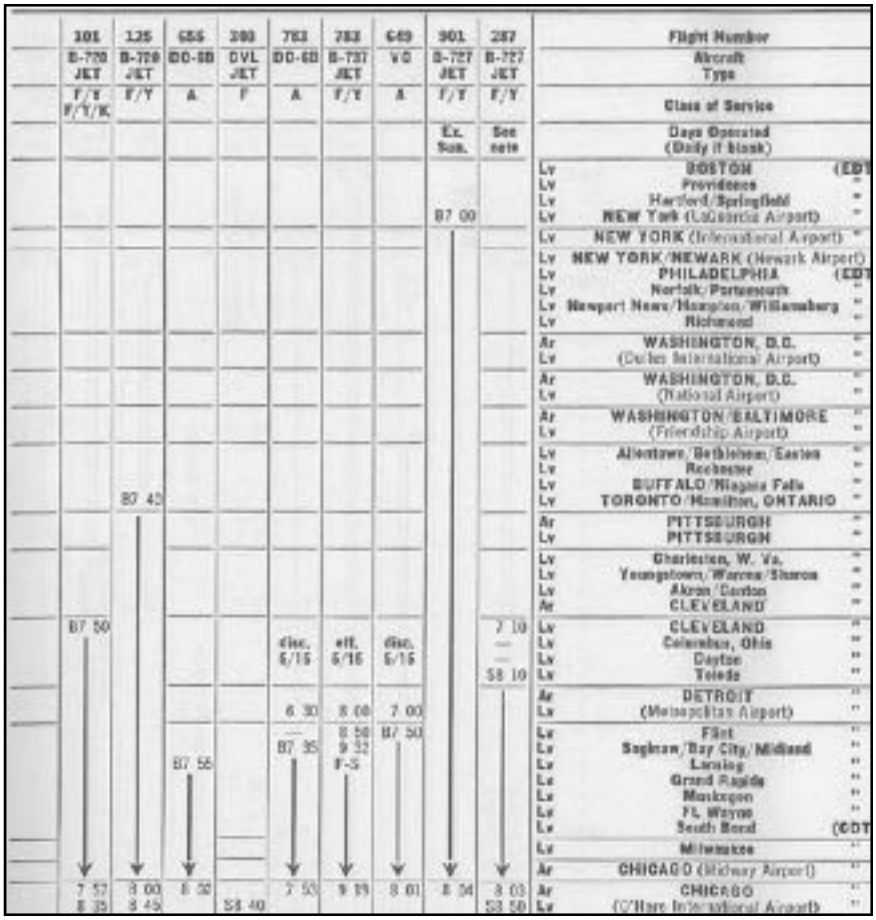
NAC (National Airways Corporation) of New Zealand was another early 737 operator. In the February 3, 1969 timetable, the new jets were operating the carrier's trunk routes, while Viscounts, F27's and DC-3 were utilized on the secondary services. (737 flight numbers are displayed in bold.)

Boeing did find a number of African airlines interested in the 737. A tribute to the versatility of the aircraft is the fact that orders came in from all corners of the continent; requiring operations in deserts and jungles and everything in between. The April 1, 1971 South African Airways timetable shows the 737 operating flights on the carrier's domestic routes.

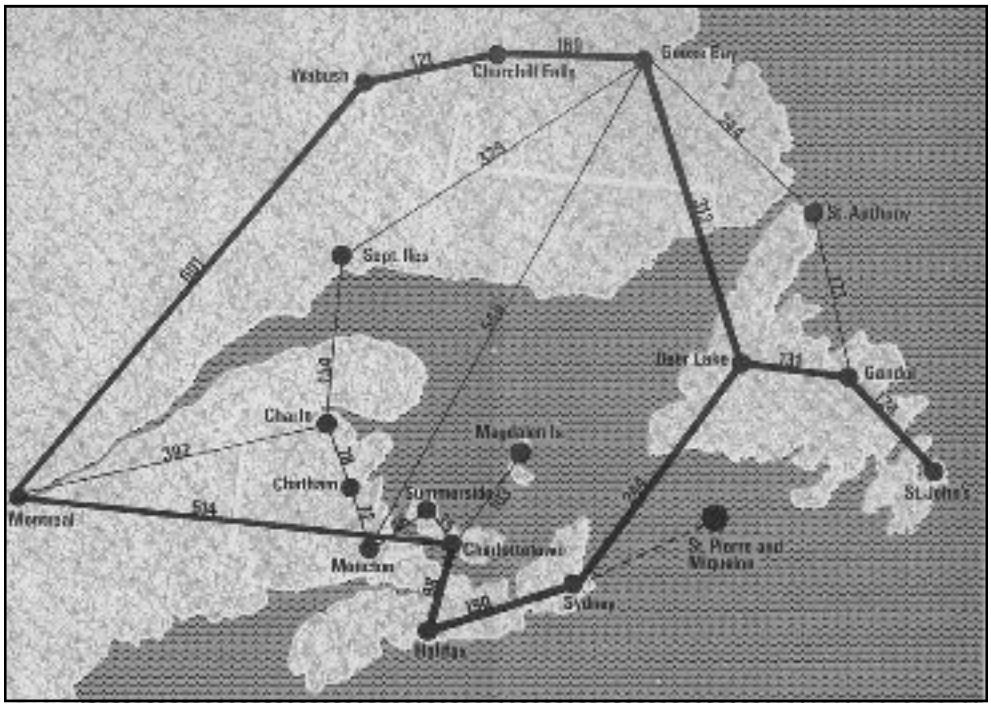
The type also proved popular with airlines in Central and South America. Aerolineas Argentinas began 737 service in 1970, and was featuring it on both international and domestic services in the timetable dated October 31, 1971.

During the first few years of the program, the aircraft was being produced at a high rate to fill the initial orders. (United received its entire 75 aircraft order in about 18 months.) By the early 1970's, the economy was in recession and orders for the 737 had slowed to a trickle. Boeing even found itself in competition with its own customers, as airlines such as United and Western sold or leased some aircraft, and PSA disposed of its entire fleet in favor of the larger 727.

In the late 1970's and early 1980's, various circumstances led to the rejuvenation of the 737 program. After a rough period in the early 1970's with swings between economic growth and recession, several years of relatively steady



United Airlines - April 28, 1968



Eastern Provincial Airways - October 25, 1970

growth were restoring confidence in the airline industry. Additionally, the passage of the Airline Deregulation Act in 1978 provided a plethora of new opportunities for airlines to expand. (A little Texas-based airline named Southwest had chosen the 737, and the ability to operate beyond its home state would result in more than a few orders for Boeing!) Finally, McDonnell Douglas' continued lengthening of DC-9 into the DC-9-80 now made it more of a competitor to the 727 than the 737. In fact, when Delta and US Air needed additional aircraft in the early 1980's, they ordered 737's, even though each already had a large DC-9 fleet. (Presumably, at least in part because the 737 offered the desired passenger capacity.)

The Delta Air Lines timetable dated November 1, 1983 shows the airline's initial 737 service. This timetable also marked the beginning of the end of Delta "reserving" certain ranges of flight numbers for each type of equipment, as the new 737 flights were intermixed in ranges previously reserved for 727's and DC-9's.

Deregulation also created opportunities for new entrants. Peoplexpress began by purchasing Lufthansa's fleet of 737-100's (which the latter carrier was replacing with -200 series aircraft). In the November 15, 1982 timetable, the airline was operating an all-737 fleet, although rapid growth would result in the addition on 727-200's and 747's shortly thereafter.

America West Airlines was another startup carrier to tap the 737 for its initial services. The aircraft is featured prominently on the airline's inaugural timetable, dated August 1, 1983.

In the early 1980's Boeing began offering an improved version of the 737, the -300 series. This involved not only lengthening the aircraft, but replacing the 1960's era JT8D engines with more powerful high-bypass CFM56 models. The lack of ground clearance on the 737 required the nacelles to be designed with a somewhat flattened bottom, which led to the observation that the aircraft appeared to have been dropped during production!

The initial customers for the -300 series aircraft were USAir and Southwest Airlines. Although both specified the aircraft types they operated, neither identified which type operated individual flights, so no special attention was given to the inauguration in those carriers' timetables.

Other airlines were happy to promote the 737-300. Western Airlines' July 1, 1985 timetable has a photo that not only depicts the new aircraft, but also introduced a modified color scheme. Western's initial 737-300 service was largely to noise-sensitive areas such as Orange County and Burbank.

AirCal also placed a nice photo of the 737-300 on the cover of the inaugural timetable, which was dated February 1, 1985. This carrier began service in the late 1960's as Air California, and operated DC-9's before replacing them with 737's. In 1981, the newly renamed AirCal began taking delivery of DC-9-80's (later redesignated as MD-80) before returning to the Boeing fold for the 737-300 which, in turn, replaced the MD-80's. Ironically, when American Airlines acquired AirCal and its fleet in 1987, those 737's were sold since American had a very large MD-80 fleet. (And that MD-80 fleet is gradually being replaced by … 737's!)

The 737-300 design was stretched further to create the -400 series, and shortened as the -500 series. These new designs created a family of similar airliners with varying passenger capacities, resulting in sales numbers that were far greater than what the original -100 and -200 series aircraft were ever able to achieve.

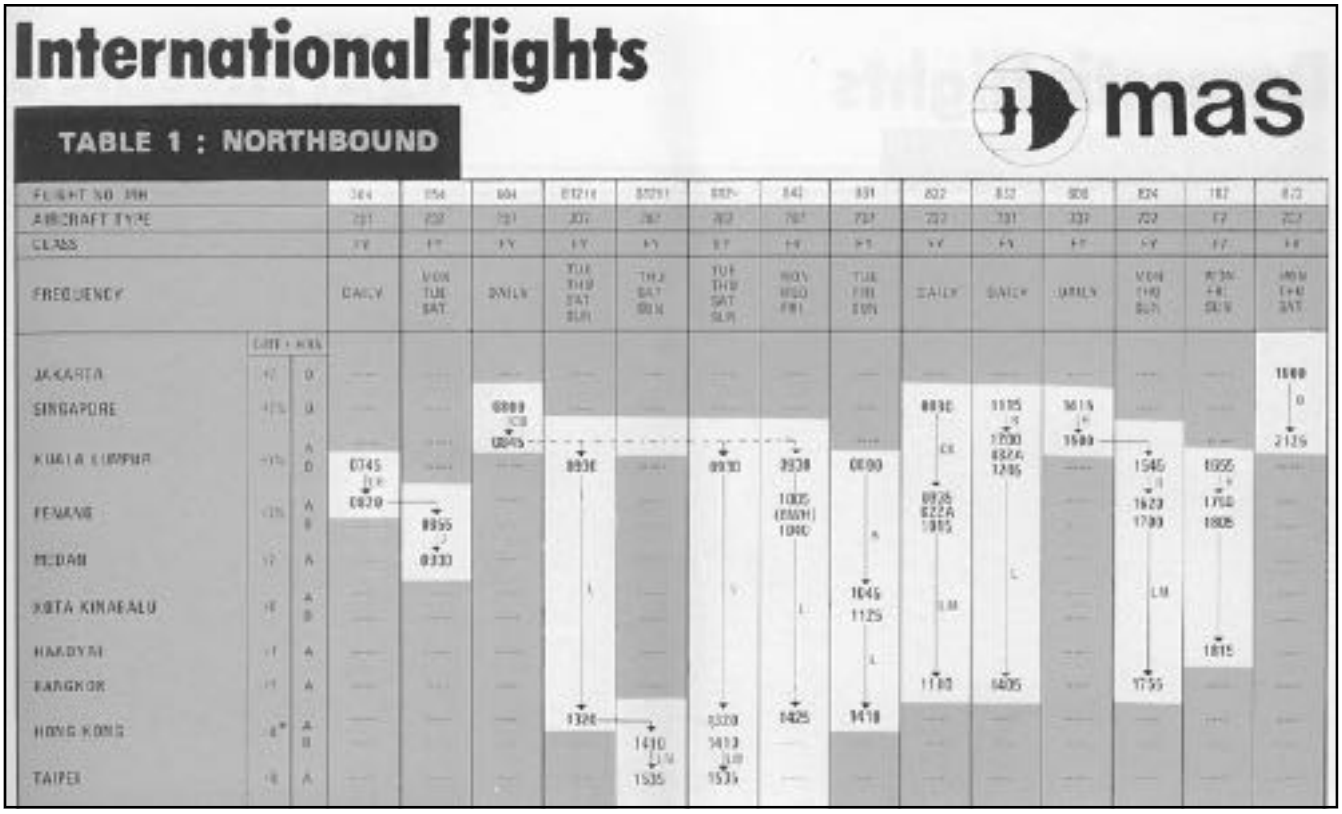
As airlines replaced their original 737 fleets (frequently with the newer 737 models), those earlier -200 series aircraft were increasingly available on the secondhand market. The breakup of the Soviet Union (and loosening of its grasp on Eastern Europe) coupled with the liberalization of policies around the world created an environment for the creation of scores of new carriers. Many used 737's found work with these new companies, including the small Latvian operation named Riga Airlines (shortened to Riair). Flights were operated from Riga to London, Paris and Moscow with a single 737. The aircraft was based at Moscow, and it appears that it was supported by Transaero.

By the 1990's most of the smaller Canadian airlines had become part of either Air Canada or Canadian Airlines (which would itself be swallowed by Air Canada in 2000). In 1996, a new carrier, Westjet, began service with used 737-200's. The April 1, 1998 timetable shows one of those aircraft, which were being operated to 9 destinations across western Canada. Westjet has since retired its -200 series aircraft, but has become a loyal 737 customer, with a large fleet of the later models.

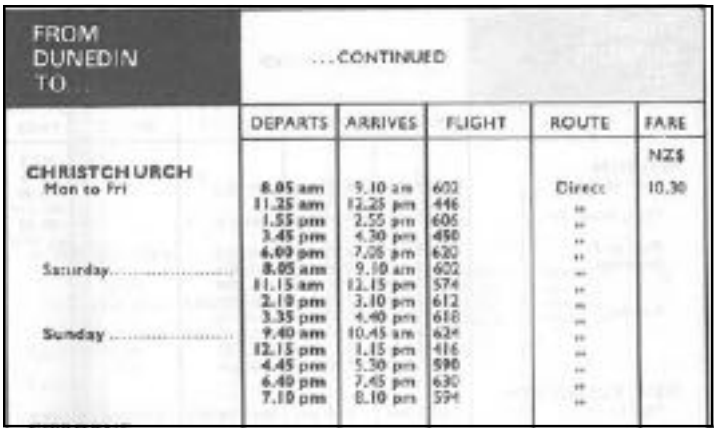
When Airbus brought the A320 series aircraft to the market, Boeing realized that it would have to upgrade the 737 still further, or risk losing its customer base to the European consortium. The result was the -600/700/800/900 Next Generation series of aircraft with performance improvements that allow the aircraft to operate flights that would have been unimaginable when the 737 was originally designed. These Next Generation aircraft are not only replacing older 737's, but also 727's, MD-80's and 757's.

The longer range of the 737-700 has allowed Southwest Airlines to operate nonstop transcontinental flights in addition to its more traditional flights of only a few hundred miles in Texas and California. The timetable dated September 15, 2002 (see page 25) shows the inauguration of Southwest's transcontinental service between Baltimore and Los Angeles.

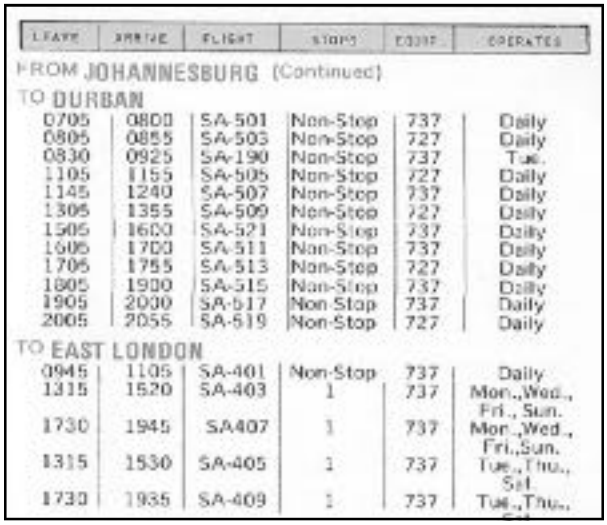
The smallest Boeing jet transport, which was once at risk of an early termination, is now in its 45th year of continuous production with a delivery rate exceeding an aircraft per day (and slated to increase further). Well over 6000 examples have been produced and more than 2000 are still on order, guaranteeing that the 737 will be an integral part of many airlines' fleets for decades to come.



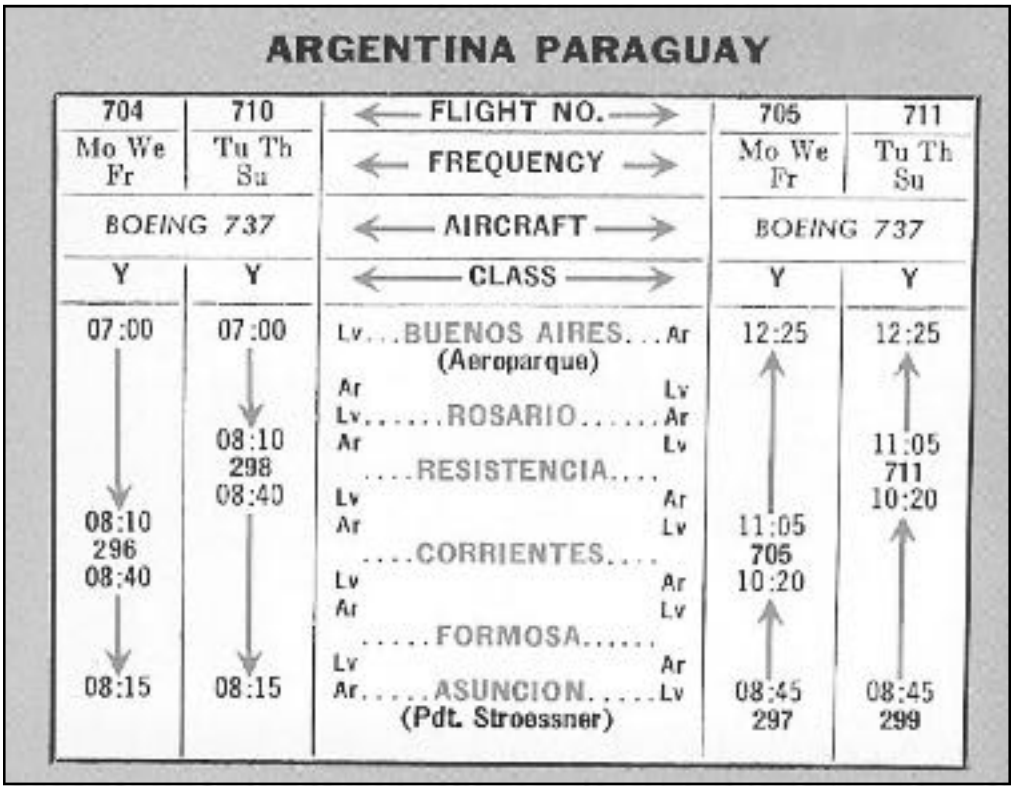
MAS Malaysian Airlines - October 1, 1973



(Left and Above) NAC National Airways Corp. - February 3, 1969

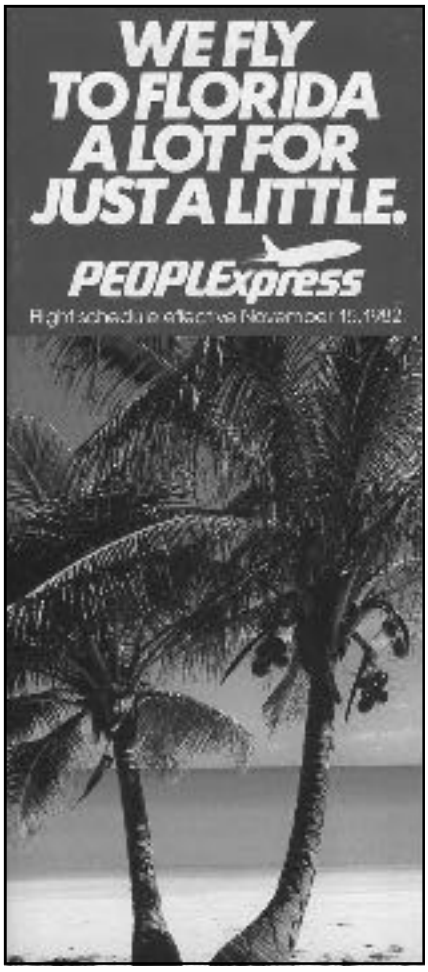


South African Airways - April 1, 1971

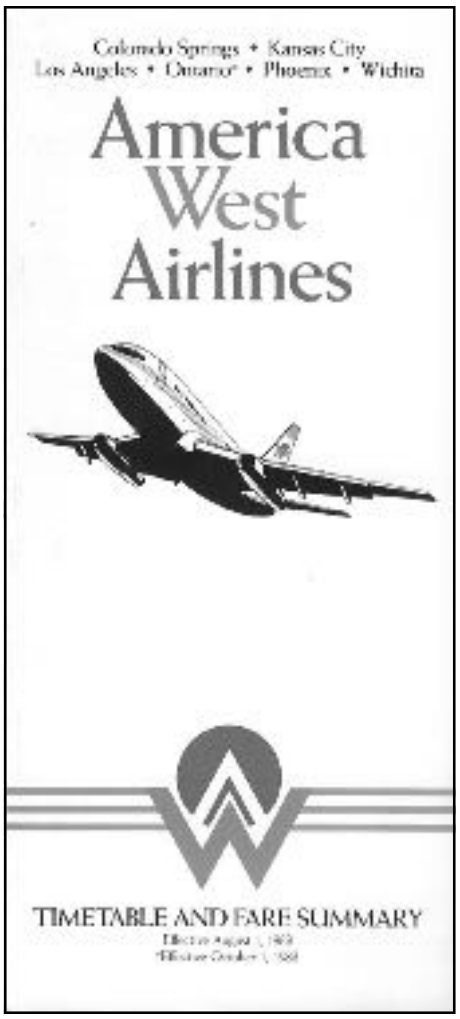


Aerolineas Argentinas - October 31, 1971

Delta Air Lines - November 1, 1983



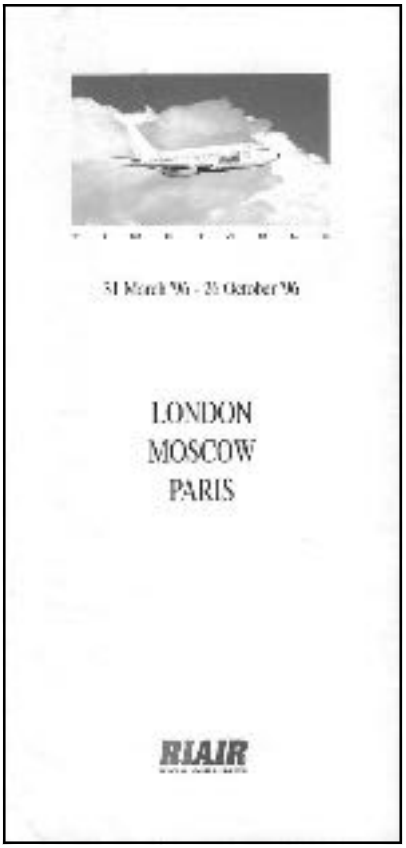
Peoplexpress - November 15, 1982



America West - August 1, 1983

Western Airlines - July 1, 1985

AirCal - February 1, 1985



(Left) Riga Airlines - March 31, 1996

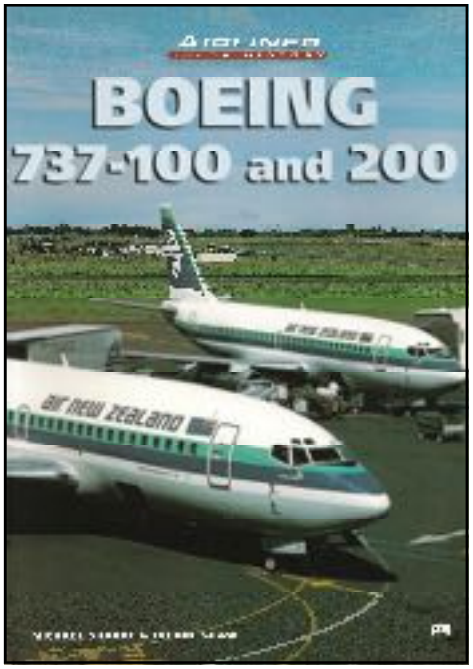
WestJet - April 1, 1998

(Continued on page 25)

Book Review

By Shea Oakley

ancientskies1@safeaccess.com



Airliner Color History Boeing 737-100 and 200
By Michael Sharpe & Robbie Shaw
MBI, 2001
ISBN 0-7603-0991-4

I was only a short way into reading this book when I discovered that the first Boeing 737-100 entered service with type launch customer Lufthansa exactly two days after my birth in February, 1968. I previously had no idea that the best-selling jetliner in commercial aviation history got its start the same time I did! To make things even more interesting, the book went on to inform me that 20 years later *on* my birthday, the final 737-200 Advanced was delivered to China's Xiamen Airlines. So, the construction history of the first-generation "Classic" version of Boeing's first twin-jet corresponds almost exactly with the first two decades of my life. I had already sensed a deeper kinship with the JT-8D powered 737's than with the more recent -300 through -900 models; this slightly uncanny discovery of our synchronized "deliveries" just confirmed it. From my first flight on a Classic (Piedmont -200) with my dad during the late 1970's to my last (ironically an ex-Lufthansa Continental -100) during the mid 1990's, the "original of the breed" was a part of my formative years. I suspect this is why I was drawn to Michael Sharpe and Robbie Shaw's survey of these first generation airplanes for my review in this issue of *The Captain's Log.*

This 128-page book is actually a "prequel" since it was published after the second author's look at the -300 through -800 series. It follows the, now, somewhat standard model for type-histories with chapters on the aircraft's evolution, design, production, specifications, service life, operators, accidents, production history and chronology. The vast majority of photographs are in color, as befitting the *Airliner Color History* moniker. In fact there are a profusion of pictures of the type, although the vast majority of images date, somewhat disappointedly, from roughly 1990-2000. If you're looking for shots of United "737 Friend Ships" or colorful, "smiling" PSA 737's, you won't find them here. If, however, your interest lies in the latter days of the original -100's and -200's in scheduled and charter service (especially in parts of the world other than the U.S.), you'll be pleased by the photo selection. This is especially true of the "Operators" section.

Written coverage of the aircraft is fairly thorough, if slightly dry (I suspect that series histories are not particularly effective vehicles for capturing the more romantic aspects of commercial flight). However I was chagrined by some factual errors in the early sections of the book. For instance, at one point the authors refer to a non-existent merger between Frontier and Delta. I was also surprised to learn, in the first chapter, that Boeing was "fairly late in entering the jetliner market behind rivals Douglas, de Havilland and Sud Aviation." This is certainly true as far as the Comet, but both the DC-8 and the Caravelle entered service in 1959 … each more than six months behind the Boeing 707 which started flying revenue passengers in October of 1958.

One area where the book did shine was in Sharpe & Shaw's in-depth coverage of two accidents involving the 737-200. These were the losses of Air Florida flight 90, shortly after its departure from Washington-National Airport in 1981, and British Airtours flight 28M, which burned at Manchester Airport following an aborted take-off in 1985. The Air Florida crash, in particular, was one of the best accounts this reviewer has ever come across. There is also an excellent write-up on the mysterious "rudder-hardover" phenomenon related to faulty Power Control Units (PCU's). This was the most-likely cause of two fatal accidents involving United and US Airways 737's during the 1990's as well as, apparently, other crashes involving the -200 series. A far shorter synopsis of all other 737 Classic accidents from service entry until date of publishing is also included in the "Accidents" chapter.

Whatever its strengths and weaknesses this book is, as far as I know, the most thorough treatment on the subject of the original "Baby Boeing" (also known, most likely by appreciative pilots, as "The Pocket Rocket"). If your favorite versions of this ubiquitous twin jet are, like mine, the first two, then *Airliner Color History Boeing 737-100 and 200* may well be worth adding to your library.

Availability: Used copies of the book start at about $12, including shipping, on Amazon.com. Reasonably priced copies may also be found at airliner collectible shows held around the United States and Europe.

Air Mail History

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

Earle L Ovington, Aviation Pioneer

Earle Lewis Ovington (1879-1936) was a Renaissance man, an electrical engineer from MIT who worked with Edison and Tesla, an early student of x-ray technology, a life-long photographer and aerophilatelist, motorcycle racer and organizer, early aviator, first official carrier of the U.S, airmail, friend and partner of Glenn Curtiss, builder and owner of the first airport in Santa Barbara, CA and holder of hundreds of patents for his inventions.

The particular focus of the article, of course, is his aviation career. Much of what follows comes from an archive that passed from Ovington's daughter, Audrey, to Al Starkweather in the early 1980s. Al obtained the photographic negatives mentioned throughout from the Photographic Eye in Cambridge, MA in the late 1970s and was told they came from her as well. Most of the images have notes on the back in either Earle's or his wife Adelaide's hand; some have one or another of his personal hand stamps.

His introduction to aviation came when he attended the 1910 Gordon-Bennett International Aviation Tournament at Belmont Park on Long Island as a special correspondent to the *New York Times* and where he saw his friend Glenn Curtiss and others fly. It fired his imagination and convinced him to pursue what was then a sport. (Figure 1)

Figure 1. Glenn H. Curtis

There was no aviation school in the U.S. at that time. So he immediately made arrangements to go to Bleriot's flying school at Pau, France in January 1911. Bleriot was the foremost pilot and teacher of that age having been, among other things, the first to fly across the English Channel. (Figure 2)

Figure 2. Bleriot

This photo was made during his stay at Pau and is captioned: "Earle Ovington at Bleriot's School, Pau, France, Jan, 1911." It has the special Bleriot Pau vignette on the reverse. (Figures 3 & 4)

Figure 3

Figure 4

The composite postcard was made during his stay, as was the custom among the early aviators. (Figure 5)

Figure 5

After eight flights he qualified for his license on January 20 and then spent time with his French technical crew using his engineering expertise to put together the parts needed to modify the standard Bleriot machine to make it safer with mechanical changes and faster by using the 70 h.p. Gnome engine that was on display at the 1911 Paris Aviation Salon. The caption on the photo reads: "The 1911 Paris Aviation Salon. The French are far in advance of the rest of the world in the practical development of the aeroplane." (Figure 6)

Figure 6

His first flight in the U.S. was a test made at Belmont Park on April 25 as noted in the New York *Times* (Figure 7) followed by a public demonstration there on May 17.

Bridgeport was the first place he flew as an exhibition pilot after his return to this country in May 1911. This photograph has the note: "Ovington as a young man, when he first came back from France, where he learned to fly—this picture was taken at Bridgeport, CT." (Figure 8) It is a real photo postcard by "Apeda Studios-Photographers, N.Y." who also photographed him at the Garden City Meet including the famous picture of PMG Hitchcock handing him the mailbag. (Figure 22 below)

FLIES TO GARDEN CITY.

Earle Ovington Makes Successful Trip from Belmont Park.

Special to The New York Times.

HEMPSTEAD, L. I., April 25.--Earle L. Ovington made a flight in the 1911 Blériot monoplane, from Belmont Park to Garden City at 6:30 to-night. The plane carries a 70 horse power engine, the highest powered Gnome motor ever brought into the United States. Ovington flew at an altitude of from 500 to 600 feet. He was expected to have visited the Mineola Aviation Field, but got no further than Garden City. Ovington, who has made recent sensational flights abroad, was formerly Secretary of the League of American Wheelmen.

A biplane belonging to Mr. Talmage was also seen on the field from the train, but no further details of this afternoon's flight could be learned from the clubhouse, which was closed.

Figure 7

Figure 8

During a Waltham, MA meet on June 15, Ovington became the first pilot to fly over the City of Boston. Here he is pictured with his Bleriot (with his mascot "Treize" hanging from the fuselage) and his mechanical team, all of whom came with him from France: Maurice Brun, Rene Peloy and Alfred Panier (left to right). (Figure 9)

The 1911 Chicago International Air Meet, August 12-20, was the first major meet Ovington took part in after his return. In addition to his own Bleriot, his friend Glenn Curtiss asked him to fly his Wright. Ovington did not like the Wright plane, considering it unsafe. Figure 10 shows him at the controls before the flight, not looking very happy. Figure 11 shows that he was correct in his assessment. The plane crashed with no injuries.

Ovington immediately went to Boston for this first meet in that city, the Harvard-Boston Aero Meet, August 26-September 4. In the program for the Meet, he is listed as

aviator #13 (his favorite number) and there is a full-page reproduction of the famous Apeda photo of him with his pipe. (Figure 12) There he won the Tri-State Race and solidified his place as one of the premier pilots in the country.

Figure 9

Figure 10

Figure 11

Always looking to the future, he foresaw the value of aviation for the delivery of mail, as did Postmaster General Frank H. Hitchcock. When the opportunity came to become the first official airmail pilot, he seized it and made the first airmail delivery along a specified route (Garden City to Mineola) on September 23, 1911 at the International Aviation Tournament at the Nassau Boulevard Aerodrome, Garden City, Long Island, September 23-October 1.

Figure 12

This was the meet that truly pioneered the carriage of scheduled airmail. This portrait, taken at the time, is captioned: “The crash helmet, lined with mineral wool, which Ovie brought back with him from France.” (Figure 13)

Figure 13

He had about 150 of these special commemorative cards made. They are quite rare used at the time. (Figure 14)

Figure 14

These two postcards were also created as promotional devices. The first shows Ovington in the air. (Figure 15) The second shows his Bleriot and has his "signature" on it suggesting it was made after the fact. Note the small mascot hanging from the fuselage structure. He brought it back from France and it always flew with him. The caption on the card says "After Ovington's Flight" and it is tantalizing to think it might have been after his first mail flight. (Figure 16)

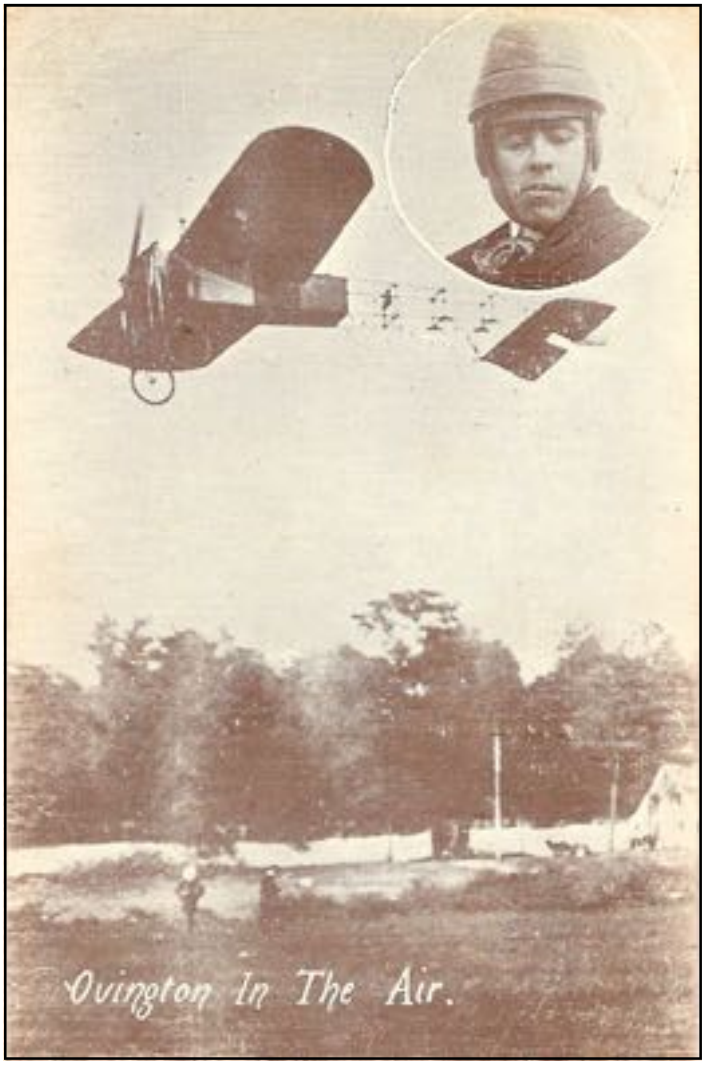


Figure 15

Figure 16

Ovington took the bird's-eye view while flying above the field. It was a tricky business to control the plane and snap the photo. There is, of course, a degree of motion blur. (Figure 17)

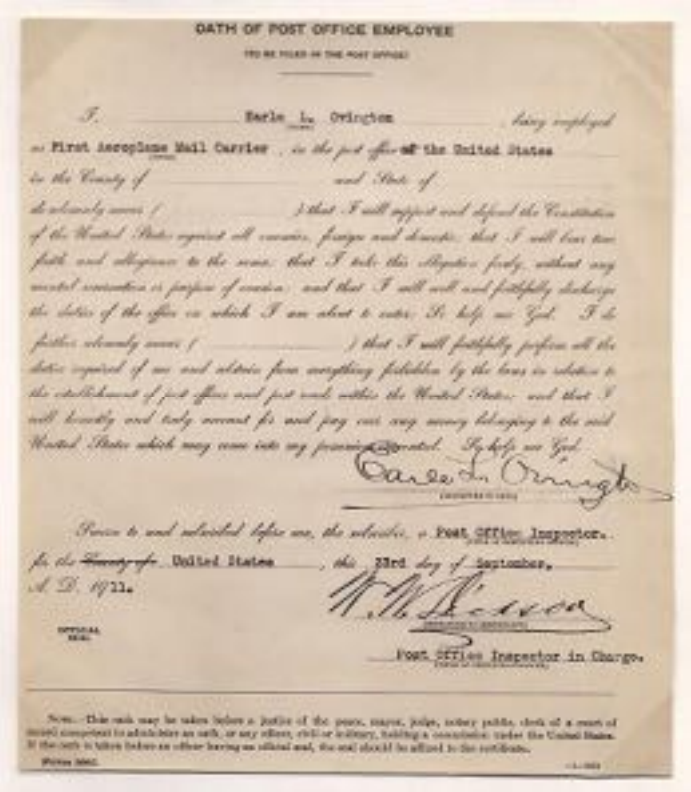
Figure 17

The story of the flying of the mail begins with Ovington taking the oath of office. This is his personal copy with his hand stamp on the reverse. The original is at the Smithsonian. (Figure 18)

The mail was to be flown each day during the meet between Garden City and Mineola. On the first day, it was carried exclusively by Ovington. He used a Queen Bleriot (50 h.p. Gnome engine) on September 23 and 24 and a Bleriot IX (70 h.p. Gnome engine) thereafter. It proved so popular that other pilots had to help out on some days.

All mail was canceled with a circular "Aeroplane Station No. 1/Garden City Estates, N.Y." postmark and a three-word straight-line black cachet "Aerial Special Despatch." Mail was postmarked but not carried on September 29 and October 1 due to inclement weather. Such mail was sent the next day. Selected examples are shown.

Although the distance was only five miles, the success of this experiment proved that mail could be carried reliably and regularly over a set route. On the first day, September 23, Ovington carried 1,280 cards and 640 letters. Accurate records don't exist for all dates.



OATH OF POST OFFICE EMPLOYEE

TO BE FILED IN THE POST OFFICE

I, Earle L. Ovington, duly employed as First Aeroplane Mail Carrier in the post office of the United States in the County of and State of do solemnly swear (or affirm) that I will support and defend the Constitution of the United States against all enemies, foreign and domestic; that I will bear true faith and allegiance to the same; that I take this obligation freely, without any mental reservation or purpose of evasion; and that I will well and faithfully discharge the duties of the office on which I am about to enter. So help me God.

(or affirm) that I will faithfully perform all the duties required of me and abstain from everything forbidden by the laws in relation to the establishment of post offices and post roads within the United States; and that I will honestly and truly account for and pay over any money belonging to the said United States which may come into my possession or control. So help me God.

Earle L. Ovington

Sworn to and subscribed before me, the undersigned, a Post Office Inspector, for the ~~District of~~ United States, this 23rd day of September, A. D. 1911.

W. M. Boyle

Post Office Inspector in Charge.

Note.—This oath may be taken before a justice of the peace, mayor, judge, notary public, clerk of a court of record competent to administer an oath, or any officer, civil or military, holding a commission under the United States. If the oath is taken before an officer having an official seal, the seal should be affixed to the certificate.

Figure 18

There is some confusion as to who handed Ovington the first airmail pouch. It was either a local postman named Cleary, the advertising manager for Bosch Magneto Co., A. H. Bartsch, or a local postal inspector M.H. Boyle. There are photos of each but the dates are uncertain. It was definitely not PMG Hitchcock.

This first day card is quite unusual in being up-rated to 2¢ and sent to Germany. (Figure 19)

Figure 19

The message on this card from September 24 is clear and to the point: “This will reach you via the aeroplane on the opposite side.” (Figure 20) That plane was a Curtiss biplane flown by T.O.M. Sopwith who was helping Ovington. The mail consisted of 6,156 postcards and 781 letters as word spread and folks wanted to be a part of history. Ovington carried 14 lbs while Sopwith carried 16 lbs.

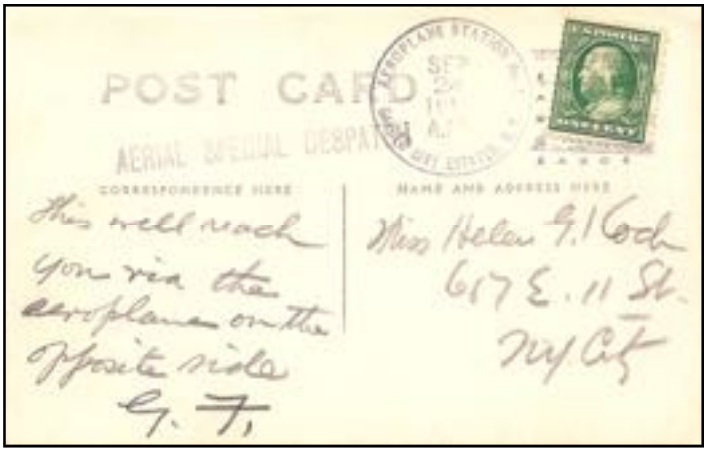


Figure 20

The photo of a newspaper clipping from the St. Louis *Post* of September 27 indicates that receipt of this one airmail card was newsworthy enough for such coverage. There are some errors of fact. It is generally thought that Postal Inspector M.N. Boyle handed Ovington the mailbag on September 23; the card is dated September 24 and claims to have been sent with the first airmail delivery. (Figure 21)

Figure 21

It was on September 25 that PMG Hitchcock was on hand to give Ovington the mailbag as seen in this iconic photo. (Figure 22) Ovington was the sole carrier that day; the quantity of mail or its weight is unknown.

Figure 22

On September 26, PMG Hitchcock flew with Capt. Paul Beck, carrying 10 lbs. of mail (1,400 cards and 620 letters). Ovington carried 12 lbs. (2,220 cards, 300 letters and 78 pieces of printed matter). This card carries a printed advertisement of Doubleday & Co, a Garden City publishing house and shows that, even at this early date, industry was foreseeing the future of carrying mail by air. (Figure 23)

Figure 23

For September 27 to October 1 the amount of mail carried each day or which other pilots were involved is unknown. Inclement weather cancelled the Sep. 29 flights. Mail that could not be flown on the 29th was flow on the 30th, the last day that mail was flown.

High winds canceled the October 1 flights and mail was sent by surface to its destination. The Special Aerial-Despatch post card was prepared late in the show and is rare. The October 1 cancels came with or without an inverted "1" in the date stamp. Items were sent by regular mail. (Figure 24)

His next project was an attempt to win the $50,000 purse that William Randolph Hearst would award to the first person to make a transcontinental flight before October 10, 1911. Ovington planned his attempt but a series of mishaps plagued the attempt and he abandoned it. Of the six who made plans for the flight, none succeeded, although Cal Rodgers, in the *Vin Fiz*, did complete the journey on November 5.

Figure 24

With the impending birth of his first child, he retired from competitive flying. He did attend the 1912 Third Annual [Boston] Air Meet at Squantum, MA as an observer and watched as his friend, Harriet Quimby, fell to her death.

Thereafter he worked with Glenn Curtiss during the War and became a consulting engineer, land developer and airport owner. An avid aerophilatelist, he promoted and took an active part in the 20th anniversary celebrations of his first airmail flight when commemorative flights were made from Mineola to New York City on the east coast and from Los Angeles to Tucson on the west coast. Ovington himself was at the controls of the west coast flight, which was a regularly scheduled American Airlines flight.

It is odd that the official cachet shows a biplane rather than the monoplane Ovington used. The cachets are always in purple. There are two types of Los Angeles cancels: a regular city machine cancel and an Air Mail Facility duplex. The latter is uncommon. Covers with back stamps are the exception.

Two unusual covers are shown: the first has a miniature copy of the famous 1911 Ovington photo on a specially prepared R. Dyer envelope while the second is a J.W. Stoutzenberg cover signed by 1911 PMG Hitchcock. (Figures 25 & 26)

Figure 25

Figure 26

Earle L. Ovington died on July 21, 1936 at age 56, some believe due to cancer from his early experimentation with x-rays in the days before protective shielding was used. He is the seminal figure in the creation of the delivery of mail by air. He believed in it and promoted it his entire life. He lived to see it progress from his flights, to the establishment of the first governmental flights in 1918 and to its maturity in the 1930's.

This article, in appropriately modified form, is appearing concurrently in the *American Stamp Dealer & Collector*, the *Airpost Journal* of the American Air Mail Society and *The Captain's Log* of the Airliners International Association.

Save-the-day notice

On September 23 of this year, a special event will be held in Garden City, Long Island, NY, to commemorate the 100th anniversary of Earle L. Ovington's first official airmail flight in the U.S. A special cachet and cancellation are being prepared and it is expected that a commemorative plaque will be unveiled. We are dealing with technical matters in our attempt to have an original vintage Bleriot of the sort Ovington flew. Red tape, as usual, is difficult. On hand will be Bob Campbell who has recently published a 450 page book on Ovington's life, including his aviation career [he had several careers], *Reminiscences of a Birdman*, available from Living History Press (www.livinghistorypressllc.com). A special exhibit is being mounted in the local Post Office. It should be a fitting tribute.

For further information, contact Art Groten at artgroten@optonline.net

(Continued from page 14)

More Timetables!

Southwest Airlines - September 15, 2002

What Is It?

By Ken Taylor

keebeetay@efirehose.net

Once again we found ourselves with answers from previous questions and more questions needing answers! Let's get started.

Stan Baumwald identified this Pan Am looking wing as coming from Cubana in Cuba. This makes sense since Pan Am helped establish Cuba before Castro came into power.

Stan also identified the following wing as coming from the former carrier of East Germany, Interflug. Greg Madonna of Fort Lauderdale FL and Robert Grosschopff also pointed out that the wing has a hammer and compass on a red background with yellow spikes and a German flag.

Fellow WAHS Editors Stan Baumwald and Charlie Dolan identified this flight attendant wing as coming from Shannon Air of Ireland. The airline operated 3 aircraft, a DC-4 and two DC-7Cs from 1964 to 1966.

This wing was identified as a Pan Am Martin-130 Clipper and was given away as a cereal box premium, most likely from Kellogg's, between 1935-1940. Reference Jon Krupnick's book "Pacific Pioneers—The Rest of the Story" about Pan American in the Pacific.

And now for more questions.

Does anyone know when Air Sahtu Ltd operated in Canada's Northwest Territories?

Where and when was this Golden West Airlines patch used?

Was this "Peerless" wing the real thing or a toy?

Any idea of where and when for this “ATA” wing?

This silver, blue and red wing looks to have a North American Indian motif. Any ideas where and when this wing was used?

This Canadian Goose flight attendant badge comes from one of the Canadian Airlines affiliated carriers. Do you know which one and when?

This gold and blue wing has either an “AI” or “IA” in the middle. Do you know where this wing comes from?

This could be from a Middle Eastern air force. Any ideas?

Michael Webster of Brisbane, Australia is asking for information on this wing. Perhaps the former American Trans Air of the USA?

We look forward to seeing you at Airliners International 2011 in Portland this August!

Drop us a note at keebeetay@efirehose.net.

Ken & Beth Taylor

Is this second badge also from the Middle East?

Jr. Wings

By Stan Baumwald

stanwing@bellsouth.net

Boeing 737 Junior Wings

What does a dumb pilot like me know about which airlines flew the Boeing 737? If Northwest did not fly them, I know nothing about them. All I know is that they have two engines hung beneath the wings. However, I am very lucky to have some knowledgeable friends and one of them is Bill Demarest. When I confessed to him that I would have trouble with this subject and how it relates to junior wings, he quickly jotted down the names of over 20 different airlines that I could work with.

So I then went to my collection and started pulling out a sampling of junior wings from airlines that flew the Boeing 737. Now these are not wings issued during the time that the airline flew the aircraft because I only know that Lufthansa was the launch airline by placing the first order in 1965. And no one knows when the junior wings that I am showing were made and used. We can guess, but companies never put out information as to dates. That being said, I will show only ten airlines that put out juniors.

So let's start with Air Florida (Figure 1). This is an unusual shaped wing and the colors are blue, green and gray. Unfortunately, this airline bit the dust shortly after they lost an airplane on take off from Washington National Airport. That airport name changed to honor one of our past presidents, Ronald Reagan. Next come Aloha Airlines (Figure 2), which put out two different junior wings. The difference between the two is coloring of the wing. Pan American (Figure 3) put out so many junior wings that it is hard to tell them apart. The one I am showing now is related to a more common metal wing, however, the common wing has a box around the wording "PAN AM" and this wing does not. In fact, of this type of wing, there are six distinct varieties. Another junior wing that needs to be looked at carefully is this United Airlines (Figure 4) issue. There are several of these put out with a decal for the main design; however, this particular wing, which I believe is the first issue, has the design painted on. And the last United States wing that I will show is an unusual design from Western Airlines (Figure 5). This Junior Pilot wing is laminated and the only other airline that I know that used this design was Hawaiian Airlines.

Skipping over to airlines from outside the U.S., we can start with Aerolineas Argentinas (Figure 6), which put out this wing. Stoffel Seal Company of Tuckahoe, NY, that made many, many junior wings for airlines around the world, made the wing. This style is just a bit different from their normal style. Aeromexico Airlines (Figure 7) put out this very unusual junior wing, and the reason I say it is very unusual is that it is the only junior wing I know of that was made of rubber. And if this were a beauty contest, I would vote this Air France Futur Pilote (Figure 8) wing as number one. The design is one of a kind. British Airways (Figure 9) has produced so many junior wings that it was hard to pick out a different style because there are so many; however, I opted for the Flightrider issue. This is a metal wing that has several other styles that were also called Flightrider, but I certainly like this the best. And it's exceptionally attractive. And last but certainly not least is Japan Airlines (Figure 10). They only put out three issues that I know about and the one shown is the only metal issue. It is a shame that there is no way (read that to be too expensive) to show this in color, unless you look at the online version of the Log when available on the WAHS web site. The basic part of the wing is silver but the center logo is gold toned.

Happy Collecting!

Figure 1

Figure 2

Figure 3

Figure 4

Figure 5

(Continued on page 34)

Wings! Badges!

By Charles F. Dolan

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The Boeing 737

The Boeing 737 could be considered the jet-age equivalent of the Douglas DC-3. It has been produced in large numbers because it has proven to be a versatile aircraft that meets the requirements of its operators. Like the DC-3, it has been successfully marketed around the world and has been used to bring jet air service to many places for the first time. With its on board "air stairs" and large cargo doors, the 737 is able to operate at airfields which cannot provide support services needed by other jet passenger airliners.

The 737, like the DC-3, helped the air carriers' bottom line by replacing three engine aircraft. It helped replace the Boeing 727 on many routes and, along with cutting the cost of a third engine, it also cut the expense of the third person in the cockpit. The DC-3 helped ease the Ford and Stinson Tri-motors out of the passenger carrying services.

With over six-thousand aircraft produced in eight variations, the Boeing 737 will be a backbone of the aviation industry for many years to come.

I have selected the images for this issue to showcase the insignia of operators of the Boeing 737 which have not been featured in previous columns. For the first time, I have included the insignia of Southwest Airlines, the operator of the largest fleet of 737 aircraft in the world. Southwest operates five hundred fifty four Boeing 737 aircraft in the 200, 300, 500 and 700 series. Soon it will add another fifty-two 737s from the fleet of Air Tran.

The reason I had not featured their insignia in the past is because in the Southwest KISS (Keep It Simple Southwest) tradition, the wings and cap badges worn by the front-end crew are very simple in design. Because they are the operators of the largest fleet, I feel duty bound to share the badge and wings in this article. I am also displaying the insignia of Air Tran. How the different insignia will be melded into one carrier will be seen over time. Also of interest will be the question of how the fleets will be integrated. Southwest was able to keep it simple with one type of aircraft, one parts pool, one type of simulator and other cost cutting benefits of having one basic type of aircraft in the fleet. The introduction of the Boeing 717, a descendant of the Douglas DC-9, MD-80 etc. will doubtless cause wrinkles. Knowing the way Southwest operates, those problems will be resolved.

I hope you find the images interesting and informative and that you will enjoy the story of a very short flight taken by a Nordair 737 in the early 1980s (YUL-YUL).

Air California - OC / ACL 1967-1981
(became Air Cal 1981)

The cap badge is of gold color metal with a satin finish. The design in the center is in red paint. Badge is not hallmarked and is secured to the cap with three clutch back pins.

The pilot wing is also of gold color metal with satin finish with the red paint logo. It is pin back and has no hallmark.

Air Cal - OC / ACL 1981-1987

The insignia for Air Cal were issued in both gold and silver color metal. The gold was used for about one year and silver was used from 1982 to 1987.

The cap badge shown from my collection is of silver color metal with a satin finish. It has two screw posts and is hallmarked with a capital cursive "J" in a diamond.

The pilot wing is of gold color metal with both satin and polished surfaces. It has two screw posts and is hallmarked "JOSTENS".

Air France - AF / AFR 1933-present

The cap badge is of gold bullion thread and gold sequins on a black fabric backing. Black thread is used to enhance the details of the wings and seahorse. The badge has two metal tabs at the bottom and a small snap at the top which attach the badge to the cap.

The wing insignia of Air France are worn on the right side of the jacket. As with the cap badge, these are of gold bullion thread on black fabric backing. Black thread is used to provide detail to the wings and globe. A fabric strip of blue, white and red stretches across the globe. The pilot wing has two metal tabs to attach it to the jacket.

The flight engineer wing may be a sew-on variety (above).

Wings of navigator and radio operator are unfinished (not pictured).

Air Malta - KM / AMC 1947-present

The cap badge is of the sew-on variety and is mainly gold bullion thread on a black fabric backing. The wings and castle turret details are enhanced with black thread. The Maltese Cross is of silver bullion thread and is on a field of red fabric with a blue fabric "flash" in the lower left quadrant. A line of red and white thread is between the shield and castle turret.

The pilot wing is also made up of gold and silver bullion thread on black fabric. The wing used a flat metal strap similar to a pin back to attach to the jacket.

Air Namibia - SW / NMB 1946-present (first flight 1948)

Formed as South West Air Transport and became Namib Air in 1986. When Namibia became independent in 1991 the company was renamed Air Namibia.

The cap badge is of gold color metal and has two screw posts. The center disc is of white, orange and blue and has a plastic coating. There is no hallmark.

The wing insignia is of the same gold color metal with the white, orange and blue logo. The wing is clutch back and without any hallmark.

Air Tran FL / TRS 1993 – present

Style one - The wing is of gold color metal with both satin and polished surfaces. The center disc is in medium blue with gold lettering in both cursive and block letters under a plastic coating. The wing is clutch back and hallmarked "CHAMBERS GROUP TAMPA FLORIDA".

Style two – The cap badge is of gold color metal with a satin finish. The dark blue center disc has a lower case "a" in gold under a plastic coating. One screw post and one positioning pin keep the badge on the cap. It is hallmarked "CHAMBERS GROUP TAMPA FLORIDA" and has the country of origin "CHINA" indicated also.

The wing is also of gold color metal with both polished and satin finishes. The center disc is similar to the cap badge. Wing is clutch back and the hallmark is the same as the cap badge without any "CHINA" marking.

Eastwind Airlines - W9 / BBE 1995 –1999
The Bee Line

The cap badge is of gold color metal with a satin finish. The design and lettering are in green and yellow. The badge has a single screw post and two pins to keep it in position. It is hallmarked "CHAMBERS GROUP TAMPA FLORIDA"

The wing is gold color metal with polished and satin finishes. The center disc is green with gold letters "E W" under a plastic coating. The wing is clutch back and has the same hallmark as the cap badge.

Eastwind Airlines

Egypt Air - MS / MSR 1932
(as Misr Airwork) to present

The cap badge is of gold color metal with red, white and black enamel in the shield at the top. The "HORUS" or sky deity in the center disc is made up of blue and red enamel with white and red borders. Two lugs on the back of the badge are used to mount the badge to the hat. There is no hallmark.

The wing on the top is of gold color metal with the red and blue "HORUS" inside a red and white border. It is pin back and has a three Arabic character hallmark.

The wing at the bottom is similar except that the border has two red circles. The hallmark on this wing is of many Arabic characters.

LADECO - UC / LCO 1958-1996
Linea Aerea del Cobre (Airline of Copper)

The cap badge is of polished gold color metal with a single screw post and one positioning pin at the bottom. There is no hallmark. The badge was worn on a white cap.

The wing is of gold bullion thread on black fabric. The aircraft in the center is of silver bullion thread. The wing is clutch back.

LAN Chile - LA / LAN 1929-present
Linea Aerea Nacional de Chile

The cap badge is of the sew-on variety. The black fabric backing has the wings, wreath and word "CHILE" in gold bullion thread. The letters "LAN" and the star are of silver bullion thread.

The wing insignia is of stamped, rather than cast, gold color metal. It has two screw posts and bears no hallmark.

Olympic Airlines - OA / OAL 1957 – 2009
(Olympic Airways until 2003)

Type one cap badge

The base is of silver metal with gilded wreath. The silver metal piece with blue and white enamel is attached to the base with a split pin. The badge has two lugs on the back to attach it to the cap. There is no hallmark.

Type two cap badge

The badge is of black material with a leatherette backing. Two split tabs hold the badge to the cap. The design is of gold bullion thread.

The wing is of gold color metal with white and light blue enamel behind the letters. Wing is pin back and bears no hallmark.

SAHSA -SH / SHA 1944-1993
Servicio Aerea de Honduras S.A.

The cap badge is of gold color metal with both polished and textured surfaces. The badge looks stamped rather than cast. The center disc has dark blue enamel. The badge has a single screw post and lacks any hallmark.

The wing is of gold color metal in the style of the early Pan American Airways wings.

The center logo and rating bar are of dark blue enamel. The wing is clutch back and has no hallmark.

Southwest Airlines - WN / SWA 1967 – present
(first flight 1971)

The cap badge has a black fabric patch with silver bullion thread forming the wreath. This patch has a leatherette backing. The center device is of polished silver color metal with gloss black paint behind the letters "S W". There is a single screw post on the back of this device which passes through the fabric patch to hold both to the hat.

The wings for pilot, captain and check airman / chief pilot are all of polished silver metal with gloss black paint behind the letters " S W ". All wings are clutch back and none are hallmarked.

SAHSA (Honduras) Boeing 737-200
Airline Issued Postcard via WAHS Collection

Southwest Airlines Boeing 737-200
Airline Issued Postcard via WAHS Collection

Transavia Holland -HV / TRA 1966-present

The cap badge is of gold color metal with a matte finish. The "T" is of black and green paint. The badge has two screw posts and lacks any hallmark.

The pilot wing is of polished gold color metal with a black enamel "T" at the center. The wing has a backing plate in the same shape and dimensions as the wing. Two lugs pass through the jacket material and backing plate and a single split pin secures the insignia to the uniform. The wing has no hallmark.

Vanguard Airlines - NJ / VGD 1994-2002

The cap badge is of silver metal with a pewter color. The central oval is in white with a maroon border and design. This oval has a plastic coating. The badge has a single screw post and two positioning pins. No hallmark.

The pilot wing is clutch back and is of the same material as the cap badge. There is no hallmark.

(Continued from page 28)

Figure 6

Figure 7

Figure 8

Figure 9

Figure 10

A Short "Airshow" at Dorval

Charlie Dolan

I was assigned to Montreal's Dorval Airport (CYUL) from 1977 to 1986. It was there that I began my collection of airline pilot wings and cap badges and also developed connections with many other workers at the airport. I was able to ride on the tarmac with the RCMP airport detail, visit Air Canada's maintenance base and make many visits to the airport control tower. The fact that the guys in the tower knew that I always had a camera handy led to many calls over the years with advance warnings that "something was about to occur" on the field. The two images provided are evidence of my having been in the right place at the right time.

The event began as an Air Canada flight was taxiing out to the active runway. The crew noticed a large strip of rubber on the taxiway. Airport operations dispatched a truck to pick up the item and a quick check of the serial number resulted in a call to the manufacturer to determine just who was the owner of that tire, which was now as useful as a megaphone to a mime.

In short order, it was determined that the recapped tire had been sold to Nordair and that carrier was contacted quickly. Nordair indicated that the tire was mounted on the left main landing gear of their Boeing 737, registry C-FNAH, which at that moment was enroute to a station in northern Quebec. It was quickly agreed by all concerned that a landing on a remote gravel airstrip with a less than perfect tire could ruin a nice day of flying. C-FNAH was contacted, advised of the situation and summoned "home" to Dorval.

The aircraft was in a half cargo, half passenger configuration with the cargo forward and the souls on board in the rear. During the flight's return to Montreal fuel was dumped and the emergency services placed on full alert "just in case". At about that time, I got the call from one of my tower contacts to grab my camera and check the field because an aircraft was going to do a low pass to check the gear in a few minutes. I grabbed my 35mm SLR camera and went to one of the larger windows on the field side to await the event. Once at the window, I could see about twenty ambulances from the Ville de Montreal and other facilities lined up on the cargo road, ready to race to the field if needed. The airport fire equipment was also positioned near the runway and various support vehicles from Nordair and other carriers were standing by at strategic locations in case they could assist.

It was right about this point when things began to get interesting. Dorval's main terminal was south and west of the field proper and the main runways. The passenger gates stretched to the west and east of the main building, with about eight gates on each side of the terminal. There was also an additional gate area about 500 to 600 feet north of the main terminal, which supported about a dozen other gates. This area was reached by two tunnels, which passed under the taxiway.

Noardair Boeing 737-200 C-FNAH. Photographs by the author.

My contact in the tower assured me that the instructions to the flight were to make a low pass NORTH of the remote gates so the condition of the tire and landing gear could be checked. For whatever reason, the pilot flying heard the instruction as making the pass SOUTH of that set of gates. That was the reason for the really neat photos attached. I was able to aim and get the two photos without the assistance of a motor drive. That plane was close and noisy. I estimate that it was no more than 400 feet off the ground and no more than 350 feet away from the window. The aircraft was "dirty", with gear and flaps out and looked as if it was not too much beyond landing speed.

All ended well with the aircraft touching down lightly and politely and all the emergency workers and equipment got to go back to training rather than doing the real thing.

The first photo shows the gravel deflector pan for the nose gear with great detail. If it reproduces well, the second photo shows the tube protruding from the front of the left engine which blasts air downward from three nozzles to also direct gravel away from the engine intake.

It was quite an interesting morning an I even didn't mind the butt chewing I got from the boss for being away from my post for such a long time. I guess some folks just don't understand priorities.

Postcard Corner

By Marvin G. Goldman

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Boeing 737 Postcards

For this postcard article, I tried something different. I e-mailed several airline and airport postcard collectors and asked if they could submit scans of a few of their favorite 737 postcards. With a wonderful response, 14 collectors provided 74 scans, many with fascinating comments. All but one of the cards submitted were either airline issued or airport cards with a prominent 737.

Picking favorite 737 cards isn't easy. As Bill Demarest said, "Of course, you do realize that asking me to pick only several cards is like telling a child that he can go into a candy store and pick only one piece of candy! I have over 1,400 different 737 postcards in my collection."

Nearly 2/3 of the scans submitted were of the collectors' overall favorite 737 series, the 737-200. Eight cards were selected by more than one collector, so I included all of those here. I also show the full range of 737 series and at least one card from each collector who participated.

So let's start with the original 737 -– the 737-100, first operated in 1968. This is the smallest variant, and only 30 were delivered to a handful of carriers. Only one 737-100 card was submitted by the collectors, and it is from Malaysia-Singapore Airlines (MSA) which existed from 1967 until 1972 when it was divided into Malaysia Airlines and Singapore Airlines.

Malaysia-Singapore Airlines 737-100, 9M-ADU. Airline issue ('AI'). (Bill Demarest Collection).

The 737-200 extended the fuselage of the -100 and also entered service in 1968. An improved version, the 737-200 Advanced, featuring more powerful engines, improved aerodynamics, and greater fuel capacity and range, entered service in 1971. The -200 series became very popular, and 2,075 were built. Here is a selection from the many -200 scans submitted by the collectors.

United Air Lines was the launch customer for the 737-200, in 1968. Jack Greenbaum and Bill Demarest submitted the following United card. Allan Van Wickler submitted a split-scene card with this view on top and a City of Toledo view on the bottom, with Van noting that his first 737 flight was on a United 737-200.

United 737-200 at Toledo, Ohio. Pub'r Photo-Lect, Toledo, Ohio. Dexter Press no. 45080-C. (Jack Greenbaum and Bill Demarest Collections).

737-200s could be fitted with an unusual gravel kit, enabling them to operate from gravel and other unimproved runways. Collector Bill Baird writes: "Here's maybe my first choice for 737s, that's because I flew this airplane up at MarkAir albeit for a very short period of time in my career between Midway Airlines and Reno Air. This 737 was a little different since it could land on gravel runways up in Alaska. You can see the bleed tubes protruding in the front of the engines which blow bleed air down to prevent FOD [foreign object debris] from getting into the motors. It also had a skid on the nose gear for FOD protection."

MarkAir 737-200 fitted with gravel kit modification. AI. (Bill Baird Collection).

The next card must be very popular because three collectors submitted it as one of their favorites. There are two versions, identical on the front and each numbered WCA-6 on the back, except one says "*Wien* AIR ALASKA" on the aircraft and the other says "Wien Consolidated". The airline took on the Wien Consolidated name in 1968 upon

its merger with Northern Consolidated Airlines, but reverted to the original name in 1973.

Wien Air Alaska 737-200. AI.
(Collections of Bill Demarest, Jack Greenbaum and Allan Van Wickler).

Here is another nice -200 airport card from the U.S.:

Western Airlines 737-200, N4529W, at Casper, Wyoming. Operated by Western from September 1969 to 1978. Pub'r R&T Card Service, Cheynne, Wyoming. Printed by Mike Roberts. Nos. B1767 and WYO-70-61. (Jack Greenbaum Collection).

From South America, here are two cards selected as favorites by more than one collector:

PLUNA 737-200. AI. (Craig Morris and Bill Demarest Collections). This was the first jet aircraft in PLUNA's fleet, and quite a livery in color. As Bill remarked, "Pretty wild, huh?".

VASP 737-200 at Corumbá, State of Mato Grosso do Sul, Brazil.
(Kent Gillespie and Chris Slimmer Collections).

Turning to Europe, we start with the favorite 737 postcard of Lothar Grim of Darmstadt, Germany -- that of Lufthansa 737-200 D-ABCE. Noting that Lufthansa was the launch customer for the original 737-100 and ever since has utilized 737s of different series as a "daily workhorse". Lothar adds that Lufthansa's early 737s were called "City Jet" and acquired affectionate nicknames like Bobby-Boeing (BOeing BaBY) and Schweinchen (Piggy). He chose the following card not because of its rarity – indeed it is easy to acquire – but because the illustrated aircraft, D-ABCE 'Landshut' (a city in Bavaria), reminds him of the very dramatic and violent hijacking of this aircraft in 1977, with significant impact in Germany. The story is told at http://en.wikipedia.org/wiki/Lufthansa_Flight_181.

Lufthansa 737-200, D-ABCE, 'Landshut'. AI. (Lothar Grim Collection).

From the U.K., we have two favorites of Doug Bastin of Chester, England. As to the following British Airways card, Doug writes: "BA were quite late on the scene, not getting 737s until 1980. This card of a model with false ID "G-ABBA" is rare. By coincidence i have just found a possible reason why this is rare. The model and the back text refer to the Super 737. This was just a marketing name by BA and was withdrawn when Boeing protested about the use of this unauthorised title after, they claimed, complaints from other 737-200 operators."

British Airways 737-200, false registration ID G-ABBA. AI. (Doug Bastin Collection).

Doug's next U.K. favorite is from Palmair European. He notes: "Among the final UK series 200 operators was Palmair who issued this large size (8 x 5-3/4 inch) fleet + crew card for the 2003 season. Also rare. Palmair was associated with the European Aviation Group. The 737-200s were ex-SABENA."

Palmair European 737-200 and crew at Bournemouth, England. AI, 2003. (Doug Bastiin Collection).

Now for a very unusual card submitted by Leonardo Pinzauti of Florence, Italy. Leonardo writes: "The post-card shows an Aer Lingus Boeing 737 model 200 parked on the apron of Forlì-'Luigi Ridolfi' airport, Emilia-Romagna region, ITALY. It is a night view: I suppose the picture was taken on the occasion of a charter flight or a diversion. The card was issued by Forlì Trade Fair on the occasion of the First General Aviation Exhibition, 9-13 July, 1986, and sponsored by a local bank. I was told that the printing run was limited and mainly for philatelic purposes: the sample in my collection has a stamp and a philatelic postmark on back side. If not exactly rare I would describe the card 'unusual'."

Aer Lingus 737-200 at Forli 'Luigi Ridolfi' Airport, State of Emilia-Romagna, Italy. Issued by Forli Trade Fair, 1986. (Leonardo Pinzauti Collection).

Moving on to African 737-200 postcards, three cards were selected as favorites by two or more collectors. All three were picks of Dave Prins of Hoenderloo, The Netherlands, whose collection has more than 2,200 737 postcards. Two of these were also picks of Chris Slimmer, and of Joerg Jaeggin ('jj') of Switzerland who calls them two of his three best 737 cards.

Nigeria Airways 737-200. The back says "Nigeria Airways Jet on local flight". Pub'r: BZ M.C.G., Lagos. *(Dave Prins and Chris Slimmer Collections).*

Boeing Label via Marvin M. Goldman Collection

Sudan Airways 737-200 ST-AFL, in service from 1975. AI. (Joerg Jaeggin and Dave Prins Collections).

Air Zaire 737-200 at Goma International Airport, located in what is now the Democratic Republic of the Congo. Pub'r: EDIAF, Kinshasa, no. 13. (Chris Slimmer, Joerg Jaeggin and Dave Prins Collections). In 2002 the volcano Nyiragongo, in the background of this postcard, erupted, spewing forth lava that covered much of the airport!

Lastly, here are three collector 'favorite' 737-200 selections from Asia and the Pacific:

Indian Airlines 737-200 interior. AI. (Bill Demarest Collection).

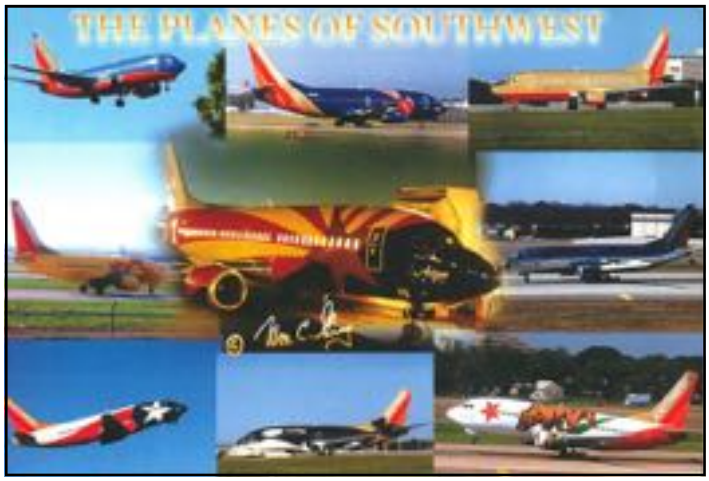
Ansett Australia 737-200, VH-CZM, at Launceston, Tasmania. Printed in Tasmania and distributed by Tasmanian Postcards, no. TP 536. (Kent Gillespie Collection).

Polynesian Airlines 737-200 at Port Vila, Vanuatu. In service during 1981-1987. (Joerg Jaeggin and Chris Slimmer Collections).

In 1981, Boeing launched the 737-300 series, with many technological advances over the -200 series and a nearly 3 meter greater length. The -300, together with the subsequent -400 and -500 series, later became known as the '737 Classic' series. Produced from 1984 to 2000, 1,988 of the '737 Classic' aircraft were delivered. For the 737-300 postcards, we naturally start with Southwest Airlines, the first airline to introduce the -300 into service, and the largest operator of 737s today.

Image via Marvin M. Goldman Collection

Southwest Airlines 737-300, N352SW in 'Lone Star One' (Texas) livery, on takeoff from Dallas, Texas, Love Field. A-W Distributor and Importers, Irving TX, D-131 (Al Canales Collection). Al also submitted a similar card to this one, but without the Texas rider and greeting, and another Southwest card showing a 737-300 landing with the beautiful Dallas skyline in the background. As Al plainly says it, "Southwest is my favorite airline".



Southwest Airlines 737-300 nine-view card showing its standard liveries and many special ones. Standard size. Published by Wm. C. Ging, no identification number (Jack Greenbaum Collection).

Western Pacific 737-300 in the Simpsons livery. Al. (Bill Demarest Collection). This is the famous "Simspons" card with the name of the TV show spelled wrong on top. It's part of a series of at least 10 Western Pacific-issued postcards showing different advertising jets of this airline which ended operations in 1998.

With the 737-400, introduced in 1988, Boeing stretched the fuselage an additional 3 meters, increasing the passenger load. Of the three series -400 postcards submitted as favorites by the collectors, I selected the following:

Air Do (Hokkaido International Airlines), Japan, 737-400. Al (2005). Air Do started operations in 1998 and is one of Japan's first low-cost airlines. (Dave Prins Collection).

Boeing next offered the -500 series as a replacement for the 737-200. Just slightly longer than the -200, it incorporated the improvements of the 737 Classic series and further increased fuel economy, entering service in 1990. Two collectors submitted 737-500 cards, from which I show the following:

Lithuanian Airlines 737-500. *Issued by the airline's Warsaw office, commemorating the office's 5th anniversary in 1999. (Paul Roza Collection, originally from the collection of his friend Robert Stachyra).*

The next development in the 737 line is the 'Next Generation' ('NG') group, now consisting of the current series -600, 700, 800 and 900. The Next Generation 737s feature numerous major improvements over the 'Classic' group, including a redesigned wing, upgraded cockpit, new interiors, etc.

Perhaps because the earliest 737 Next Generation aircraft only entered service as recently as December 1997, relatively few airline-issued and airport-issued postcards of them exist. Also, the collectors who submitted postcard scans tended to favor older cards. Only two 737NG

card scans were submitted. One was a 737-600 submitted by Paul Roza, who admitted that he liked it because of the Li-2 aircraft in the background! The other was a 737-800, also by Paul. So I include them both, and I've added a card from my own collection for each of the 737-700 and -900 series, and included a 'surprise' for the newest version, the 737-900ER (Extended Range).

The 737-600 is the smallest of the Next Generation group, similar in length to the -500 of the Classic line. Only about 66 aircraft of this series have been produced, as the later, longer versions have been far preferred by the airlines.

Malev Hungarian Airlines 737-600, HA-LOG (with Lisunov Li-2, a licensed Soviet-built version of the Douglas DC-3, in the background). Issued in 2004 to commemorate the 50th anniversary of the airline's adoption of the 'Malev' name. (Paul Roza Collection).

The 737-700, with a fuselage 2.5 meters longer than that of the -600, features increased passenger capacity and has proven to be very popular with the airlines. However, as no collector submitted a -700 series card, I looked in my own collection. Not finding an airline issue of a -700, I chose my favorite -700 publisher card.

EL AL Israel Airlines 737-700, 4X-EKD, at Geneva. Pub'r Air Hobby, Czech Republic, no. 375. Half of EL AL's fleet now consists of 737 Next Generation aircraft. Last February it ordered four 737-900ER, the latest version. (MG Collection).

The 737-800 includes a major lengthening of the fuselage, almost 6 meters, and has become the most popular 737 model to date, with over 1,000 produced and over 600 more on order. Here is the sole -800 card submitted by the collectors.

White Eagle Aviation (based in Poland) 737-800, SP-KEK. AI. Paul Roza Collection, from the collection of Robert Stachyra.

The 737-900 and -900ER are the longest and most powerful variants to date in the 737 line, about 2.5 meters longer than the -800. First deliveries of the -900 and -900ER were in 2001 and 2007 respectively. As I did not receive any -900 suggested cards from the collectors, here's a favorite from my own, which also ties in to the 'Pacific Northwest' theme of Airliners International 2011.

Alaska Airlines 737-900, N305AS, over Seattle. AI. (MG Collection). Alaska was the launch customer for the -900 series, in 2001.

Have you ever heard of a 'lunchbox postcard'? I hadn't. But when I couldn't find a 737-900ER postcard in my own collection, I contacted Bill Baird and Joerg Jaeggin to see if they had any. JJ said a few publisher cards exist, and Bill, at Narita Airport when I e-mailed him, referred me to Malaysian collector Chai Peng Kong ('PK'). To my surprise PK e-mailed to me a scan of what he called a 'lunchbox postcard' showing a 737-900ER of the launch customer and largest operator of the 737-900ER – Lion Air of Indonesia. "What's a lunchbox postcard?", I asked him. He replied that some airlines have printed postcard-like aircraft images on the tops of light cardboard lunchboxes served as small in-flight meals. He has lunchboxes of Nok Air of Thailand that have standard postcard imprints on the back of the top, including lines for the address and a stamp box! The Lion Air one that he sent to me by scan has a blank back, but it's under-

stood it can be cut out and used as a postcard. Anyway, here it is, and I leave its value as a collectible (and its status as a postcard) up to you.

Lion Air 737-900ER 'lunchbox postcard' on airline-issued lunchbox. (Chai Peng Kong Collection). Lion Air, Indonesia's largest private airline, operates 43 -900ER aircraft, the latest of which has Boeing's new 'Sky Interior' of the type featured in the 787 Dreamliner.

Notes: The original postcards of those shown are all in color, and except for the Palmair and Southwest multiview cards, are all in standard or continental size. I estimate their rarity as – Rare: the British Airways, Palmair, Aer Lingus, Nigeria, Sudan, Air Zaire, Indian, Ansett and Polynesian cards; Uncommon: the MSA, United, MarkAir, Western, VASP, PLUNA, both Southwest, Western Pacific, Lithuanian and White Eagle cards. Fairly common: the Wien, Lufthansa, Air DO, Malev, EL AL and Alaska cards.

References: 1.To help with identifying different 737 series on postcards, the following website contains useful technical data and drawings of the different types: http://www.b737.org.uk/techspecsdetailed.htm.

2. Boeing website, 737 section: http://www.boeing.com/commercial/737family/.

3. Smith Jr., Myron J., *The Airline Encyclopedia: 1909 -2000, 3 vols. (Scarecrow Press, 2002).*

4. Airline and airport websites, and Wikipedia internet articles, on the illustrated individual airlines.

I hope to see you at AI 2011 in Portland, Oregon. We will again have a popular postcard display contest, so please consider submitting an entry, or come to view the displays. Contest rules are posted on the ai2011pdx.com website. Meanwhile, if you ever have any comments, proposed scans for future Captain's Log postcard articles (themes usually listed in advance in the 'Flying Ahead...With The Log' on the 'From The Flight Deck' page), or other suggestions on my airline and airport postcard articles, please let me know.

Happy Collecting. ***Marvin***

Aircraft Modeling

By Ken Miller
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Large and Small 737's

The 737 is my favorite airliner, likely because it is the type I've flown on most often. The family often flew on 737-200's when I was growing up in the Midwest and California. More recently I've flown on the -300, -500, and -700's. I've built and written about my Aloha 737-200, -300, and -400 models as well as my Revell/Matchbox British Airways 737-200 that is still a work in progress.

For this issue I initially planned on building and writing about the Entex Pocket Pak 737 kit which is likely the smallest 737 kit produced at 1/280th scale. The Pocket Pak kit comes with the United Friendship livery which is timely as United just unveiled a heritage Airbus A320 in these markings. Two issues prevented me from completing the Entex kit for this article. I checked my deadline dates for the article and realized I only had four days before the deadline. Whoops.....where did that extra month go to? The second issue is that I couldn't even find my kit. I've looked through quite a few of my storage boxes but the Entex kit still hasn't shown up. I guess I shouldn't be surprised as the kit truly can fit into someone's pants pocket.

Never fear as I have a good plan B. A couple of years back I purchased an Aurora 1/72 scale 737 at an Airliners International show. The box was sealed and the model was reasonably priced. I've never seen an Aurora 737 opened up so the article gave me a good excuse to remove the shrink wrap and check out the kit. What do the parts look like? How do the decals look? Are they in good shape or dreadfully yellowed? Did I end up with something other than a Aurora 737 in the box? The possibility of getting "ripped off" buying a sealed collectors kit is very small but there are stories of people buying rare kits and finding out later they contained a box of junk that had been re shrink-wrapped.

Aurora Plastics Corporation was founded in 1950 by engineer Joseph E. Giammarino and businessman Abe Shikes as a contract manufacturer of injection molded plastics. In 1952 salesman John Cuomo was hired and the company began to manufacture its own line of plastic model kits. Aurora competed with Monogram and Revell but targeted a younger demographic with simpler less detailed models. Aurora was more interested in being the first on the market with a subject as opposed to the best. The company's founders retired in the late 1960's and sold the company to outside investors in 1969. Charles Diker was one of the investors. He was a former vice president of the Revlon cosmetics company and wanted to turn Aurora into a modern corporation. The company expanded into the toys and games market with limited success. Under Diker Aurora's gross sales soared from 30 million dollars in 1969 to 70 million dollars in 1975. The income still couldn't keep up with expenditures and the company lost money every year. Nabisco bought the company in 1971 and sold the model kit division (kit molds) to Monogram in 1977.

Photograph courtesy of Christian Bryan, www.BoxArtDen.com

Aurora manufactured quite a few airliner models. I'm nowhere an expert on Aurora kits so likely will end up omitting some. The side box panel of my kit advertises "Build Every Kit in the Aurora Jet Airliner Series" and lists the following airline kits: Hughes Airwest DC-9, PSA Boeing 737, Western Boeing 720B, United, Continental, Braniff, Delta, and TWA 747's, American, National, and United DC-10's, and Eastern and United 727's. In 1963 Aurora purchased Comet and released many of their kits included the Dash 80/707 in two different scales. The 747 kit was close to 1/144 scale and was later released by Monogram. The 727 was close to 1/100 scale and also later released by Monogram. The DC-9 and 737 were both in 1/72 scale. The DC-9 is a short -10 version and likely the best airliner that Aurora produced. The kit is simple but quite accurate. The 737 is also quite good but has some "issues" if one really wants an accurate kit. As I mentioned earlier Aurora would issue simpler kits than Revell and Monogram and also rush to release a kit as soon as possible. The 737 kit is a -100 and the engines have very short exhaust nacelles which are likely based on a prototype configuration. Aurora released the kit first in United markings in 1969 and PSA markings in 1974. Neither United or PSA ever operated 737-100's. The Aurora box art is often stunning and the 737 is no exception.

So what did I find upon opening the box? A very pleasant surprise. The decals look very good and show no sign of yellowing. The kit comes with the standard Aurora large stand and the plastic definitely looks like a 737. The fuselage plastic is on the thin side so likely should be reinforced with extra plastic at the seams and wing spar. I'm not a kit collector but figure for the price I paid it was well worth it to open up the box. Looking at a kit's box art is the first step in the excitement of building models. The second and even more exciting step is opening up the box and looking at the decals, plastic, and instructions. The third and forth step are building and completing the model. So far so good with my kit.

I'll likely build the model at some point. Certainly one could make a more accurate 737 by using a Welsh kit but it still wouldn't be a historic Aurora model. There are people out there who have lengthened the Aurora kit to a -200. Information Resin also makes replacement aftermarket engines with longer exhausts for the kit. I could change the fuselage length and extend or change the engines. If the fuselage were lengthened, the PSA kit decals wouldn't fit, which would defeat the purpose of building the Aurora kit in the first place. In the end I'll likely build the kit out of the box and hopefully end up with a beautiful Aurora PSA 737.

Aurora PSA Boeing 737 kit - Decals and Parts. Photographs by the author.

Aurora PSA Boeing 737 Model. Photograph by the author

Photograph courtesy of Christian Bryan, www.BoxArtDen.com

Safety Cards

By Fons Schaefers

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Safety Cards – Boeing 737

The Boeing 737 is the most common type in my safety card collection. 12% of all my cards present this ubiquitous type. The 737 was originally designed in the mid-1960s and has seen three generations: the first were the Pratt & Whitney powered -100s and-200s. The CFM powered second generation came into service in 1988 and was available in three sizes: -300, -400 and -500. And finally, the third generation, also called Next Generation, since 1997, is available in 4 sizes: -600, -700, -800 and -900.

So, what selection of cards to make for this edition of the Log? I decided to use the following criteria:

- A very early card;
- Exotic operators;
- Specific aircraft configurations;
- Unusual cards.

A very early 737 card is that of **PSA** (Pacific Southwest Airlines), dated 6-21-68. PSA was one of the first operators of the 737-200 and this must have been their very first card for the 737 as the type entered service with them in September 1968. It shows a quite sketchy exit layout, see figure 1.

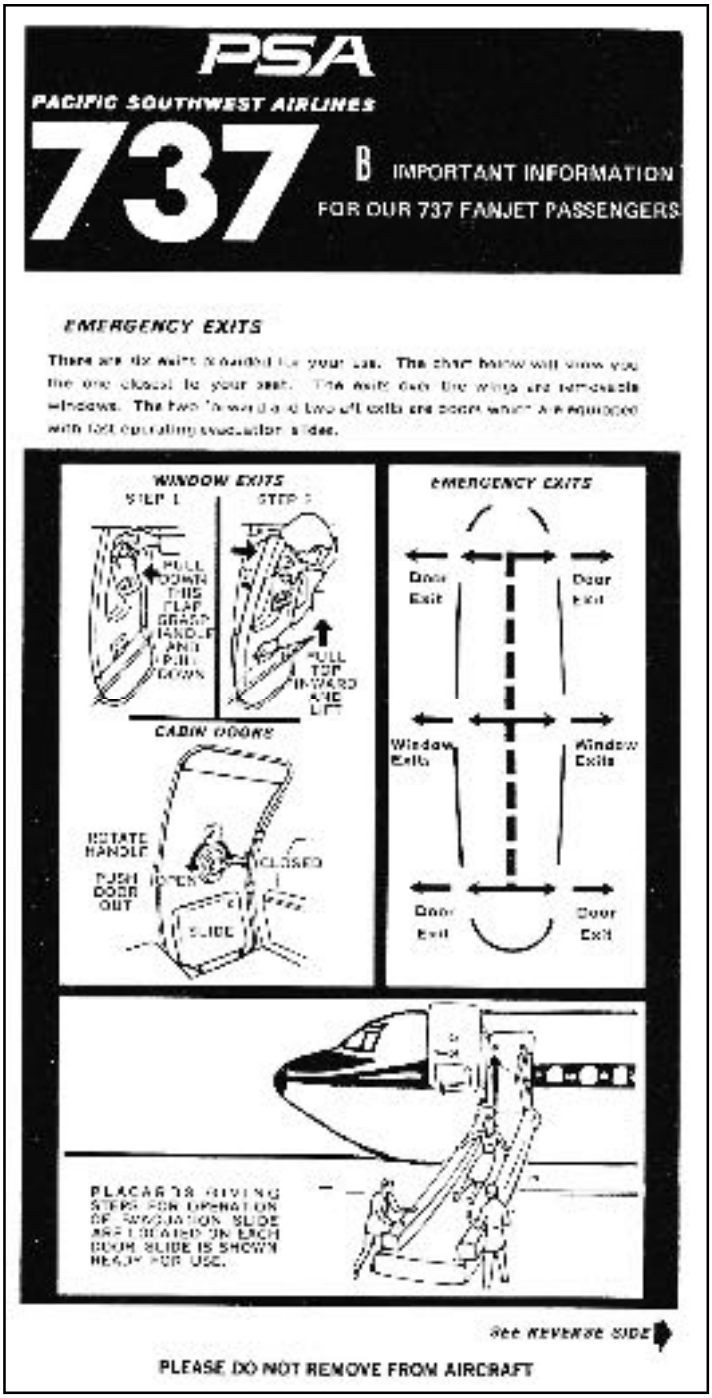

Figure 1 - PSA Pacific Southwest Airlines

In the second category, exotic operators, I include a safety card of **Guyana Airways** (figure 2). The national airline of this small country between Venezuela and Surinam that was formerly a British colony, no longer exists. It leased aircraft from other operators, such as a 737 from Maersk in the period 1980 to 1982. The safety card itself is pretty standard, but the airline identification makes it extremely rare.

The oil-rich Gulf states are controlled by rulers called emirs, or in Arabic, Amiri. They tend to spend their excess money on large fleets of extremely luxurious aircraft, ranging from high speed Gulfstreams to Boeings 747 and (on order) the Airbus A380 (Saudi Arabia} and the 747-8I (Kuwait). But they also have luxury Boeing 737s. Figure 3 shows the detailed cabin layout of the United Arab Emirates' **Amiri flight** 737-800.

Rotterdam is the second largest city in the Netherlands, internationally much lesser known than Amsterdam, but it has the largest port in the world. In 1983, there was an initiative for a local airline called **Rotterdam Airlines**, but that was short lived. It operated only for some 5 months. Figure 4 shows its safety card (courtesy of Henk Heiden).

The 737 is a pretty straightforward design with few configurational differences of interest to the safety card collector. The -100s and -200s, unlike the later generations, were available with a cargo door at the front and flew in full cargo, combi and quick change versions. Figure 5 shows the **Aer Lingus** card for the combi version. Some early 737 aircraft have a built-in stair at the left aft exit that folds out automatically. The **Euralair** card shows both options (figure 6).

An interesting cabin safety difference that safety cards reveal exists between the first and second generation on one side and the third generation on the other. It concerns the over wing emergency exits means of operation. The traditional over wing exits are loose hatches. That means

Figure 2 - Guyana Airways

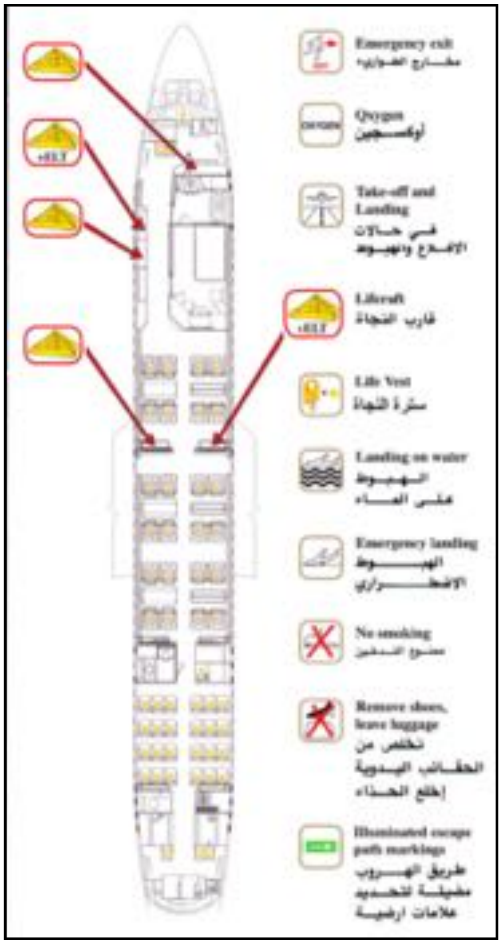

Figure 3 - Amiri Flight

Figure 4 - Rotterdam Airlines

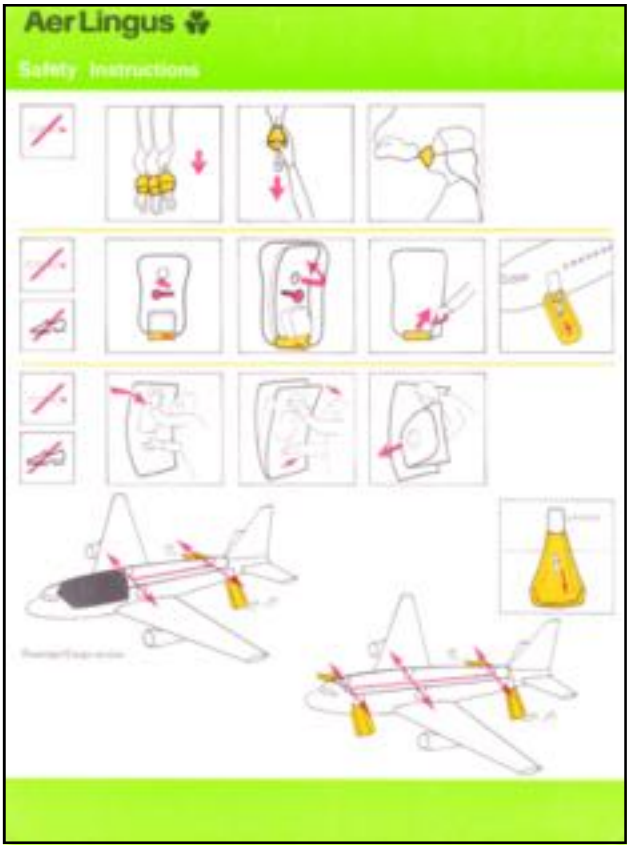

Figure 5 - Aer Lingus

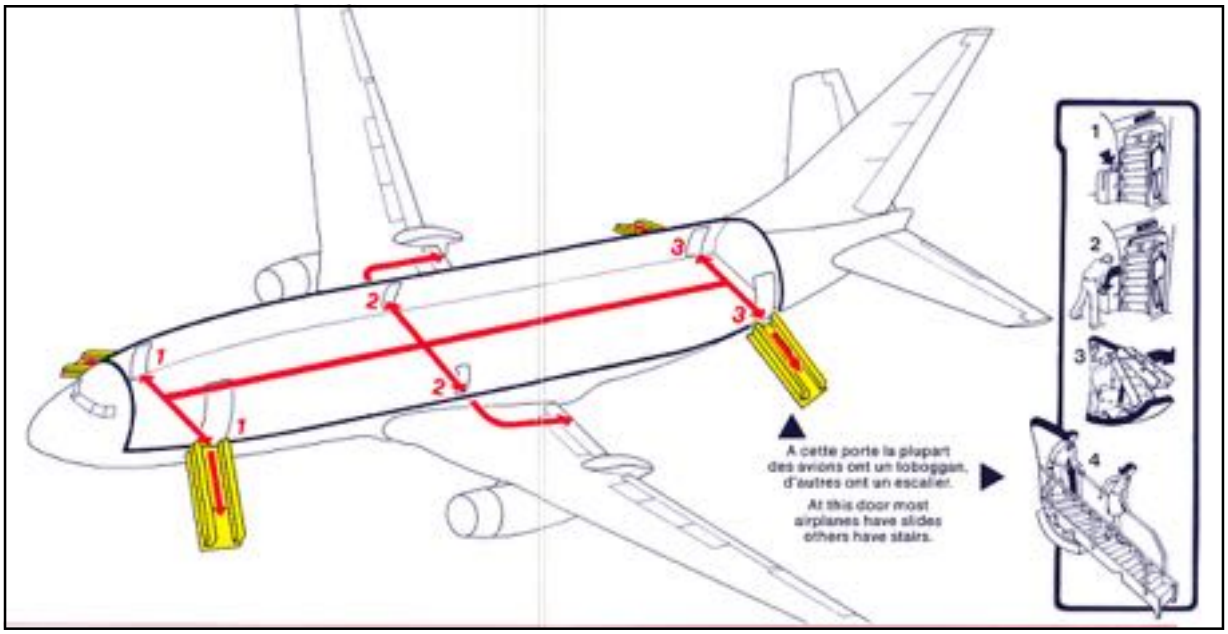

Figure 6 - Euralair

that when opened they come completely free from the fuselage. This requires a manipulation that comes rather unexpected for the uninitiated. Oddly enough, it is the uninitiated that are expected to open these exits in an emergency – the passengers seated right next to these exits. And to make things worse, the hatches weigh about 22 kg, so form no easy object for those who need to manipulate them. So, one day this had to go wrong and it did. Actually, two days. The first was 22 August 1985, when during its take-off roll in Manchester, UK, a British Airtours first generation 737's left engine exploded and caught fire on the runway. The take-off was aborted and the aircraft came to stop on a taxiway. There were numerous flaws in the handling of the evacuation, starting with the tower informing the captain that the fire was on the left side and the captain thereupon ordering an evacuation on the right side. Actually, fuel was indeed escaping in high volumes from the left wing and was burning, but the wind and the terrain slope caused this fire to creep under the fuselage. It entered the aircraft straight through the *right* aft exit, just opened by a cabin attendant. At the forward end of the cabin, the *right* exit became jammed because the slide bustle would not unfold properly. And in the centre of the aircraft a young girl was sitting next to the *right* over wing emergency exit, clearly unable to manipulate it. Only after some 45 seconds, and with the help of other passengers, was this exit available, the first on the entire aircraft. The fire that had entered the aircraft quickly developed, and passengers who had now scrambled to that exit blocked its access in the cramped space between seats. Eventually the left forward exit was opened giving the majority of the occupants a route to survival, but still 55 perished.

Five and a half years later, in an accident at Los Angeles, where a USAirways second generation 737 landed on top of a Metro ready to take-off, a fire developed on the 737. A similar over wing exit situation unfolded and again not all occupants could leave the aircraft in time.

Airlines thereupon started to issue special instructions to the passengers seated next to these exits. Figure 7 is a dedicated over wing exit seat row card that explains in 9 steps how to open the exit and escape. The accidents also prompted a series of changes in evacuation regulations. Increased passageways to the over wing exits were ordered so as to reduce the risk of blockage. Furthermore, the ease of operation of the exits itself should be improved. The British (and later the Europeans at large) and the Americans had different approaches though. The British considered a 13 inch passageway to these exits sufficient, based on evacuation research at Cranfield University led by the late Helen Muir. The Americans insisted on 20 inches, citing research at the FAA research centre in Oklahoma City. The Americans were however more lenient when it came to ease of operation. Text instructions on the safety card as to who may sit in the exit row were considered sufficient. The Europeans, however, thought different. When Boeing requested European certification of their 737NG in 1995 with a maximum seating capacity of 189, as specified by some charter operators, the European authorities refused this on the basis that this was too much for the aircraft with the old design exits. In its application, Boeing relied on some old certification rules that it felt entitled to as the original design was of the 1960s. Initially Boeing underestimated the tenacity of the Europeans but when it realised that they were serious, it developed improved over wing exits. This design no longer involved manipulation of hatches. Moving the opening handle triggered the exit to open itself and automatically rotate outward. The European authorities were thereupon satisfied and approved the -800 for 189 seats. Airbus, meanwhile, also was unable to have its competing A320 certificated for 189 seats, owing to the fact that it could not revert to a 1960s certification basis, as the original design dated to the 1980s, and got as far as 180 seats. It must have had some satisfaction though in seeing Boeing forced to retrofit the many 737NG's that had already been built by then, and to pay millions of dollars in

compensation to the airlines for the delays. The new exit design is shown in figure 8, taken from a **Continental** 737 -800 safety card. Note that the man who operates the handle in panel 2 is patiently watching the exit opening itself in panel 3.

An unusual card, or rather not a card, is the Ion Tiriac Air barf bag which has safety instructions printed on it, figure 9. This is the only example I am aware of where these two items that always accompany each other in seat backs are combined into a single piece. Why did nobody else get this weight saving idea? Tiriac Air, incidentally, was a Romanian carrier owned by tycoon Ion Tiriac.

Figure 10 shows a 737-400 card sporting a nice cartoon of Fat Albert at the spot where normally the airline identifies itself. This airline chose not to reveal itself but I believe it is Air Europa.

Questions? Please drop me a note!

Fons Schaefers

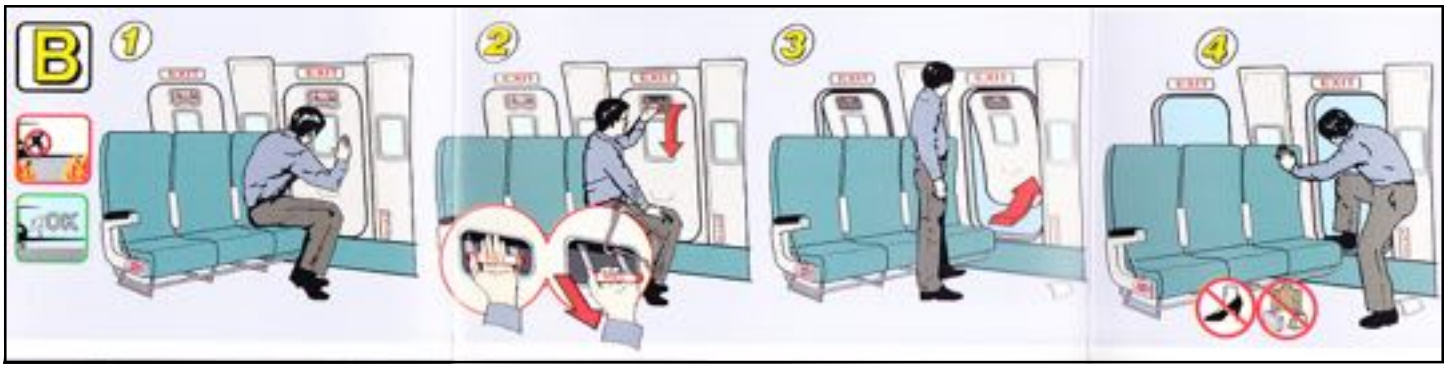

Figure 8 - Continental Airlines

Figure 7a - Transavia

Figure 7b - Transavia

Figure 9 - Ion Triiac Air

Figure 10 - Air Europa(?)

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WANTED: I am looking for the following **AIRLINE ISSUED POSTCARDS** to add to my collection via trade or purchase: AB Airlines (UK) Boeing 737, Faucett (Peru) DC-8-50 ground shot, Air Seychelles (Seychelles) Boeing 707 inflight, Air Zimbabwe (Zimbabwe) Viscount with 707 engines in picture, Air Liban (Lebanon) DC-4 inflight, Air Liban (Lebanon) DC-8 drawing, StarPeru (Peru) Boeing 737 inflight, Nigeria Airways Boeing 747 ground, TAESA (Mexico) Boeing 757, Bahamas Airways BAC1-11 inflight, and Aero Continente (Peru) Boeing 767. Please contact: Bill Demarest, P.O. Box 489, Ocoee, FL 34761, MrOcoeeFL@aol.com

WANTED: Pilot and Flight-attendant wings and badges used by airlines in Sweden, Norway, Denmark, Finland, Greenland, the Faroe Islands or Iceland. Will buy or trade. Mr. Eirikur Lindal, Huldubraut 36, 200 Kopavogur, Iceland. or send e-mail: andromeda@simnet.is.

PHOTOGRAPHS NEEDED FOR PUBLICATION: George Cearley, P.O. Box 12312, Dallas, TX 75225-0312 is looking for photos for a reprint of his Boeing 707/720 book. 1) From Page 58 top, BOAC 707-436, inflight, right side, short tail, no ventral fin, 2) Page 62, second photo from bottom, Air India 707-437, right side, inflight, large Hindi titles (no English titles), 1960-1963 colors, tall tail, ventral fin, red "sweep" on tail, and 3) Page 72, Aer Lingus 720-048, first and second photos, delivery colors. Ground shot at Renton, WA by Lake Washington and inflight shot. However, underside view of EI-ALA is in delivery colors. Original negatives are damaged. Any assistance will be greatly appreciated!

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

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The World Airline Historical Society is not responsible for the accuracy of the following show listings. See WAHSOnline.com for a complete show listing. Always check with the individual show promoter to ensure the event is still scheduled as stated before making your travel plans. Please send your show listing to editor@wahsonline.com or to WAHS headquarters.

LOS ANGELES AIRLINE MEMORABILIA SHOW

Saturday, June 18, 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.

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. Web site: www.newarkairlineshow.com

SAN FRANCISCO AIRLINE COLLECTIBLE SHOW

Saturday, September 24, 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

25th Annual ATLANTA AIRLINE COLLECTIBLES SHOW

Saturday, October 1, 2011. Delta Air Transport Heritage Museum, 1060 Delta Blvd., Bldg. B, Atlanta, GA 30354. Time: 9am—4pm. Admission: $5, children under 12 free. Special show rate at the Renaissance Concourse Atlanta Hotel of $89/night by calling 1-888-391-8724, mention “Airline Collectibles Show”. Reservation must be made by September 16 for this rate. For more information on the show and vendor table availability, contact Greg Romanoski (404) 715-7886 or via email at greg.romanoski@delta.com.

CHICAGOLAND AIRLINE COLLECTIBLE SHOW

Saturday, October 22, 2011. Holiday Inn/Elk Grove Village, 100 Busse Road. Free hotel shuttle from ORD. Show hours: 9 am until 3 pm. Special hotel rate available. For information, contact Steve Mazanek (773) 594-1906 or s.mazanek@comcast.net.

HOUSTON AIRLINE COLLECTIBLE SHOW

Saturday, October 29, 2011. Sheraton - Houston Intercontinental Airport, Houston, TX. 20th Anniversary Show! Special room rate of $79/night with free airport transportation. For more information, contact Duane Young at (504) 458-7106 or jetduane@bellsouth.net.

FRANKFURT/SCHWANHEIM AIRLINE COLLECTIBLE SHOW

Saturday and Sunday, November 5-6, 2011. "Internationale Tauschtage der Luftfahrt", Turnhalle (Sports Hall), Saarbrucker Str. 4, near Frankfurt Airport, Frankfurt/Main-Schwanheim, Germany. E-mail: tauschtage-luftfahrt@gmx.de.

LOS ANGELES AIRLINE MEMORABILIA SHOW

Saturday, January 21, 2012. 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 available by calling 1-800-362-2779 and mention the LAX AIRLINER EXPO group.

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

Yemen Airways Boeing 737-2N8, 4W-ABZ, MSN 21296, July 1977.
Photograph via Aviation Photography of Miami Collection.

CAAC Boeing 737-2T4, MSN 23445, December 1986. Photograph by Hiro Murai via
Aviation Photography of Miami Collection.

Western Airlines Boeing 737-247. Photograph via Aviation Photography of Miami Collection.

Cayman Airways Boeing 737-3Q8, MSN 26286, VP-CAY. Photograph by Joe Fernandez.