



The Captain's Log

The Journal of the Airliners International Association

Winter 2011/2012 - Issue 36-3



*Airlines of South Australia Convair 440, VH-BZF, MSN 431, February 1972.
Photograph via Aviation Photography of Miami Collection*

The Land Down Under: Australia's Airline History

**Our Issue
On The Airlines
Of Australia**



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



*Trans-Australia Douglas DC-9-30 VH-TJN, 1970s
 Photograph via Fernandez Imaging Slide Collection*

*Qantas Boeing 747-400 "Wunala Dreaming" VH-OJB, September 1994
 Aviation Photography of Miami Slide Collection*



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Logo image courtesy of Shea Oakley

WORLD AIRLINE HISTORICAL SOCIETY, INC.

dba Airlines International Association

P.O. Box 489
Ocoee, FL 34761 USA
www.WAHSONline.com Email: Information@WAHSONline.com
Fax: +1.407.522.9352

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

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

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

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

Captain's Log Editorial Team

Editor	WILLIAM M. DEMAREST	P.O. Box 489, Ocoee, FL 34761
Feature Editor	DANIEL FRIEDENZOHN	541 Morning Sun Drive, Apt 622, Ormond Beach, FL 32174
Timetables	DAVID KELLER	1965 Danelle Drive, Florissant, MO 63031
Playing Cards	FRED CHAN	P.O. Box 2744, Sequim, WA 98382-2774
Air Etiquettes	ARTHUR H. GROTEN, M.D.	P.O. Box 30, Fishkill, NY 12524
Dining Service	RICHARD R. WALLIN	P.O. Box 22, Rochester, IL 62563-0022
Book Editor	SHEA OAKLEY	53-G Beacon Hill Rd, West Milford, NJ 07480
Cocktail Items	AL S. TASCA	19836 SW 118 Ct, S. Miami Hts, FL 33177
Wings	CHARLES F. DOLAN	1757 Landrum Lane, The Villages, FL 32162
Postage Stamps	JIM EDWARDS	81 South 1790 West Circle, St. George, UT 84770
What Is It?	KEN TAYLOR	#19 Strathmore Lakes Bay, Strathmore Alberta T1P 1L8 CANADA
Airline Minis	GEORGE SHANNON	P.O. Box 100221, Palm Bay, FL 32910-0221
Postcards	MARVIN G. GOLDMAN	142 West End Ave Apt 29P, New York, NY 10023
Labels & Stickers	DANIEL KUSROW	153 Benziger Avenue, Staten Island, NY 10301
Aircraft Models	KEN MILLER	990 Springfield Drive, Campbell, CA 95008
Photography & Slides	JOE FERNANDEZ	P.O. Box 2650, Kyle, TX 78640
Safety Cards	FONS SCHAEFERS	Verloreneind 3, 1464 GC Westbeemster, NETHERLANDS
Airline Flags	HENK HEIDEN	Archimedeslaan 12, 4904 HK Oosterhout, NETHERLANDS
Ticket Jackets	TOM DOAK-DUNELLY	P.O. Box 275, Sointula, British Columbia, V0N 3E0, CANADA

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From The Flight Deck

Welcome Aboard!

This is the time of year we all give thanks. The Society has much to be thankful for as we move ahead into 2012, as do each and every one of us personally. I want to wish each and every one of you the best wishes for a high flying and successful 2012. May the New Year be the best one yet for all of us.

We welcome aboard our newest Editor, Tom Doak-Dunelly from British Columbia, Canada. Tom will be sharing images and the history of ticket jackets from his collection with the members of the Society. We're glad to have you with us!

Correction: In Log 36-2 in the AI 2012 Photography Contest results, we mistakenly identified the wrong person as the winner of the 2nd Place for Ground Photography. Our apologies to Steve Griffin who took the impressive photograph of the All Nippon Boeing 787!

Best regards,

Duane L. Young



Qantas Boeing 747-400 Flight Deck. Airline Issued Postcard via WAHS Collection.

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

New WAHS Members!

Please welcome the following new members:

Simon Millard, United Kingdom
Bill D'Andrea, California

We're happy to have you with us!

Flying Ahead....With The Log

Issue 36-4 ~ Flight Attendants
Issue 37-1 ~ The Lockheed L1011 TriStar
Issue 37-2 ~ We're Ready For Delta Air Lines
Issue 37-3 ~ It's 5 o'clock in the Caribbean

Australian Airline History: A Snapshot of the Past, Present, and the New

Daniel Friedenzohn
dfriedenzohn@gmail.com



Qantas Boeing 707-338B. Airline Issued Postcard via the WAHS Collection.

Australia has a rich airline history. Today, it is the home to one of the world's largest airlines in Qantas. Australian airlines hold unique places in aviation history (or perhaps trivia): Qantas was the only airline with scheduled passenger service to operate an all-747 fleet (beginning in 1979); Ansett Airlines of Australia was the only airline to operate a Boeing 767 with a three-person cockpit crew. This piece provides an overview of the three wonderful Australian carriers: Ansett Airlines of Australia, Qantas, and Virgin Australia.

Ansett

Ansett Airlines was created as a result of a change in governmental policy by the Province of Victoria aimed at protecting the rail service during the mid-1930s. In 1929, Reginald Ansett began operating a bus service between Hamilton and Melbourne. In 1936, the Victoria Transport Board ordered Ansett to stop service, presumably to help the government run railroad service. Ansett complied with the fledging order, but instead decided to acquire a Fokker Model 4 Universal airplane and began offering air service between the two cities.

By 1938, Ansett had acquired Lockheed Model 10 Electras to use on various domestic routes including Melbourne-Sydney. A fire in one of the airline's hangars destroyed a substantial part of Ansett's fleet in 1939. The company, however, continued with a smaller operation. By 1942, Ansett had been contracted by the U.S. govern-

ment to operate Melbourne-Cairns service on behalf of the U.S. military.

Operating in a regulated environment during the 1950s, Ansett was one of two carriers (and the only privately owned airline) to be given authority by the government to operate service between major cities in Australia. Ansett took advantage of its position in the marketplace and grew by acquiring other carriers. In 1953, the airline merged with Trans-Ocean Airways which operated some flying boats. Four years later, Ansett acquired Australian National Airlines which at the time was the largest independent carrier in Australia. In 1959, the carrier acquired Southern Airlines.

Ansett welcomed its first Lockheed L-188A Electra to its fleet in early 1959. The aircraft operated with the slogan "Prop-Jet Electra" painted on its outer engine cowlings. The Electra was immediately introduced on the important Melbourne-Sydney-Brisbane route. By 1961, Ansett had a number of subsidiaries and continued to operate a mixed fleet of airplanes and helicopters. The fleet was comprised of: 3 L-188As, 5 Viscount 832s, 1 Viscount 747, 4 DC-6Bs, 2 Fokker F.27-100s, 3 CV-440s, 3 DC-4Fs, 11 DC-3s, 1 Bristol 170, 3 Bell Model 47Js, and 1 Bristol 171.

In 1963, Ansett placed its first jet order for four Boeing 727-100s. Ansett's competitor, Trans-Australian Airlines,

also placed an order for the tri-jet around the same time. Although both aircraft arrived in Melbourne on October 26, 1963, Ansett gained a lot of press coverage when its 727 became the first Boeing tri-jet to land in Australia.

In 1965, Ansett placed an order for the DC-9-31. Within five years, the carrier was operating 12 such aircraft. Ansett was also pleased with the performance of its 727 fleet and acquired several larger -200 series airplanes beginning in 1972.

The late 1970s was a period of transition for Ansett. In 1979, Sir Reginald Ansett sold the carrier's parent company to Rupert Murdoch's News, Ltd. and Thomas Nationwide Transport (TNT). The following year, Ansett placed its largest aircraft order (in terms of value) in the company's history. The order consisted of 5 Boeing 767-277s, 12 737-277s (plus 4 options) and 4 B-727-277s. With the arrival of the newer Boeing jets, Ansett began retiring its DC-9 fleet in 1981.

Although Boeing designed the 767 to be operated by a two-person cockpit crew, the union representing Ansett's pilots demanded that the plane be flown by two pilots and an engineer. The company eventually agreed to the request. The five 767-277s delivered to Ansett in 1983-84 were the only aircraft to be delivered with this cockpit configuration to any airline.

With a policy of deregulation coming about in the Australian domestic aviation market, Ansett focused most of its attention during the mid to late 1980s preparing for an aviation environment that would be much more competitive. Ansett ordered 12 Boeing 737-377 and 6 Airbus A320s in 1985. It also formed a subsidiary, Ansett New Zealand.

In 1992, Ansett obtained Australian government authority to operate international service to Asia on routes not flown by Qantas. In the fall of 1993, Ansett began non-stop service from Sydney to Hong Kong and Osaka utilizing Boeing 747-312s leased from Singapore Airlines.

During the 1990s, Air New Zealand acquired an ownership interest in Ansett. The carriers also entered into a code-sharing agreement on trans-Tasman routes as well as Australian domestic routes. Both carriers would eventually join the growing Star Alliance.

In 1997, after 33 years of service, Ansett decided to retire its fleet of Boeing 727 airplanes. To celebrate the aircraft, Ansett offered employees the opportunity to fly on a 727 sightseeing flight over Melbourne.

Although the carrier had a very good domestic route network, it continued to face significant financial challenges. The carrier began to sell off various subsidiaries to generate additional cash. In addition, it dropped some routes and reduced frequencies in others.



*Ansett Australia Boeing 747-312.
Airline Issued Postcard via WAHS Collection*

Another concern for the carrier was the negative publicity that resulted from a newspaper article that appeared in 1999. The Victoria Herald Post reported in October, 1999 that Ansett was installing syringe disposal bins on many aircraft to deal with a growing heroin and amphetamine epidemic.

Ansett's financial performance improved during the 1990s, but it still faced some significant challenges. Various maintenance problems plagued the airline during the peak Easter travel period in 2001. The carrier was forced to park some airplanes. By the fall, Ansett's financial situation was in dire shape. The carrier stopped operating in September, 2001 and sadly, the carrier was liquidated shortly thereafter.

Qantas

Qantas Airways was founded by William Hudson Fysh and Paul McGuinness in 1920. Fysh and McGuinness were hired by the Australian Government in 1919 to survey an air race route from Longreach in Queensland to Katherine in the Northern Territory. Upon completing their work, Fysh and McGuinness concluded that air transportation could play an important role in moving passengers and cargo across remote and rural parts of the country.

Fysh and McGuinness were able to secure financial backing from two investors interested in starting an airline to serve western Queensland. Fergus McMaster, one of the two investors, became Qantas' first chairman, and was regarded as an active and strong advocate of the carrier.

One of the challenges that the carrier faced during its early years was the ability to find aircraft that could operate in a hot climate. Qantas finally found the right aircraft in 1924 when it acquired the de Havilland DH50. Qantas struggled to find sufficient numbers of passengers that would allow its venture to succeed.

The carrier continued to grow by operating charter flights and securing air mail contracts. In 1925, Qantas became the official carrier of the Australian Medical Service, oper-

ating medical flights on demand. By 1929, Qantas began its first service to the Australian coast by operating scheduled service between Brisbane and Charleville.

During the 1930s, Qantas sought to expand its reach outside the Australian continent. In 1931, the airline entered into an agreement with British carrier Imperial Airways to carry airmail between the two countries. In 1934, the two carriers began operating weekly service between Brisbane and Singapore and Cloncurry and Normanton under the name of Qantas Empire Airways (QEA). With the arrival of the Shorts Brothers Empire Flying Boats in 1938, two additional frequencies were added as was new service to Sydney. During World War II, the Australian government sought out many of the carrier's aircraft to fulfill the needs of the Royal Australian Air Force.

With QEA dedicated to serving as Australia's international flag carrier, the government formed Trans-Australia Airlines (TAA) in 1945 to operate domestic routes. In 1947, the Australian government purchased QEA and sought to continue its international expansion. The airline began operating the Lockheed Constellation on the *Kangaroo Route* from Sydney to London via Darwin, Singapore, Calcutta (Kolkata), Karachi, Cairo and Tripoli. QEA inaugurated service to Japan in 1950 and to Johannesburg, South Africa in 1952. The arrival of the Super Constellation in 1954 enabled QEA to commence service to San Francisco and Vancouver.

QEA became the first non-U.S. carrier to fly the Boeing 707. The carrier received seven -100 series aircraft in 1959. The airplane was used on the *Kangaroo Route* (flights from Australia to Europe via the Eastern Hemisphere) as well as on Southern Cross Routes (flights from Australia to Europe via the Western Hemisphere). By 1966, the carrier was operating 19 707s, include six of the larger -300 series airplanes. Qantas management was content with the performance of the larger 707, and decided to replace its smaller -100 series airplanes with the larger variant. The following year, the carrier changed its name to Qantas Airways Limited.

Because passenger demand for certain international markets was high, and because some markets required an aircraft with long-range capabilities, Qantas was intrigued by Boeing's decision to produce the 747. The carrier placed an order for four 747B models in 1967. Although the carrier intended to use the 747 on routes to the U.S., the U.S. Civil Aeronautics Board (CAB) prohibited the carrier from doing so until American Airlines, Pan Am, and World Airways were given additional route authority to Australia. The dispute was resolved in early 1972.

Qantas continued to grow its 747-238 fleet, while the 707 fleet continued to operate in smaller markets. In 1979, the carrier parted ways with its last 707 and became the first airline to operate an all Boeing 747 fleet. In late 1984, Qantas welcomed its first 747-338, and the 600th jumbo jet built by Boeing.

During the mid-1980s, Qantas acquired the first of six Boeing 767-238ER aircraft to be used on the domestic routes as well as service from Australia to New Zealand. The carrier also based some of its 767s at its Singapore hub to support its service to Europe. In 1986, Qantas entered into a venture with Japan Air Lines to offer service between Tokyo and the Australian cities of Brisbane, Cairns and Perth utilizing the B-767-238ER.



*Qantas Boeing 767-238ER
Airline Issued Postcard via WAHS Collection*

By 1986, Qantas was operating 16 flights per week to Europe (via Asia) and nine flights to the United States. The airline acquired the B-747SP to provide service to London from both Sydney and Melbourne via Mumbai, India. Qantas received its first 747-400 and immediately placed it on its routes to London via Singapore, Hong Kong and Bangkok. In 1988, the carrier commenced nonstop service from London to Sydney with the aircraft. At the time, it was the longest nonstop flight in scheduled service.

Lower oil production and instability in the Persian Gulf resulted in higher fuel prices during the 1990s. With an extensive long-haul network, Qantas felt the impact of the fuel spike. The carrier was forced to reduce its workforce and retire nine 747s. With the economy improving during the mid-1990s, the Australian government approved the airline's acquisition of domestic carrier Australian Airlines (the new name for Trans Australia Airlines). The combined carrier's name became "Qantas—The Australian Airline."



*Trans Australia Airlines Douglas DC-9.
Airline Issued Postcard via WAHS Collection*

During the 1990s, the Australian Government sought to reduce its ownership interests in Qantas. British Airways, as part of its strategy to acquire equity interests in airlines operating in key strategic markets, acquired a 25% interest in Qantas in 1993. A year later, the carriers were coordinating schedules, sales and marketing on their 35 weekly flights between Australia and Europe. This included the implementation of a code-sharing arrangement as well as reciprocal frequent flyer programs.

In 1998, Qantas joined American Airlines, British Airways, Canadian Airlines and Cathay Pacific Airways in forming the *oneworld* alliance. Iberia and Finnair joined shortly thereafter. By early 1999, the *oneworld* was operating as an alliance. Qantas was optimistic that the alliance and greater code-sharing opportunities that could help the airline. In 2000, Qantas became the launch customer for the 747-400ER. The carrier ordered six of the longer range 747s to supplement its existing -400 series fleet.

The downturn in the economy and the September 11th attacks altered the Australian airline industry in significant ways. Ansett Airlines, which was owned by Air New Zealand at the time, was forced to file for bankruptcy. Qantas, well positioned to grow at the time, acquired domestic rival Impulse Airlines.

With Ansett's demise, Qantas became the dominant passenger airline in the Australian domestic market. The airline hoped to improve its position in international markets and sought regulatory approval to acquire a 22.5% interest in Air New Zealand. In addition, both carriers sought to create a joint-venture to operate flights "to, from, and within New Zealand." Regulators, however, denied the proposal based on antitrust grounds.

Although Qantas was the largest carrier in Australia at the turn of the century, the carrier became increasingly concerned with low-cost carriers in both the domestic and international markets. Virgin Blue, a new start-up carrier with significantly lower operating costs than Qantas, began operations and continued to grow in the domestic market. Qantas' management team believed that the only effective way to respond to the emergence of low cost carriers was to operate its own low cost carrier.

In 2004, Qantas founded JetStar, a wholly owned low-cost carrier with operations in the Australian domestic market. Six months later, Qantas entered into a relationship with a Singaporean company to form JetStar Asia. That airline established a hub in Singapore to serve the Asia region. With successful operations in both regions, JetStar launched international long haul flights from Australia to Asia in late 2006. Each JetStar entity is managed and operated independently of Qantas.

Qantas began operating its largest aircraft, the Airbus A380, in October 2008. At the end of 2011, the airline will have 12 A380s in service. The aircraft is primarily used on service from Australia to Los Angeles and London (via Singapore).



*Qantas Airbus A380 landing at Los Angeles, 2011
Photograph courtesy of Jim Edwards.*

The carrier has been pleased with the aircraft despite a significant mechanical event that occurred in early November, 2010. A Qantas A380 flight from Singapore to Sydney experienced an uncontained engine failure. Although the aircraft returned safely to Singapore, the severity of the problem forced Qantas to ground its A380 fleet for close to two months. Despite the operational challenges and high cost of grounding the A380 fleet during the peak travel season, Qantas recovered quite nicely and appears to be satisfied with the performance of the A380.

Qantas is a symbol of Australia's rich commercial aviation history. The carrier plans on being part of the future of aviation. It has a rather aggressive fleet plan in place for the next several years for Australian aviation as well. The airline has ordered 50 787s and expects to introduce the first aircraft into service sometime in 2013. In August 2011, the carrier placed an order for 110 single-aisle Airbus A320s, including 78 of the new re-engined A320neos. Indeed, the 92-year old company will reach the century mark with a great route network and fleet.

Virgin Australia

In June 1999, the Australian Government announced a new policy that would allow foreign entities to form wholly owned domestic carriers to help bring more competition to the domestic market. British carrier Virgin Atlantic Airways, saw this new policy shift as an opportunity to create a low-cost branded airline in Australia. In late 1999, Virgin's chairman, Richard Branson, flew to Sydney to announce his company's intention to bring the Virgin brand down to Australia.

The yet-to-be named carrier conducted a naming contest in 2000. Over 3,000 entries were submitted. Airline CEO Geoffrey Godfrey selected the winning name from a hat in May 2000. The carrier marketed its newly announced name by expressing how "true blue" Virgin will bring low fares to Australia.

Virgin Blue acquired its first 737 from the former Virgin Express Airlines in Europe during the summer of 2000. After completing its regulatory inspection, the carrier

launched its first scheduled flight on August 31, 2000 between Sydney and Brisbane. The carrier started small with only one route, two aircraft, and 200 employees.

Within five months of its launch, Virgin Blue had a fleet of five Boeing 737s. The carrier's low fares attracted many passengers. By June 2001, the carrier had transported its one millionth passenger. By the end of the year, the carrier was operating 14 routes, followed by nine more in 2002.

Having established itself as an important player in the domestic airline market, Virgin Blue sought to commence international service out of Australia. In 2007, the company announced that it would be establishing a long haul international airline named V Australia. V Australia commenced service between Sydney and Los Angeles in February 2009 with a fleet of Boeing 777-300ERs. The airline added service from Brisbane and Melbourne to Los Angeles shortly thereafter.

Earlier this year, Virgin Blue and all other Virgin entities operating in Australia and New Zealand announced that they would be operating under the name of Virgin Australia. Along with the name change, the carrier began operating the A330-200 in May, 2011. The carrier plans to acquire five A330s to operate on transcontinental routes from Brisbane, Melbourne, Perth, and Sydney.

Today, Virgin Australia has a fleet of 89 aircraft consisting of 63 Boeing 737NGs, 5 Boeing 777-300ERs, and 21 Embraer 170/190 series airplanes. The carrier recently commenced its first turboprop service as a result of a new code-share relationship with Perth-based Skywest Airlines. Skywest will operate eight ATR 72-500 and -600 series airplanes on behalf of Virgin Australia. The first aircraft was put into service on the Brisbane-Gladstone route in October, 2011.

Virgin Australia's future is bright. The carrier has established itself as an important fixture of the domestic market. The consolidation of various brands under one brand and the carrier's growth plans suggest that the airline will be a vital part of the Australian airline industry for many years to come.

Note: In order to write this article, the author relied on various governmental, periodical and trade publications, as well as various airline company documents.



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Playing Cards

By Fred Chan

topflite@olympus.net

Playing Cards from Australia's Airlines

QANTAS has always been the dominant carrier in Australia. This is also evident in the playing cards area – there are 46 different designs known to have been issued. These designs have included a number of different marketing ideas -some examples are shown in Figures 1 to 5. QANTAS cards are usually readily available, probably because of the large numbers given out for passenger entertainment on its long flight segments and also because its public relations department has always been very generous.

Trans Australia Airlines (TAA) was a carrier that operated from 1946 to 1996 when it was sold to QANTAS (it had been previously renamed Australian Airlines in 1986). TAA was believed to have issued one card design. Figure 6 shows an artist's rendition of this card based on the description from a serious collector in Australia. Unfortunately, a real sample or an actual image does not exist in any collection.

QANTAS revived the Australian Airlines name in 2001 and 2006 as low cost carriers for the leisure travel markets. The cards issued by these airlines are shown in Figures 7 and 8 respectively.

Another QANTAS subsidiary was Australia Asia Airlines which operated between Australia and Taiwan from 1990 to 1996 when QANTAS was restricted from flying to Taiwan. Its single issue is shown in Figure 9.

The continent's other large carrier, Ansett Australia Airlines, also had a significant number of issues. Some of its 28 colorful designs are shown in Figures 10, 11, & 12. Prior to its merger with Ansett in 1957, Australian National Airways had issued two designs (both double deck sets) which are shown in Figures 13 & 14. These sets are from the 1940s and 1950s and are extremely difficult to find.

The cards from two of the newer carriers, Virgin Blue and Skywest, are shown in Figures 15 & 16.



Figure 3



Figure 4



Figure 5



Figure 6



Figure 1



Figure 2





Figure 7



Figure 8



Figure 13



Figure 9



Figure 10



Figure 14



Figure 15



Figure 11



Figure 12



Figure 16

Flying Stamps

By Jim Edwards

Australia's Airline Postal Heritage

Australia has a rich airline history and the postal stamps issued throughout the years reflect this heritage.



In 1958, QANTAS inaugurated 'Round The World' Service. Australia issued this stamp with the Lockheed Super Constellation to commemorate the feat.



The magnificent QANTAS Airbus A380 is shown on this Australia Post issue from 2008.



Norfolk Island issued this stamp in 1968 showing a Douglas DC-4 and Lancastrian to celebrate 21 years of service by QANTAS to the island.



This cover was flown by QANTAS from Sydney to London on the 50th anniversary of service in 1970.



Norfolk Island celebrated the 100th anniversary of powered flight by issuing these two stamps in 2003 featuring a QANTAS DC-4 and Boeing 737-300.



The now defunct Ansett and Trans-Australia Airlines were the subject of this stamp block issued by Papua & New Guinea in 1970 to recognize the development of air service between the two nations. The stamps show a TAA DC-4, Ansett F-27, TAA Lockheed Electra, and a TAA Boeing 727.



Australia Post issued these postal stamps in 2008 to recognize the role that aircraft have played with transporting passengers and mail throughout the country. From left to right, a Bristol Tourer, Shorts Empire Flying Boat, and a Lockheed Super Constellation.

Timetables

By David Keller

dkeller@airlinetimetables.com

Airlines of Australia

From the earliest days of aviation, Australian policymakers considered air travel to be vital to needs of both the business community and military. The combination of a large country, much of which is uninhabitable desert, and a relatively small population concentrated along the coastlines, created long distances between many of the population centers with little in between. Furthermore, as part of the British Empire, air travel offered a much more efficient method of maintaining ties with London, nearly half a world away.

The airline most closely associated with Australia is Qantas, which was established in 1920. The name was an acronym for "Queensland and Northern Territory Aerial Services", which is why there is no "U" following the "Q". The carrier was organized as Queensland and Northern Territory Aerial Services Limited, and began by providing subsidized air mail services. In 1934, Qantas Limited and Britain's Imperial Airways created a new entity, Qantas Empire Airways Limited, which began operating internationally the following year. Given its lineage starting with Qantas Limited, the present-day Qantas is considered to be the oldest continually operating airline in existence. (The parent carrier, Qantas Limited, was liquidated in the late 1940's.)

After World War II, the Australian government purchased the airline's shares and nationalized the carrier. With the acquisition of British Commonwealth Pacific Airways in 1954, Qantas' reach was extended across the Pacific Ocean to the US and Canada. The timetable dated January 1, 1956 shows Qantas' Super Constellation fleet operating from the UK in the west to the North American west coast at the eastern end of the system. In 1958, Qantas became the second carrier to operate around the world service by extending the eastbound services to London.

Beginning in the late 1950's, 707's replaced Constellations on both the Kangaroo route (westbound service to London via Asia and Europe), and the Southern Cross route (eastbound service via the Pacific and North America). Qantas' initial 707's were specially ordered models with shorter fuselages than standard 707's to allow the additional range needed for many flight segments. Electras joined the fleet to service the closer destinations (primarily New Zealand), and a 1960's timetable shows seating diagrams for each type. (The 707's were configured for only 92 seats!)

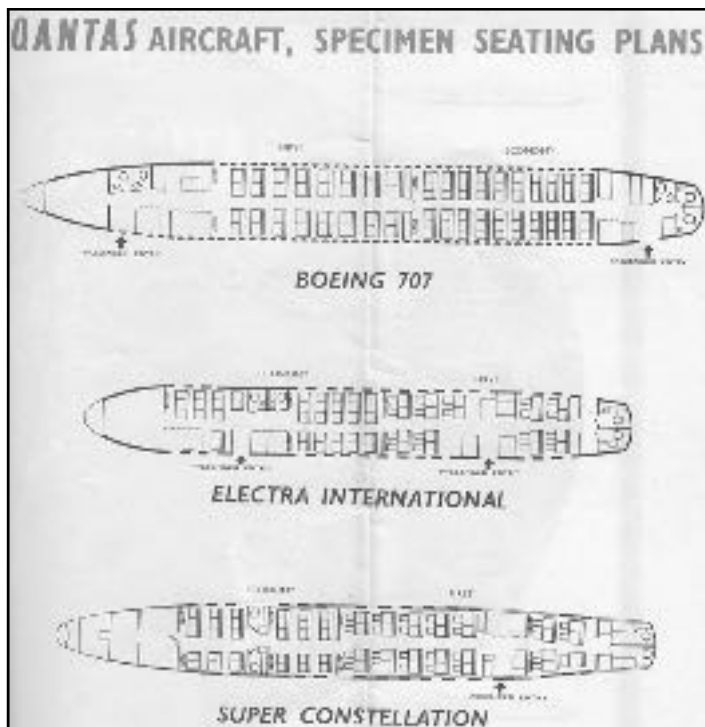


Qantas - January 1, 1956

Qantas opened a 3rd route to London in the mid-1960's. Dubbed the "Fiesta Route", the eastbound flights called at Fiji, Tahiti, Acapulco, Mexico City, Nassau and Bermuda en route, surely qualifying as one of the more exotic routings of the Jet Age. The timetable dated December 1, 1970 shows the once weekly service.

Australian National Airways was formed in 1936, by the principals in several small airlines, with the plan of creating a large carrier that could dominate the domestic market. The mission was largely accomplished the following year when ANA purchased its chief competitor, Airlines of Australia (although the airlines were still operated separately for several years before being merged together).

By the end of World War II, ANA had established itself as a virtual monopoly. The government didn't seem to have issue with an air travel monopoly, but they determined that such service should be controlled by the state. Legislation was passed to allow the government to create its own airline, and deny private carriers the right to operate on any routes being served by the government carrier, essentially driving other concerns out of business. The Australian courts intervened, allowing the creation of a



Qantas Seating Diagrams - Early 1960s

FIESTA ROUTE
AUSTRALIA and N.Z.
to BRITAIN via
Tahiti & Mexico

9

Northbound
 Read down, all times local
 GMT

	Tue.	Fri.	Sat.	Tue.
BA 676 F/Y 707	0930	0930	0930	0930
+10 Sydney	dep.			
+12 Auckland	arr.	H		H
	dep.			
+12 Nadi (Fiji)	arr.	1520		1520
	dep.	1505		1505
		H		H
-10 Papeete (Tahiti)	arr.	THU 2220		MON 2220
	dep.	2320		2320
		NR		NR
		FRI		TUE
-6 Acapulco	arr.	LS, B 1110		LS, B 1110
	dep.	1210		1210
-6 Mexico City	arr.	1305		1305
	dep.	1100	1405	1100
		H		H
-5 Freeport	arr.		1500	
	dep.		1545	
-5 Nassau	arr.	1455	1805	
	dep.	1540	1850	
		H	H	H
		H	H	H
-4 Bermuda	arr.	1840	2150	1850
	dep.	1945	2235	1945
		H	CSI NRy	H
		WED	SAT	SUN
		B	B	B
+1 London (hub)	0720	1020	0720	

Qantas - December 1, 1970

TAA

Timetable, Fares & Freight Rates

Effective from 1st October, 1949

About those holidays!

Xmas and annual holidays are just around the corner. It is wise to plan your trip ahead.

You add days to your holidays when you

Fly TAA - the friendly way

Trans-Australia Airlines

AUSTRALIA'S NATIONAL AIRLINE NETWORK

MELBOURNE - TASMANIA
 Including: Wynyard (Burnie), Launceston, Hobart.

Miles	Miles	S'BOUND	Daily	Daily	Daily	Daily	Daily
		FLIGHT No.	445	567	441	443	597
0	0	MELBOURNE - dep.	7.05	11.40	1.05	1.25	6.40
591	220	BURNIE - - arr.	...	1.15	...	...	...
		LAUNCESTON arr.	8.40	...	2.60	...	7.40
		LAUNCESTON dep.	8.55	...	...	...	7.55
591		HOBART - - arr.	9.30	...	...	3.55	8.40

Trans Australia - October 1, 1949

new domestic airline, but not permitting the denial of operating rights to private companies thus sparing ANA. The timetable dated November 15, 1948 shows ANA operating everything from high-frequency service between Sydney and Melbourne to a weekly service from Cairns to bush communities.

Those given the task of creating the new government-owned airline had communications with both ANA and Ansett Airways about purchasing either of those airlines, but neither of these bore fruit, so a new airline named Trans-Australia Airlines was built from the ground up. Services began in 1946, and within 3 years a substantial route network had been established, which was claimed to be the largest internal network in the world. The October 1, 1949 timetable finds a fleet of Convairs, DC-4's, DC-3's and DH-84 Dragons in service.

In 1986, the name was shortened to "Australian Airlines" as depicted on the timetable dated October 25, 1987. In 1992 Australian was sold to Qantas (which lacked a domestic network), operating separately until being absorbed completely in 1996.

Although the government was prevented from legislating a monopoly for the state-owned airline, it found other ways to cripple the competition. Trans-Australia Airlines was given favorable treatment at every turn, including opportunities to purchase newer equipment. By 1957, ANA was teetering on the brink of insolvency, the result of which would have given Trans-Australia Airlines the monopoly as originally intended. By this point, however, the political landscape had changed and steps were taken to prevent ANA's collapse.

The solution was to allow the buyout of ANA by Ansett Airways. Ansett was created in the mid 1930's and had found a niche operating as a low-fare intrastate carrier. With the acquisition of ANA, the airline operated as Ansett-ANA, as displayed on the timetable dated February 12, 1962. In 1968, Ansett began operating as Ansett Airlines of Australia, later shortened to Ansett Australia.

In conjunction with the purchase, the government established the "Two Airline Policy" to protect the private carrier from being driven out of business by government favoritism for the state-owned operation. This created a duopoly, essentially guaranteeing each airline 50% of the market on major routes and the profits they generated. For over 2 decades, Ansett and Trans-Australia operated the same aircraft on the same routes at the same fares.

One difference between the two was that Ansett aggressively purchased its regional partners in various parts of the country. In 1959, Ansett acquired Guinea Airways, renaming it Airlines of South Australia. In 1968, the company was renamed Ansett Airlines of South Australia, as displayed on the timetable dated August 21, 1972, in which 6 destinations were being served from Adelaide. In 1981, the name reverted to Airlines of South Australia, and in 1986 the airline's operations were discontinued with Kendall Airlines taking over its routes.

Also in 1959, Ansett acquired Butler Air Transport, which then became Airlines of New South Wales. The July 1, 1967 timetable shows F27's and DC-3's operating to several dozen points from Sydney. (It's not often a July timetable has an image of a skier on it, but one must remember July is winter in Australia!) This airline also went through several name changes, to Ansett Airlines of New South Wales (late 1960's), Air New South Wales (1981), Ansett NSW (1990), and Ansett Express (also 1990). In 1993, the airline was merged into Ansett and ceased to exist as a separate company.

MacRobertson Miller Airlines Services (MMA) was created in 1927 operating largely in Western Australia from its base in Perth. In 1963, MMA became part of Ansett Transport Industries, the parent company of Ansett Airlines. The MMA name was retained until the 1980's, although the aircraft were painted in Ansett colors. The timetable dated November 3, 1974 has a photo of one of the carrier's F28's on the cover. (MMA flew some of the longest F28 flight segments ever operated.) In 1981, MMA became Airlines of Western Australia, which lasted only 3 years before changing again to Ansett WA. This line was also absorbed into Ansett in 1993.

Another of Australia's regional airlines was East-West Airlines. East-West was founded in 1947, operating primarily to stations in New South Wales. The timetable dated November, 1968 shows air service to 16 destinations from Sydney. (Some of the points on the map were served by surface connections.) In the 1980's, East-West began to challenge the "Two Airline Policy", with its "Third Airline" Campaign. Prohibited from offering nonstop service in major markets, service was offered with an intermediate stop, with fares that undercut those offered by Ansett and Trans-Australia. However, Ansett acquired the airline in 1987, and swallowed it up completely in 1993.

Queensland, in Northeastern Australia, was home to Bush Pilots Airways, which began operations in 1951. In 1978, the name was shortened to BPA, as shown on the timetable dated March 5, 1978. The route map shows an extensive network, and a number of smaller stations which appear in the schedules are not represented on the map. BPA became Air Queensland in 1981, and was acquired by Australian Airlines in 1988.

Kendall Airlines was established in 1967 as Premair Aviation, operating as such until 1971. In its early days, the carrier would have been considered a "third level" carrier, as shown in the timetable dated August 20, 1973, with Navajo service from Wagga to Griffith, Canberra and Melbourne. In 1986, Kendall took over the routes of Airlines of South Australia. Kendall was acquired by Ansett in the 1990's, which turned it into one of the largest regional airlines in Australia.

Hazelton Airlines was another operation that operated as a third level carrier, then grew as a result of its partnership with Ansett. The July 1, 1997 timetable shows the airline serving 19 cities from Sydney, plus additional stations through Air Link (to which Hazelton had sold a number of routes and aircraft in the early 1990's).

Aeropelican was a company based in Newcastle, New South Wales, that began service in 1971. In 1980 the company was sold to Masling Airways. The latter carrier was associated with Ansett, of which Aeropelican later became a wholly-owned subsidiary. The carrier's primary route for many years was from Sydney to Belmont (located in the southern suburbs of Newcastle). The timetable dated March 1, 1992 shows over a dozen weekday flights on the route.

In the 1990's, Ansett attempted to expand internationally, in an effort to compete with Qantas, which now had a domestic network courtesy of its acquisition of Australian Airlines. High operating costs and some failed investments conspired to put the airline in a precarious financial state by the end of the 1990's. Even its purchase by Air New Zealand was not enough to stave off the inevitable, and in September, 2001 Ansett ceased operations. The timetable dated March 25, 2001 was the final issued by the airline. (A resurrected "Ansett Mk II" did operate for a few months in an attempt to find a buyer for the airline, but this was unsuccessful.)

As in other parts of the world, many of the airlines that pioneered airline service in Australia have disappeared. And they have been replaced by new operators that have stepped in to serve the interest of a large, prosperous nation with far-flung populations and worldwide economic ties.



Ansett/ANA - February 12, 1962



Ansett Airlines of South Australia - August 21, 1972



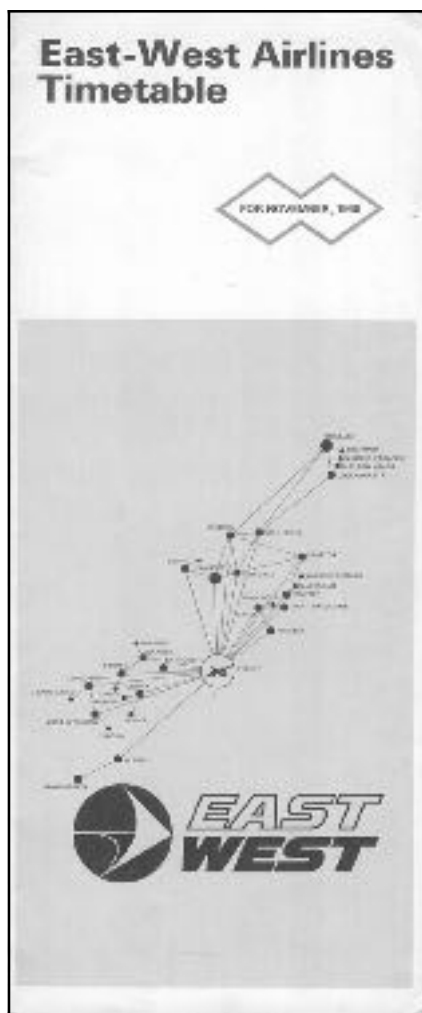
Australian - October 25, 1987



Airlines of NSW - July 1, 1967



MMA - November 3, 1974



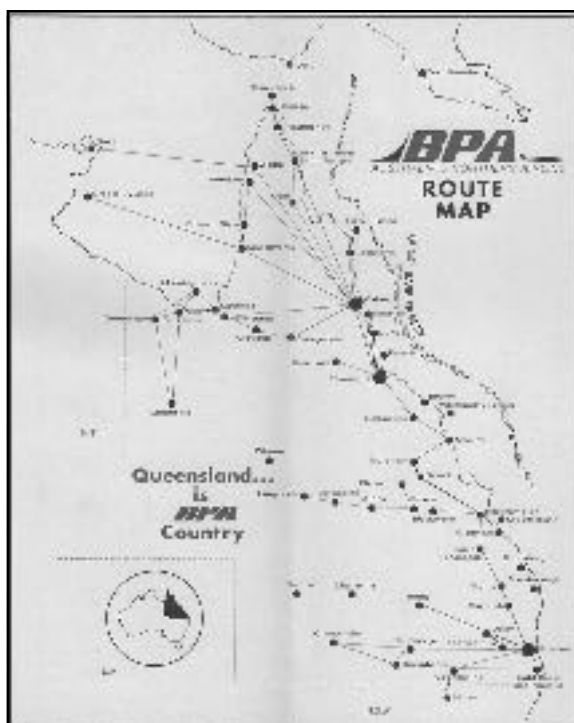
East West - November 1968



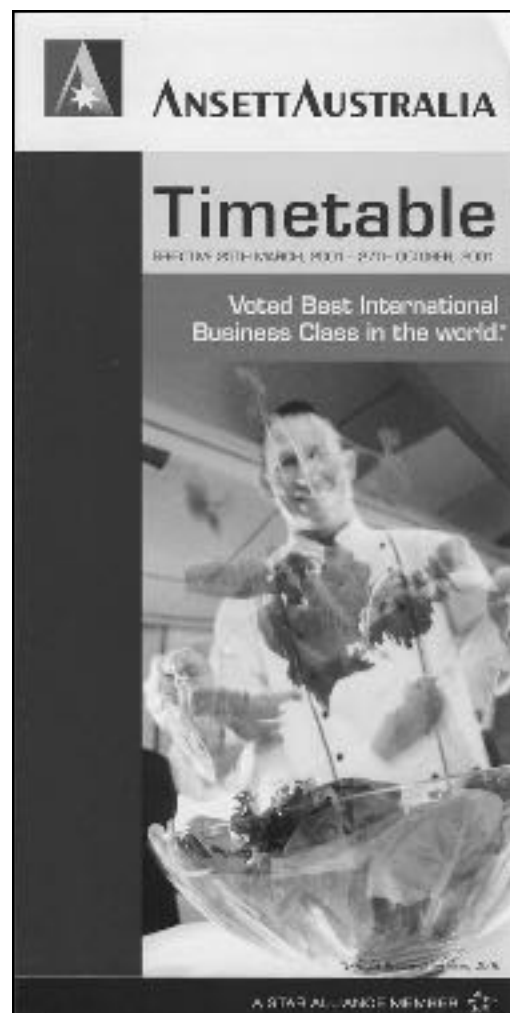
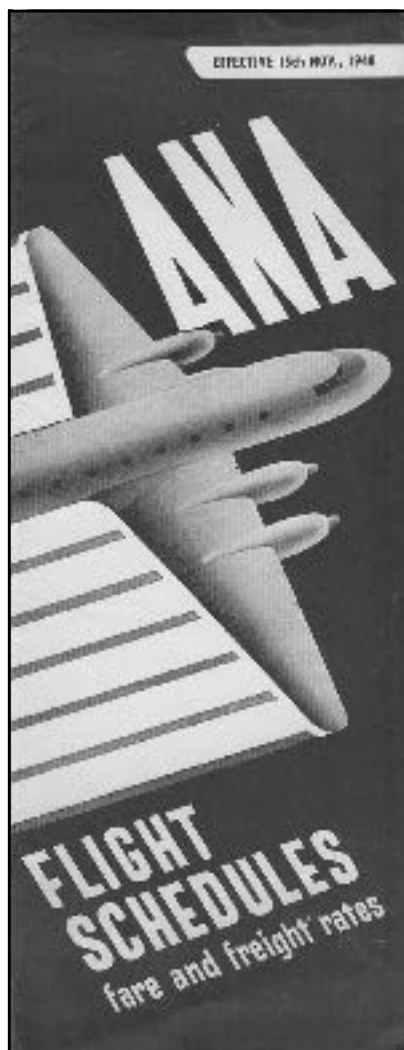
Kendell Airlines - August 20, 1973



BPA - March 5, 1978



Hazelton - July 1, 1997



CAIRNS—NORMANTON—"STATIONS"— INVERLEIGH



Air Mail History

By Arthur H. Groten, M.D.

artgroten@optonline.net

The Air Etiquettes of Australia

The air etiquettes of most major aviation pioneering countries were first produced by the government and later by airlines and private vendors. That is decidedly not the case with Australia. The first etiquette was produced privately in 1920 for the famous Ross Smith flight from GB to Australia. There followed an array of airline etiquettes before the first governmental label was released in 1930. This article will touch on some of the labels produced before WWII, but not all. It will trace their appearance in chronological order and will give some of the story of why they were produced.

Australia, because of its vast size and scattered population, came to accept the airplane as an important means of carrying the mail very early on. Numerous special flights tested new routes and, once proven, added them to a growing network. Again, because of a relatively small population (and a relatively small number of collectors), many of the early etiquettes are quite rare, especially in booklet form as issued or on cover.

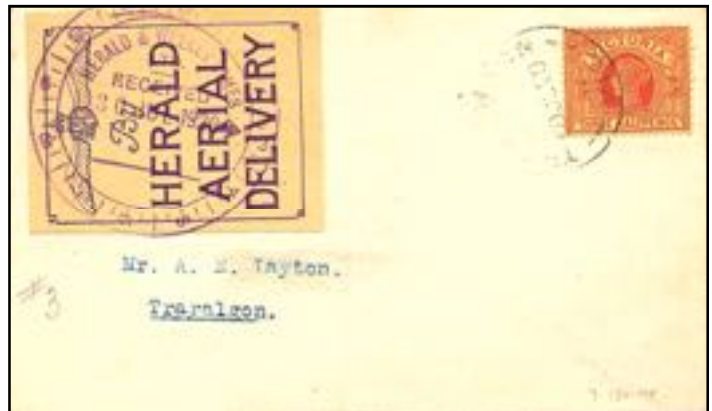
Perhaps the best reference for this subject is Tom Frommer's Australian Air Mail Labels and Vignettes 1920-1960 published by Charles Leski in 2003.

The earliest and the rarest of all Australian etiquettes is that prepared for use on incoming mail carried by Ross Smith on the England to Australia Air Race that left England on November 11, 1919 and was canceled on February 26, 1920.



In that same year, during July, *The Herald and Weekly Times* carried out a number of experimental flights to de-

termine the feasibility of carrying their newspapers to Traralgon in the interior by plane. The large vignette was canceled by the private device of the company while the postage stamps were, of course, canceled by the post office.



Three more special vignettes were used on three more experimental flights between August 1920 and April 1922. The August 10 flight again cited *The Herald* as its sponsor. (Figure 3) The September 1920 flight was used for delivery of *The Herald's* magazine *Pals* and so states on the vignette. (Figure 4) The April 1922 flight again referred to *The Herald*. All these are scarce off cover and rare on cover. (Figure 5)



Figure 3



Figure 4



Figure 5

QANTAS (Queensland and Northern Territory Aerial Services Ltd.) is the second oldest airline in the world, formed on November 16, 1920, only 6 months after the founding of KLM. It issued a great number of different etiquettes over the years. Some are very rare and used on special first flight covers. The first one issued for the general public appeared in January 1923 (Figure 6) followed by a series that changed colors and added text above and below



Figure 6



Figure 9a



Figure 7: This first appeared in 1925. The same etiquette is also known with red lettering on green, white lettering on red, grey or green.



Figure 8: This etiquette was made for the inaugural flight of the extension of the QANTAS route to Normanston on July 1, 1927.



Figure 9b

Figures 9a & b: Most QANTAS labels were issued in booklets with vertical panes of 6 or 8. This configuration appeared in 1930 and is the first time the separations were by roulette rather than perforation. The cover gives route and rate information.

the central boxed "By Air Mail," the last one appearing in 1931. Several were for inaugural flights. The details are given in the captions. (Figures 7-10)

The A.A.S. (Australian Aerial Services Ltd.) released a lovely vignette, their sole offering, in September 1925 called, appropriately, the Angel. (Figure 11)

W.A.A. (Western Australian Airways Ltd.) issued only two vignettes: May 1929 for their first flight between Adelaide and Perth (Figure 12) and another a month later for general use. (Figure 13)

A.N.A. (Australian National Airways Pty. Ltd.) was next with an etiquette very similar to W.A.A.'s first one but with different wording at the left. (Figure 14) This was their only one prior to WWII.

The last airline to issue air etiquettes prior to WWII was Queensland Air Navigation Co. in 1931. They issued two: one had 25 squares; the other 12. They are scarce on or off cover. (Figure 15)

The Australian government finally released air etiquettes in May 1930. (Figure 16) The design remained unchanged until 1947 with some variants of lettering. During the war, various bicolor etiquettes of the same design were used perhaps because of ink shortages.

There were other private etiquettes produced in the pre-war years. In 1929, a large vignette advised that time is money and the air service is quicker. (Figure 17) In 1929, a label for use on the Karachi to London airmail was issued. (Figure 18) There was an explosion in the number of government and private vignettes issued after WWII and that is a story for another day.



Figure 11: The "Angel" was available in booklets of 3 panes of 9 with appropriate information on the covers. It is by far the most beautiful of the Australian etiquettes. It first appeared in September 23, 1925.



Figure 12



Figure 13



Figures 10a (far left) & b (near left): Again, a special etiquette was made for the inaugural flight between Brisbane and Townsville as noted on the promotional leaflet that gives details of the new service.

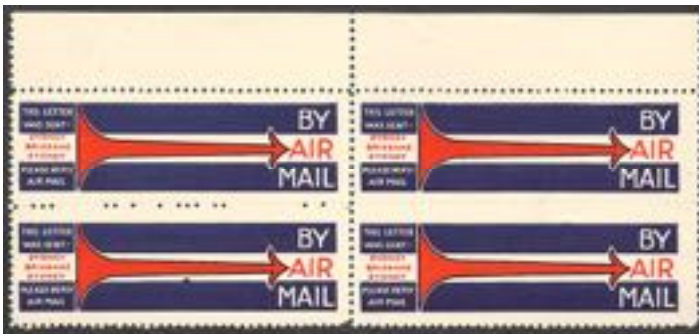


Figure 14



Figure 17



Figure 15



Figure 18



Figure 16

Label Time

By Daniel Kusrow

dkusrow@us.net

Airlines of Australia in Baggage Stickers and Labels

Commercial air travel came very early to Australia, with QANTAS starting service in 1920 (making it the oldest continuously operated airline in the world, not counting KLM which merged into Air France). The very expansive terrain of Australia lent itself to the rapid development of early domestic and international airlines. Reference has been found to the use of baggage labels by Australian airlines as early as 1921, with much more being issued in the late 1920s by a host of small start-up operators. One label of note is the one for Australian Aerial Services that is very large in size, making it more suitable for bedecking a trunk instead of a piece of baggage.

In the labels of early Australian airlines, can be traced the start up of pioneer carriers in the late 1920s and early 1930s, through to their rapid consolidation from the mid 1930s until after World War II. By that time, the market was divided between several principal domestic carriers (like Ansett, ANA, and TAA) and international carriers such as QANTAS and BCPA. Further industry consolidation from the 1960s and 1980s brought the market down to Ansett and QANTAS. By the early 21st century, QANTAS which had started flying single engine biplane de Havillands in the 1920s in the Outback, was now beginning to operate double decked Airbus A380s between London and Sydney and was the dominant carrier in the marketplace.



Commercial Aviation Company – Baggage Label, 1927, Extremely Rare



West Australia Airways – Baggage Label, 1929, Very Scarce



QANTAS Aerial Services – Baggage Label, 1930, Rare



Australian Aerial Services – Baggage Label, 1930, Extremely Rare



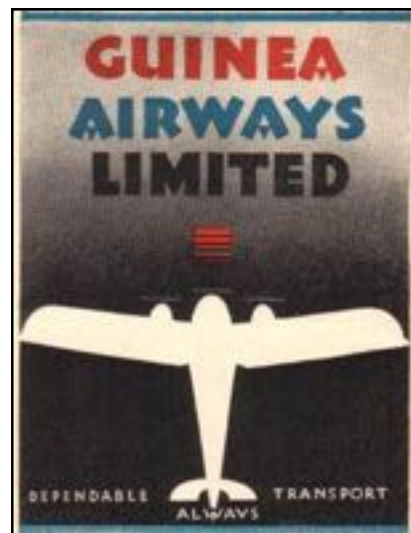
Aircrafts – Baggage Label, 1930, Rare



Australian National Airways – Baggage Label, 1930, Rare



Tasmanian Aerial Services – Baggage Label, 1934, Rare



Guinea Airways – Baggage Label, 1934, Scarce



MacRobertson-Miller Aviation – Baggage Label, 1938, Scarce



New England Airways – Advertising Sign, 1933, Very Scarce (ex. R.E.G. Davies Collection)



Australian National Airways – Baggage Label, 1940, Scarce



QANTAS Empire Airways – Baggage Label, 1939, Scarce



QANTAS – Baggage Sticker, 2008, Uncommon



British Commonwealth Pacific Airlines – Baggage Label, 1950, Uncommon



QANTAS – Baggage Label, 1960, Uncommon



Trans Australia Airlines – Baggage Label, mid 1950s, Uncommon



Ansett Australia – Baggage Sticker, 1990s, Uncommon

Photography

By Joe Fernandez & Eddy Gual

n314as@yahoo.com / eddyslides@bellsouth.net

TIPS FOR BETTER AVIATION PHOTOGRAPHY - PART 2

Part 1 focused on three issues that photographers must avoid when taking photos of planes. Ugly and cluttered ramps, excessive glare and reflections, and heat haze. In part 2, we will examine the importance of correctly framing the subjects in your viewfinder when taking roster shots of aircraft. Artsy-style shots may vary from these methods.

Framing

Proper framing is sometimes a problem to most photographers. One of the general rules is to full-frame the subject as much as possible to get the most out of the quality without touching the edges. For example, if you buy a 12 megapixel camera and the airplane only appears in half of your shot or smaller, the resolution of the plane drops to 6 megapixel or less. You have already lost half of what your camera can do. Yes, it takes a great deal of practice and patience to get them as big as possible without cutting off parts of the aircraft but it can be accomplished. Apart from shooting only in the recommended "RAW" and/or "Highest JPG" settings, we favor the full frame photo because you may get a shot that is so good that a company may purchase it from you for a poster, a large billboard, or a magazine editor may want to publish it for a story. The larger you take it, the better it will be to enlarge without excessive grain or pixels showing. The smaller shot would then involve massive cropping which will result in poor quality and impossible to make any decent enlargement other than maybe 8x10 size at the most. Notice the following examples:



If one were to enlarge that small plane in that photo, the pixels would show more since it would involve deeper cropping losing more quality. (This has been slightly exaggerated to prove the point).



If this photo were taken with correct framing, the original shot would look like this without any cropping.

Centering a plane in your viewfinder is also important. The best solution is to align the TOP of any fuselage as close to the middle of the frame (horizontally) as possible. This allows for space below and on top for the wheels and the tail. If you were to use the window rows of an airliner as the center point, the plane would be weighted much more to the top of the photo than the bottom, maybe resulting in a cut tail, and the opposite can be true too. Below the center means a photo with bottom weight and too much sky. This method will also help keep the horizon level. Tilted or "crooked" horizon is also a problem among certain photographers which can be corrected with practice.



This is an original shot. Notice that the subject plane is small in relation to the entire photo. The photographer probably did not have the proper zoom lens for this.

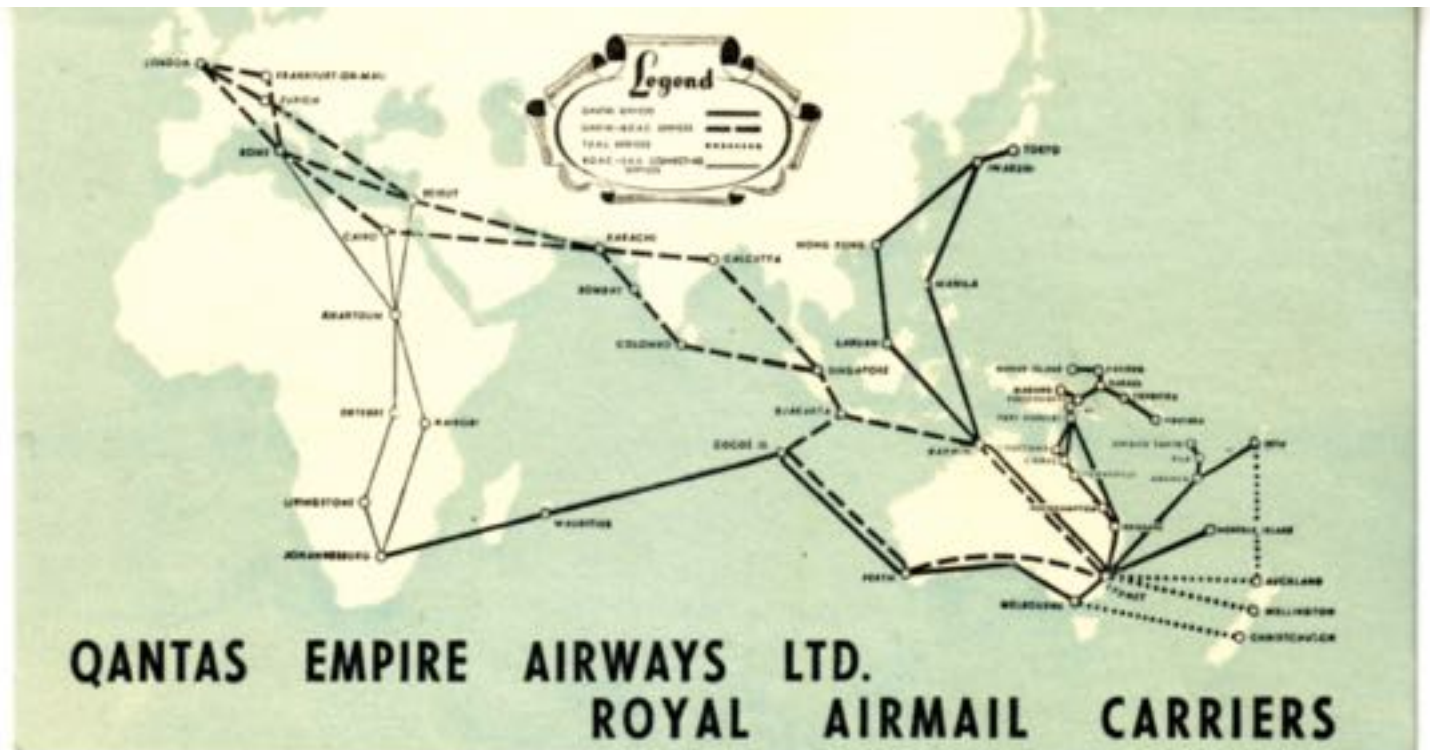


(Continued on page 29)

*Qantas Baggage Label
Circa 1936.
Courtesy of Ken Taylor*



Ansett Australia Fokker F.28-4000, MSN 11168, VH-FKJ, January 1998.
 Photograph by Bill Hough via Fernandez Imaging Collection



Qantas Route Map Courtesy of George Shannon

Book Review

By Shea Oakley

ancientskies1@safeaccess.com

Air Disaster, Volumes 1-4

By Macarthur Job

Aerospace Publications Pty Ltd

ISBN's 1 875671 11 0; 1 875671 19 6; 1 875671 34 X; 1 875671 48 X



"You are there on the flight deck as 18 major airline accidents unfold in concise and spellbinding detail. Why these airliners crashed and the valuable lessons learnt are fully revealed in this informative and truly entertaining book." –From the cover of *Air Disaster, Volume 1*

Most people would likely find the above quotation slightly strange at best and quite macabre at worst. They might ask themselves, "How could anyone describe this kind of publication as 'entertaining?'" This is a good question and one that I have asked myself after repeatedly perusing these four superlative books on airliner accidents and incidents. What I've come up with is that few other topics so combine compelling human interest stories, technological intrigue, and absorbing detective work as does this one. The narratives behind air disasters often are, whether we like it or not, "spellbinding." Especially for the enthusiastic student of commercial aviation history, these accounts can be truly instructive to read. (That said: if it were my cover text, I might have chosen to call it a "fascinating book" instead.)

Australian author Macarthur Job wrote this series over a seven-year period between 1994 and 2001. This lengthy production time is justified by the resulting incredibly comprehensive volumes, encompassing over 65 incidents. Job further enhances his impressive work with a remarkable amount of detail devoted to each event. This reviewer has never seen such attention to specifics, right down to the usually very accurate drawings and/or photos of most of the aircraft involved in the exact color schemes they were wearing at the time they met their fate.

The first three volumes cover mishaps involving pure-jet airliners; the fourth is devoted exclusively to the pre-jet age, thus its subtitle: "The Propeller Era." Job chooses a combination of well-known and lesser known accidents and incidents. For instance, Volume 1 covers the worst

disaster in aviation history, the Tenerife collision of KLM and Pan Am 747's in 1977, but also includes a chapter on the ditching of an ALM Dutch Antillean DC-9-33CF in the Caribbean Sea in 1970. (The only other place I've ever encountered an illustrated account of the latter was in, of all places, an early 1970's issue of Popular Mechanics.)

The text of these books reads like a cross between an NTSB "Probable Cause" report and an upscale newspaper or magazine account. Job's coverage is rich in the earlier-mentioned technical detail, but he manages to convey it with journalistic flourishes. This is particularly evident in descriptions of episodes that do not end with actual crashes. For instance his chapter on the infamous four-engine flame-out suffered by a British Airways 747, which unknowingly flew through a volcanic ash cloud one night in 1982, is absolutely fascinating. In fact one evening recently I read the entire chapter to my "aviation lay-person" wife; she was as rapt in listening to the story as I was in reading it.

These books are not, however, for the squeamish. Job uses highly-detailed drawings to reconstruct the in-flight break-ups of several airliners. These include the BOAC 707 that was torn apart by a severe rotary wind-shear near Japan's Mount Fuji in 1966 and the Northwest 720B lost in a thunderstorm over the Florida Everglades in 1963. The images of passenger aircraft progressively disintegrating are not pretty. Neither is a particularly grisly photograph of the crash site of the THY DC-10 that went down outside Paris in 1974 with a loss of 346 lives (at that time, the worst single-plane disaster in the history of commercial flight). It is in sections like these that the term "entertaining" seems to be most inappropriately applied. However nothing in the author's writing is needlessly gruesome, as one might expect from an author who edited the highly-respected *Aviation Safety Digest* magazine during the 1960's and 70's, a publication that was all about progressive improvement in air safety, not sensationalism. As Job, himself, poignantly and sympathetically states in his dedication of *Air Disaster, Volume 1*:

"Jet airline travel today is statistically safer than everyday life. But this standard has been bought at a price: this book is dedicated to the memory of all those – crew and passengers – whose lives were part of that price."

All in all this series of works is, in my opinion, the best anthology of air accidents and incidents ever gathered together in one place (or, should, I say four.) So if you must admit that you are as unabashedly hooked as I am on this subject, then each one of these books is "a must" for your commercial aviation bookshelf.

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

Availability: Used copies of all four of the series can be found on Amazon.com, starting individually at about \$18. They can also be found at airliner collectible shows in cities across the country.

What Is It?

By Ken Taylor

keebeetay@telus.net

We received several responses concerning the Aero-space Lines patch in the last issue. Astute fellow members Doug Bastin and Ken Miller both told us that Aero Spacelines built the Super Guppy based on a Boeing 377 Stratocruiser airframe to ferry NASA Saturn V rockets from California to Florida. Airbus Industrie also used the Super Guppy for ferrying Airbus wings and fuselages for completion work in Europe until the aircraft was replaced by the A300-600 Super Beluga. Ken, the Log Model Editor, also added "Otaki made a kit of the Super Guppy with Aero Spacelines decals. Revell and Otaki later sold the kit with Airbus Skylink decals when Airbus was using the Guppy".



And now for our new material! Once again we have a few "What is it?" items, for your identification. A couple of these were found at AI 2011 Portland, as well as replies received via email. "Thanks for your interest."



Figure 1. An embroidered yellow wing with a black star centre on a light grey/blue background.



Figure 2. An African half wing, gold wire on black with an African-style shield of red color with a crossed arrows background.



Figure 3. A badge with a horse and lion, standing on rear legs, supporting a shield, circled with a wreath of gold colored metal.



Figure 4. What is this flying device over a blue cloud, gold wings.



Figure 5. Golden West Airlines. Who, When and Where?



Figure 6. This badge is gold colored metal with a golden aircraft in a blue cloud topped with a red star.



Figure 7. Who is “Air PMT”? The centre piece is a red, white, and blue diamond on gold colored metal.



Figure 8. A gold metal badge with a flying device over water? Could it be a golf club thrown into a lake??



Figure 9. A note from Henk Heiden, of the Netherlands, asking for the identity of this gold color wing? It is centered with an eagle in flight, that appears to be landing. The wing measures 7 centimeters wide and 1.8 centimeters in height. The rear mounting is a hinged pin. Any ideas??

Thanks readers!

Ken & Beth Taylor

(Continued from page 25)



The following photos illustrate the problem and the fix:

Incorrect - Improper centering. Notice how the plane is too far from the bottom in relation to the center line. This leaves too much space on top.



Correct - As previously described, the TOP of the fuselage is in line with the center of the photo. Now you have proper spacing above and below.

Some of these shots cannot be achieved without the right equipment. In aviation photography, a medium zoom does most of the trick when spotting. Those that range from about 75mm to no more than 400mm are the best to fill your frame without going to the extremes. If you get too close to a runway or to the action, then you may want to go down a little in range. One thing we also do is to manually-focus on the area that the plane is to pass. This gives us more time to smoothly pan the airplane so we can set it to the proper width without worrying about the focus. This is our method but you can choose whatever is more comfortable for you as long as these previous framing steps are taken.

Happy Holidays and Happy New Year 2012!

Tickets & Ticket Jackets

Tom Doak-Dunelly

eaglesteadlanding@cablerocket.com

A Tantalizing Sample of Australia's Airline Ticket Heritage

*Editor's Message: Please welcome Tom as our newest Feature Editor to **The Captain's Log**. We hope you enjoy his insight into this important but overlooked aspect of our airline collectible hobby and the history behind ticket jackets and tickets. They're works of art!*

Quickly! Name the first Australian airline which comes to mind. Now, describe the first image you picture for an Australian carrier. Odds are you settled on QANTAS and the Kangaroo. These represent our starting point.

Originally inspired by the design on Australia's One Penny coin, the Kangaroo image was central to the launch of Qantas' "Kangaroo Service" across the Indian Ocean in 1944. At the outset, the Roo looked like a real-life Roo. Sixty years of artistic design and branding development saw the addition of Wings - by Sydney designer Gert Sellheim - to create the Flying Kangaroo, their removal in 1984, and then by 2007 a more svelte version of the overall Qantas logo.

Figure 1 shows a version of the Flying Kangaroo Design c1970s; Figure 2 a 1989 Jacket sans Wings. Figure 3 shows a 2005 "E-Ticket" edition which has been reduced in size to primarily hold a Boarding Pass while containing more information than ever on Terms & Conditions of Carriage, Dangerous Goods and even directions to where to find information for "Your health and wellbeing inflight". It would take a courageous management team to eliminate the iconic Kangaroo from Qantas' livery and branding!

Qantas' ticket designs are varied and range from the common to obscure. Selecting just one to focus on here, Figure 4 presents an uncommon "Staff Passenger Ticket and Baggage Check International" version. From a 1970 employee flight from Sydney to Singapore, this two flight format ticket has specific reconfirmation contact details in Sydney and London for the Staff and Reduced Rate Travel Departments of both Qantas and BOAC. These do not appear in the normal public editions.

Following on the theme of Employee and Reduced Rate travel, let's turn our attention to Ansett Australia and its predecessors. Ansett of course was one of the two primary domestic operators historically which also had developed a significant international route system prior to its collapse in 2002— a sad end to the company founded by Sir Reginald Miles Ansett and its sixty-six years of distinguished history.



Figure 1 Qantas

The opportunity to travel on Pass or Reduced Rate is a significant benefit for airline employees and retirees; indeed, it is a core part of employee compensation for many carriers. Dress and deportment has always figured prominently in airline policies for such travel. While the trends in travel "fashion" have been ... shall we say ... on the decline over the decades, the key still is employees travelling must reflect positively on the airline.

Consider the excerpt on Conduct and Attire shown in Figure 5 from a 1988 Ansett Travel Pass Jacket. Now match those standards to your typical fellow passengers today. Times they have a changed!

Particularly in later years, Ansett and Ansett Australia featured aircraft on their ticket designs. Figure 6 presents a montage of designs including the Boeing 727 and two in-flight versions of Boeing 737 (VH-CZP) sporting the Southern Cross inspired tail design.

For much of its history, privately-held Ansett's prime domestic rival was Trans-Australia Airlines (TAA) - later known as Australian Airlines. Formed in 1946 as a product of government aviation policy, TAA / Australian and Ansett went head-to-head for fifty years until Australian was ultimately folded into Qantas.

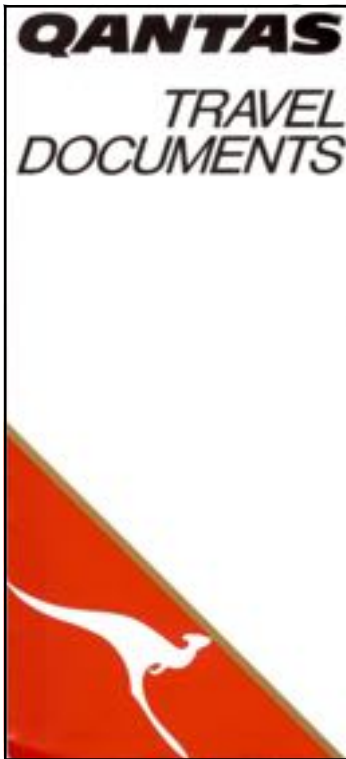


Figure 2 Qantas



Figure 3 Qantas



Figure 6 Ansett



Figure 7 Trans Australia

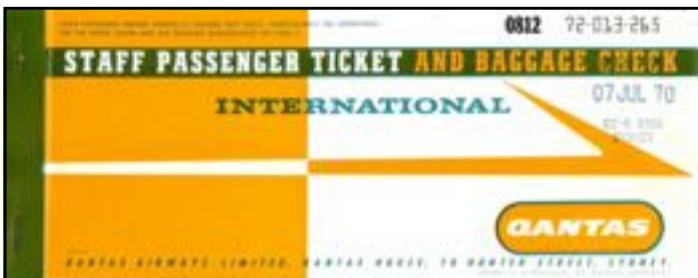


Figure 4 Qantas



Figure 5 Ansett



Figure 8 Australian

For a TAA Ticket design to highlight, Figure 7 presents the striking and classy design of the day (1960) which was also featured on timetables and in ads. The Kangaroo also featured in the carrier's designs through the years including Australian's designs in Figure 8 of both a Ticket and Jacket.

Before leaving TAA, we'll present one excellent example of a Jacket used for joint purpose and co-promotion. TAA partnered with P&O to deliver passengers to and from their cruises from the Port of Sydney. Figure 9 shows the relaxing 1976 image of your P&O liner about set-sail into the setting sun while, on the Rear Cover, TAA's Boeing 727 (VH-TBI) is also featured.

While our space is limited, we'll touch on one of the domestic regional carriers, that being East West Airlines. Formed in 1947, this airline proved to be a scrappy competitor who worked hard in the restrictive policy framework of regulated routes and rights to give both the "majors" a run for their money prior to being acquired by Ansett in 1987.

Figure 10 presents a 1975 example of their two flight format Ticket; Figure 11 displays a 1990 example of their Jacket design.

To close our sample of the tantalizing ticket heritage that is Australia we'll focus on Nature. Australia is renowned for its breath taking natural beauty. Particularly in the one-world era, Qantas has incorporated stunning photographs of nature to great effect. Be it rocks, wheat, dunes or clear blue oceans, Qantas promotes its homeland well. Figure 12 presents two such "nature" examples of Ticket Jackets for Business & First Class as befit a premium airline and a nation with superb airline heritage.



Figure 9A (above) and 9B (Below) Trans Australia

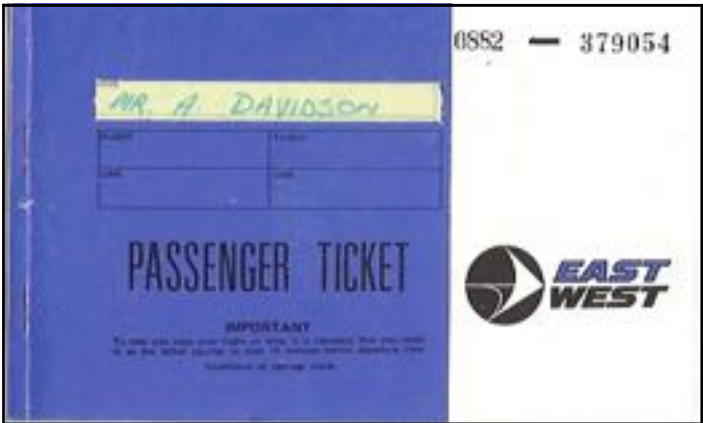


Figure 10 East West



Figure 11 East West

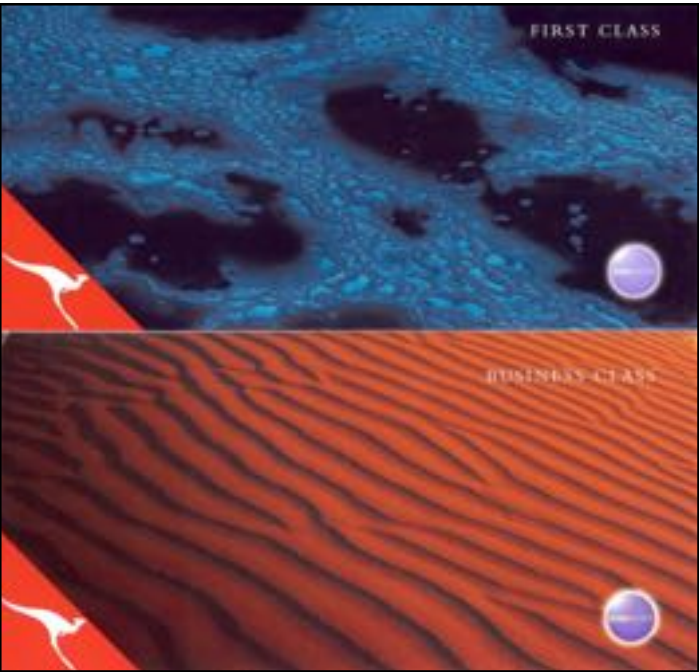


Figure 12 Qantas

Wings! Badges!

By Charles F. Dolan

wingcobda@yahoo.com

Airlines of Australia

I have not yet visited Australia, but I have managed to acquire many insignia of Australian carriers for my collection. Several of them have been added to the displays in ways that might seem convoluted or at least indirect. Some examples follow.

As I explained many years ago, when I took over this column from Dick Koran, the inspiration for my collection was the 1965 Boeing Commercial Aircraft Company advertisement showing the insignia of fifty-five carriers which operated Boeing aircraft. The first several items I managed to obtain were not from any of those featured in the ad. These first additions were from Quebecair, Delta and Air Canada.

One of the first items from this advertisement which I obtained was the wing of Trans-Australia Airlines which was used at the same time as the cap badge featured in the BCAC ad. I had been talking with an Air Canada pilot about my newly started hobby and he told me that, in the early years of his career, he had found it necessary to travel far and wide to occupy the right hand seat in an airliner cockpit. Several days later, as he began another three-day trip, he presented me with the wings of TAA as well as those of Tropic Air (Barbados).

Months later, as I was screening passengers destined to the U S after they had checked-in at the American Airlines counter, I met Mr. Keith Hamilton, the Managing Director of QANTAS. After I finished the Customs formalities, we had a chance to talk and he told me that he was on his way to Seattle to take delivery of a new Boeing 747. I mentioned my recently started collection during the course of our conversation and indicated that QANTAS was not yet represented. I managed to impress him with the fact that I (almost) knew for what QANTAS stood. He corrected me when I said "Air" instead of "Aerial" in "Queensland And Northern Territories Aerial Service". A few weeks later, a package arrived from the western United States offices of QANTAS. In it was a note from the manager of that office telling me that he had been "directed by Mr. Hamilton" to send me the items enclosed. Those were the complete sets of epaulets for both pilots and engineers as well as the red "Q" cap badge and the metal and cloth wings for both pilot and engineer.

After my assignment in Montreal ended, I was posted to Baltimore, MD and had many assignments at BWI Airport. One of the daily arrivals was Air Jamaica's flight 041 from Montego Bay. One evening, I met a new captain flying that route, who was a native of the Netherlands, but had



Qantas (John Travolta) B707-138B N707JT with the author.

flown for the short lived Compass Airlines (Mark I) of Australia. Several days later, his wings were part of my display. It is amazing how far pilots must travel to find jobs with airlines operating the types of aircraft for which they are rated. When Ghana Airways operated through BWI, many of their pilots and engineers had started their careers with Jugoslovenski Aerotransport (JAT), AVENSA or VIASA. They were forced to follow the operators of the DC-10 and wound up with a home base in Accra. I wonder where they are working now after Ghana Airways also folded its wings.

My last posting before retirement was in Bermuda. I often called it "on the job training to be retired". For the first time in thirty-five years of marriage, Karen knew not only IF, but WHEN, I would be home for dinner. The daily operations began at 0600 hours (sometimes in the busy season or to accommodate charter flights 0530) and ended at 1700. Only once, to let American Airlines turn the evening flight from New York around quickly before Hurricane Fabian did I work at night.

At Kindley Field, Bermuda, I had two Australian contacts. The first was when John Travolta visited the island with his Boeing 707, N707JT. It was on the island for two days before departing for the United Kingdom and I was able to have my photo taken with a centerfold. I also captured the departure of his aircraft on video with audio between him, Bermuda Tower and later New York Center as he obtained his overseas clearance. A few months later, a colleague told me that Mr. Travolta was back on the island with his 707, but as soon as I saw the vertical stabilizer, it was clear that this was not N707JT. It was, in fact VH-XBA, which had been restored in the UK and was enroute to Australia to be placed in a museum. On its way through the United States, the 707 was briefly parked with its former fleet mate, N707JT.

I hope you enjoy this short trip down my memory lane of things Australian. I have other items from Australian carriers, but one must save some "treasures" for future articles. Until the next issue, I'll simply say "G'day, mate, everything's apples".

Ansett (AN ANS) 1936-2002



The cap badge is the sew-on variety with gold bullion thread on black material. There is red felt material in the top portion of the crown and in the area behind the silver bird.

The pilot and flight engineer wings are both pin back and are hallmarked "STOKES". The wings are of polished gold color metal with a dark blue center disc, which has a gloss plastic coating. There is red paint in the upper part of the crown.

Ansett ANA Wing



Ansett purchased Australian National Airways in 1957 and operated as Ansett ANA until 1969. The Ansett ANA wing is of gold color metal with red enamel in the center disc and in the upper portion on the crown. The wing is held on the uniform with a split pin which passes through two lugs. The wing is hallmarked "STOKES" "MELB".



Unknown Ansett wing. The wing is based on gold color metal with red, white and light blue enamel. The wing is pin backed and hallmarked "STOKES & SONS MELB".

Compass Airlines (YM CYM) 1990 – 1991 and 1992 -1993

Compass made two attempts to compete with the two domestic carriers and failed both times.



I believe that the Mark I insignia was the grey (above) and the Mark II was in blue.

The cap badge is of the sew-on variety with gold and silver bullion thread. The leaves and upper part are in gold and the wings are silver. There is red in the center of the shield and green, light blue and yellow thread flowers. The center of the badge has grey material behind the gold bullion pointer.

The cloth wing is sew-on and also made of black and grey fabric and gold bullion thread.

The metal wing has two screw posts and is hallmarked "Skygear Int. SYDNEY"

The Mark II wing is of gold color metal with a dark blue center disc. It is clutch back and has no hallmark.



East West Airlines (EW EWA) 1947 – 1993



The cap badge is of the sew-on variety and is primarily of gold bullion thread on black material. There is green fabric in the center disc and in the upper part of the crown. There are red, green and blue thread highlights in the crown

The wing is of gold color metal with red, green, yellow and black coloring.

The wing has two lugs through which a split pin passes to attach the wing to the uniform. It is hallmarked "Skygear SYDNEY".



Mandated Air Lines 1946 – 1961

The wing is of silver color metal with a gold tint within the crown. The center of the wing is light blue enamel. The wing is held on to the uniform by means of a split pin passing through two eyelets. There is no hallmark.

MacRobertson Miller Airline Services (MV) 1927- 1993 (to Ansett)



The cap badge is of the sew-on variety with heavy gold bullion thread on black material. The crown is thickly padded and has red velvet material in the upper portion with red, green, blue and black thread accents.

The wing is of gold color material with red, white, grey and dark blue enamel. The wing is pin back and hallmarked "STOKES 'ASIA'"

**Trans-Australia Airlines / Australian (TN TAA) 1946 – 1996
Rebranded Australian 1986-1996**



Style I

The cap badge is the sew-on variety, heavily padded, with gold bullion thread on black material. The kangaroo is in red thread and the triangle in blue material.

(Style I continued) The wing is of gold color metal with dark blue and red enamel. The wing is held on to the uniform by a split pin passing through two eyelets. It is hallmarked "STOKES".



Style II

The cap badge is of the sew-on variety with gold bullion thread on black material. The center device is a rectangle of very dark blue fabric behind the kangaroo and there is red fabric behind the crown.

The wings are of gold color metal with grey, blue and red coloring. The wings have two screw posts and are hallmarked as follows:
Pilot: "K.C. LUKE MELBOURNE", Engineer : "K.C. LUKE MELB"



Style III

Style III

The cap badge is the same description as type II except that the center of the badge is an oval.

The wings of pilot and engineer are of satin finish, gold color metal with red and dark blue paint. They have two screw posts and are not hallmarked.

QANTAS (QF QFA) 1920 – Present



Cap Badges

Both are of the sew-on variety. The badge on the left is on black padded fabric with gold bullion thread and a metal device at the top with black enamel behind the Southern Cross constellation. The "Q" is made up of red-maroon thread.

The badge on the right is gold bullion thread on blue padded material. The shield at the center top has the Southern Cross constellation in white thread on a medium blue backing.



Pilot and Flight Engineer Wings (Q issue)

The metal wings are of gold color metal with black enamel behind the red enamel "Q" and dark blue enamel behind the Southern Cross. The wings have two lugs on the back through which a split pin passes to attach the wing to the uniform. Neither has a hallmark.

The fabric wings are sewn on to the uniform and are of gold bullion thread on black padded material. The "Q" is of red-maroon thread and the Southern Cross Constellation is of white and blue thread.

(Continued on page 48)

Postcard Corner

By Marvin G. Goldman

marvilynn@gmail.com

Airlines of Australia in Postcards

Ah, Australia. What a fantastic country to see. So before we look at postcards of its main airlines, let's take a quick airline postcard tour of Australia from the sky.

We start at the Southeast coast flying over Sydney Harbor and its famed Opera House. Many airlines have issued postcards with this scene, but here's my favorite:



Dakota National Air Douglas DC-3 over Sydney Harbor. Airline issue ('A/I'). Oversize (10.1 x 21.3 cms.).

We then turn to the northeast, to Queensland and its Great Barrier Reef:



Air Whitsunday Seaplanes de Havilland Beaver, serving islands in the Great Barrier Reef area. A/I. Pub'r: Spectra. Oversize (9.7 x 21.5 cms.). (A similar postcard exists with the airline called 'Coral Air Whitsunday'.



Heading west to the center of the north coast, we come upon another of Australia's great natural wonders:



Kakadu Air Cessna 402, VH-KQA, over Kakadu National Park, Northern Territory. Pub'r: The Australian Souvenir Company, Darwin, no. ASC 201.

And then to the very center of the country, over the Olgas, massive rock formations near famed Ayers Rock and the town of Alice Springs.



Aircruising Australia Fokker F-27, VH-NLS, flying low over the Olgas, Northern Territory. A/I. Pub'r Craftpress. VH-NLS was in service with this airline from 1995 to 2004.

Australia's first and most noted airline, QANTAS ('Queensland and Northern Territory Aerial Services Ltd.'), was formed in the earliest days of commercial aviation to serve the vast 'Outback' of Australia, including much of Queensland and the Northern Territory, and to connect it with the principal cities along the coasts. QANTAS became Australia's principal state-owned airline, and is still thought of as the 'national airline', although it was privatized during the mid-1990s. Remarkably, as Ron Davies states in his 2011 book, 'Airlines of the Jet Age' (p. 285), "With the absorption of the Dutch K.L.M. by Air France in 2004, Australia's national airline, QANTAS, can now claim to be the oldest in the world with a continuous record of independent and uninterrupted scheduled operations."

So let's start our review of Australia's main airlines with a selection of postcards on Qantas (the name is no longer used in acronym form).



Qantas Empire Airways (a joint venture between Qantas and Imperial Airways of England) de Havilland DH86A, VH-USE, 'H.M.A. Sydney', 1935. A/I, part of a set of at least six cards on Qantas' 50th anniversary in 1970. There are two versions of postcards in this set – one with a 50th anniversary logo on the reverse, and one without. Qantas' DH86 operated Australia's first overseas air route – Brisbane/Singapore.



Qantas Douglas DC-4, VH-EBM. A/I. Two versions exist, each listing a different set of Qantas destinations from Sydney on the back. This aircraft served with Qantas from 1949-1959 and operated Qantas' inaugural service between Sydney and Hong Kong on 26 June 1949.



Qantas Boeing 707-138 (short fuselage) 'V-Jet', VH-EBA, 'City of Melbourne', the airline's first 707, in service with Qantas 1959-67. A/I. This very aircraft, with revised registration VH-XBA, is still in flying condition and is on display at the Qantas Founders Museum in Longreach, Queensland, Australia (see www.qfom.com.au).



Qantas poster-postcard, 'Super Service at Your Command' with Lockheed L1049 Super Constellation VH-EAB, in service with Qantas 1955-63. Modern reproduction; original poster by artist Maullson, ca. 1955. Pub'r: Post-Age, Sydney, no. PC149. A similar reproduction postcard was issued by Qantas in 1997, in a slightly smaller size and less writing on the front, commemorating the 50th anniversary of its 'Kangaroo Route' between Sydney and London.



Qantas 747-300, VH-EBU, in 'Nalanji Dreaming' livery, and in background 747-400ER, in 'Wulana Dreaming' livery. A/I. Back has form message replying to employment inquiries. Oversize (12.7 x 18 cms.)





Australian Airlines Boeing 767-300ER. A/I. This airline was established by Qantas in 2002 as a subsidiary for all-economy leisure destinations. However, it ceased operations in 2006, and soon thereafter Qantas established Jetstar Airways as a replacement leisure and then low-cost subsidiary airline. (Note: this is a different 'Australian Airlines' than the one that arose from a change of Trans-Australia Airline's name in 1986 and existed until 1996.)



Qantas Airbus A380, issued by Airbus Industrie. (William Demarest collection). Qantas was an early operator of the huge A380 (third, after Singapore and Emirates), with its inaugural flight between Melbourne and Los Angeles on 20 October 2008.

The next group of postcards cover the historic privately-owned Ansett Airways and other Australian airlines that it acquired. Ansett was founded by Sir Reginald Ansett in 1936 and continued in operation until 2001.



(Previous Column) Ansett Airways Fokker 4 (F.XI) Universal, VH-UTO. Artist: Serge Stone. Pub'r: Fokker, no. B006. This was Ansett's first aircraft, acquired in 1936 and utilized in its first air service, between Hamilton (State of Victoria) and Melbourne. It has been restored and is on display at the Sir Reginald Ansett Transport Museum in Hamilton (www.ansettmuseum.com.au).



Ansett Airways "passengers receive courteous attention from Booking Staff". A/I. No. 2 of a series issued by the airline. (Formerly in Allan Van Wickler collection). The other cards in this series that I know of and have are: no. 3- 'Ansett Airways captain prepares flight plan before departure'; no. 4- Ansett Airways spacious Passenger Lounge at Essendon [Melbourne] Airport; and no. 9- 'Link Trainer used for testing Ansett Pilot's Instrument Flying Ability'.



Australian National Airways ('ANA') Douglas DC-4, VH-ANA, 'Amana'. A/I in Dec. 1946, no. DWP. A.N.A. was formed in 1936 through a merger of other privately-owned Australian airlines. It existed until 1957 when it was acquired by Ansett, the combined airline then becoming known as 'Ansett-ANA'. The aircraft shown on this card crashed in 1950, and A.N.A. later issued two postcards identical to this one, but with registration numbers VH-ANC and VH-AND.

Ansett continued to acquire several regional airlines. In 1958 it gained control of Butler Air Transport in New South Wales, changing Butler's name in December 1959 to 'Airlines of New South Wales'. Then in 1963 Ansett acquired MacRobertson-Miller Airlines ('MMA') (renamed in 1981 as 'Airlines of Western Australia' and in 1984 as 'Ansett W.A.').





Airlines of New South Wales Douglas DC-3, Sandringham Flying Boat, Fokker F-27 and Douglas DC-4. A/I. (Formerly in Allan Van Wickler collection).



MacRobertson Miller Airline Services ('MMA') Fokker F-28, VH-FKA, at Perth, Western Australia. Back has MMA form imprint advising of arrival of packages by Air Cargo. Black and white. (Formerly in Allan Van Wickler collection). This aircraft operated in MMA titles from 1970 to 1981.

Now for a couple of Australian airport scenes featuring Ansett-ANA:



Melbourne Essendon Airport with two Ansett-ANA DC-3s, an Ansett-ANA Lockheed Electra boarding passengers, and in the background a state-owned TAA-Trans Australia Airlines Vickers Viscount. Pub'r: Kruger no. 796/10, West Germany.



Ansett-ANA Boeing 727 at Brisbane Airport, Australia. Also pictured, on display at the airport, is the famous Fokker F.VIb 'Southern Cross'. Pub'r: Kruger no. 794/19, West Germany. In 1928 Australian aviator Sir Charles Kingsford Smith and his crew flew the 'Southern Cross' from the mainland U.S. to Australia – the first trans-Pacific flight. The 'ANA' suffix was dropped from the airline's name in 1968, when it was renamed Ansett Airlines of Australia.

Ansett expanded greatly in the 1990s, and it became the 'Official Carrier' for the Sydney 2000 Olympic Games.



Ansett Airlines of Australia Boeing 737-300, VH-CZT, with Sydney 2000 Olympic Games livery. A/I. Oversize, 10 x 20 cms. In October 1994 I enjoyed flying on Ansett 737-300s from Sydney to Cairns, Queensland, and from Cairns to Melbourne -- absolutely beautiful flights with great service.

Local competition for ANA and Ansett came from Trans-Australia Airlines ('T.A.A.'), a state-sponsored domestic airline formed in 1946. T.A.A. changed its name to 'Australian Airlines' in 1985, and merged into Qantas in 1992.





Trans-Australia Airlines Douglas DC-3, 'Cobb', reproduction of a poster by artist James Northfield. Pub'r: Post-Age, no. 114, Australia.



Trans Australia Airlines Airbus A300, VH-TAA, acquired in 1981. The back refers to this aircraft as the "first wide-bodied aircraft on Australian domestic routes". A/I. Pub'r: Nu-color-Vue, Australia, no. 17 ML084, NCV 5020.

Now for four specialty Australian airlines still operating today:



Airlines of Tasmania de Havilland DH.114 Heron, VH-CLV, with 'Riley Turbo Skyliner' engine upgrade, at 'Evandale' (Launceston) Airport, Tasmania, Australia, 1996. Pub'r: Simera Views Australia. This small airline mainly operates within Tasmania. The aircraft pictured was in its fleet from 1984 to 1997.



Eastern Australia Airlines British Aerospace BAe Jetstream 31. A/I. Eastern Australia is a regional airline primarily serving Australia's south-east area and Tasmania. Formed in 1949, its current name was adopted in 1987. The airline became a subsidiary of Qantas in 1992 and now also uses the 'Qantas Link' brand.



Royal Flying Doctor Service of Australia ('RFDS') Pilatus PC-12, VH-FMP acquired 1995, over Central Australia and Beechcraft Super King Air outside hangar. A/I. Pub'r: Murray Views, Australia. The RFDS originated in 1928 to provide a 'mantle of safety' for the health needs of residents in the remote 'Outback' of Australia. Based in Alice Springs, Central Australia, its fame is legendary. RFDS operates 61 aircraft, and this postcard shows its two leading types.



Sunstate Airlines Bombardier Dash 8Q over North Stradbroke Island, Moreton Bay, Queensland. Pub'r: Bombardier Aerospace. Sunstate is a Qantas regional airline, also operating as Qantas link.

Today, the main Australian competition for Qantas comes from Virgin Australia, now Australia's second largest airline. Co-founded in August 2000 by Sir Richard Branson of the Virgin Group which still retains a minority ownership interest, Virgin Australia was launched on Australian domestic routes under the name 'Virgin Blue'. When Ansett collapsed financially in 2001, Virgin took advantage of the availability of routes and terminal space to expand significantly within Australia. In 2009 the airline started international flights to Los Angeles under the brand 'V Australia'. In May 2011 the name Virgin Blue was changed to Virgin Australia, and 'V Australia' is scheduled to be changed to 'Virgin Australia' in 2012.



Virgin Blue Boeing 737. A/I. (William Demarest collection).



V Australia Boeing 777-300ER. A/I. (William Demarest collection). According to Bill Demarest, this card was inserted in one of V Australia's in-flight magazine issues.

Notes: The original postcards of those shown are, except as noted, in color, published in standard or continental size, and from the author's collection. I estimate their rarity as – Rare: the Ansett passenger booking, Airlines of New South Wales, and MMA F28 at Perth cards; Uncommon: the ANA, Dakota National, Air Whitsunday, Kakadu Air, Qantas DC-4, Ansett-ANA Melbourne Essendon Airport, Ansett-ANA Brisbane Airport, and V Australia cards. The rest are fairly common.

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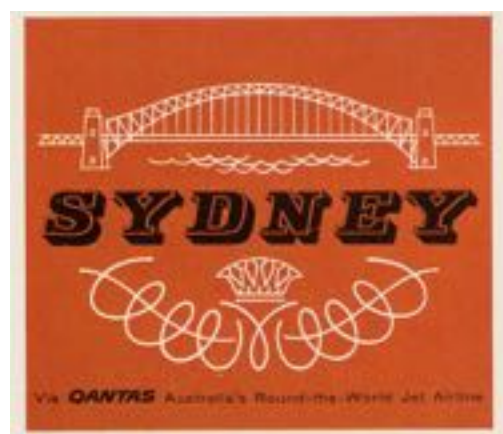
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AirlinePostcardDatabase.com (images of numerous Australian airline postcards—enter 'Australia' in 'Search' box; listing of airline postcards by the Australian publisher, Aironautica).

If you ever have any comments, proposed scans for future Captain's Log postcard articles (themes listed in the 'Flying Ahead...With the Log' section on the 'From The Flight Deck' page), or other suggestions on my airline or airport postcard articles, please let me know.

In the meantime, *Happy Collecting.* **Marvin.**



Aircraft Modeling

By Ken Miller

ozmiller@sbcglobal.net

“Wunala Dreaming” 747

It is just my opinion but the Qantas special colors planes are the prettiest ones currently flying anywhere. Wunala Dreaming was Qantas' first special colors aircraft, then Nalanji Dreaming, a replacement Wunala Dreaming, and finally Yananyi Dreaming. The artwork is stunning, and building a model of one of these planes is certainly a worthy goal.

There have been two Wunala Dreaming aircraft both of which are 747-400's. The first was VH-OJB and the second VH-OEJ. VH-OJB was re-painted into regular Qantas colors and VH-OEJ was painted in the Wunala Dreaming colors. Nalanji Dreaming was a 747-300 that was retired and scrapped. Yananyi Dreaming is a 737-800 and the newest Qantas special paint scheme aircraft. For the Wunala Dreaming aircraft, VH-OJB had Rolls Royce engines that were painted red matching the aircraft and VH-OEJ has General Electric CF6 engines that are painted gray.

The Wunala Dreaming design is by John Moriarty and his wife Ros (Balainji Designs) and features the spirits of indigenous Australians in the forms of kangaroos travelling though the red desert landscape. Wunala means kangaroo. A team of Aboriginal and non-Aboriginal artists developed imagery featuring motifs from Northern and Central Australia. The natural colors of the country have inspired the artist, from the bright red of Uluru (Ayers Rock) at sunset to blue lavenders of the Flinders Ranges, and bright green of Kakadu wetlands.

The Qantas website explains the Dreamtime Legend. The Aboriginal people of Australia boast the world's oldest continuous culture dating back some 40,000 years which is passed on through Dreamtime legends. John and Ross Moriarty, principals of Balainji Design explain the 'Wunala Dreaming' of the Yanyuwas people from the Gulf of Carpentaria:

“In Dreamtime journeys, spirit ancestors in the form of kangaroos (Wunala) make tracks from camps to waterholes, leading the people to water and food. Today, as they have for centuries, Aboriginal people re-enact such journeys through song and dance ‘corroborees’. These ensure the procreation of all living things in the continuing harmony of nature's seasons.”

The painting of the plane is a blend of both old and new. The Wunala Dreaming artwork was digitized on computer and magnified 100 times to create 2 kilometers of blotting paper. Sixty-seven patterns including 1324 irregular dots were traced onto the aircraft.

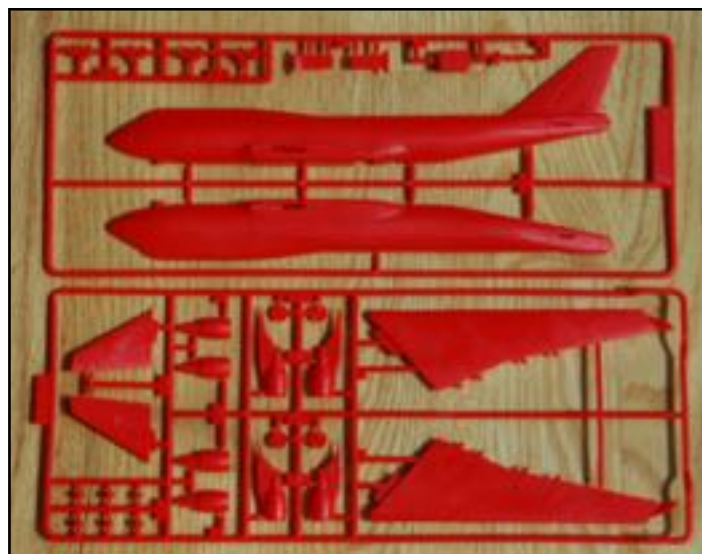


Qantas Boeing 747-400 Airline Issued Postcard - WAHS Collection

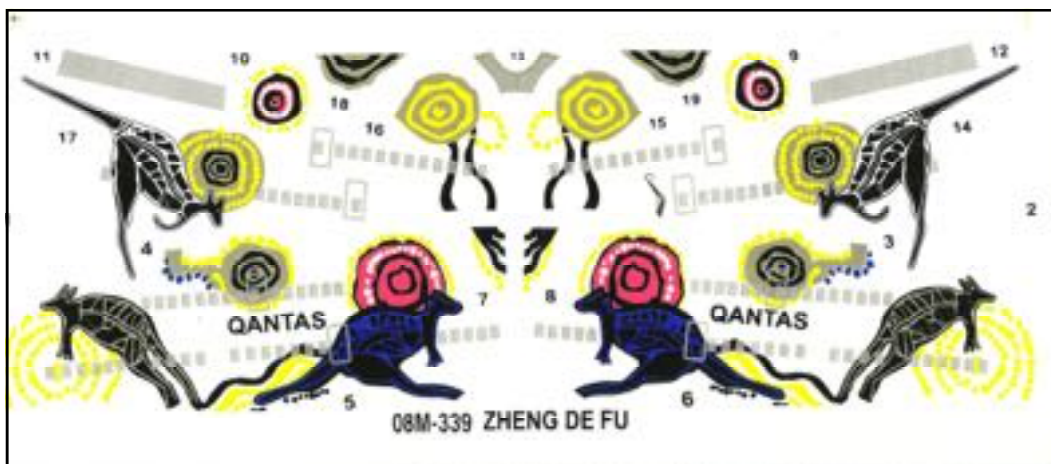
As I said earlier I find the Wunala Dreaming artwork stunning, so building a model would be a great project. As the artwork was both commissioned as well as considered historical/religious, there likely will never be an “official” model or decal set offered for this or any of the other Qantas special schemes. On the internet I've seen photos of hand-painted Wunala Dreaming models. At the Columbus Airliners International show in 2003 Bob Campbell brought the newly released Revell A380 model also hand painted in the Wunala Dreaming colors. Great work by all but just not for me. I don't remember if I've mentioned Brasil or BD decals in any of my previous articles. Brasil and BD decals were likely the same company. They also released a Wunala Dreaming decal in 1/144 scale. The decals were given good reviews though many people complained about ordering and never receiving decals. I have a few other secondhand Brasil decals but never was willing to chance ordering directly from the company.

“Luckily” Kitech also made a 1/300 model and decal for Wunala Dreaming. I say luckily because I haven't completed my model so cannot give a full report yet. The plastic looks to be a copy of the Doyusha plastic that I used in building my ANA Pokemon 747 a number of years back. I suspect that Kitech and Zhengdefu (who made my 1/300 777 kit) are the same companies as well. The decals are said to be inaccurate in that each side is symmetrical unlike on the real aircraft. I figure that an inaccurate Wunala Dreaming decal is better than none and the kit price was right being less than \$10. Having built the Doyusha kit, the landing gear with solid straight-across wheels was not a surprise. Last time I used a Dremel tool to cut gaps between the wheels, but this time I “chickened out” and just used a hand file to cut the gaps between the wheels. I mentioned the “Flintstone Car” wheels at my local IPMS club meeting and got some good chuckles from the group. The molding on the wings is “interesting” where I assume the plastic wasn't hot enough in the mold and hardened before filling the entire mold. Not a “short shot” but a case where I needed to use putty to fill some low spots on the wing surfaces. Gaps between the wing root and fuselage were also larger than with my Doyusha kit.

I assembled the fuselage and engines, and filed the landing gear wheels, in pretty much an hour, bagged the parts and set them aside for later. A month later I opened the baggie and found one of the engines missing. The carpet monster had struck again. Not to worry though as I have a couple more kits in my stash so just borrowed another engine for now. The wing roots, sides, and fuselage gaps have all taken up some construction time. I'm at the prime, putty, sand, re-scribe, and re-prime stage currently. The model is also molded in bright red plastic which makes priming it in white challenging as well. I do know that using white instead of a dark primer under a bright color like red is important so I won't skip the white. I could get stressed about deadlines for finishing the model and writing about it but decided in the end that the stress is just not worth it. This model like many others will be completed when its time is ready. Hopefully it will be on display at the Airliners International 2012 Show in Memphis. A running joke at my IPMS club is that a model will hopefully be completed by next year's show and not for a show many years away. Patience is a definite virtue for building models.



*Boeing 747-400 Model Sprues.
All photographs by the author.*



(Below) Kitech Boeing 747-400 1/300 scale kit. (Above) Decal sheet from Kitech Boeing 747-400 kit.



Safety Cards

By Fons Schaefers

f.schaefers@planet.nl

Safety Cards – Down Under

Each new theme for *The Captain's Log* makes me look at safety cards from a different angle and thus discover something new.

The previous issue of the Log on Eastern European airlines showed the great variety that exists in the way of presenting essentially the same information. Now the focus is on 'the land down under' and what strikes me is that Australian cards are so down to earth. Nothing is particularly peculiar. Much is predictable.

Take for instance text. Australian safety cards do not have much text. In some cases the only text reads: 'Do not remove from aircraft', everything else being portrayed graphically. When there is text, the cards typically only have one language which of course is English. Or take the illustrations. They all look very similar, as if they have all been drawn by the same artist. No front pages with nice aircraft pictures that advertise the airline, no photographs, no information clutter or multiple colours, all items neatly boxed in and just a small airline logo, if present at all. The cards just show the essentials of what needs to be conveyed.

For a long time, there were just two major domestic airlines in Australia: government-owned Trans Australia Airlines (TAA) and privately owned Ansett Airlines. Australia's long lasting two airline policy resulted in these airlines becoming virtual carbon copies. They operated the same aircraft at the same time to the same destinations with the same fares. When one airline wished to acquire new aircraft, the other should buy the same number and type. As a result, regional airline East-West, based in Tamworth, NSW, was unable to fly directly between Australia's major cities. It campaigned itself as the third airline and managed in the 1980s to convince the Australian government to end the two airline policy. Both TAA (renamed Australian in 1986) and Ansett did not survive the free market and collapsed in respectively 1996 and 2001. Neither did East-West survive, by the way.

Let's now review some safety cards for these three carriers, starting with **Ansett Airlines**. The type of aircraft that stayed probably the longest in its fleet was the Fokker F.27, which it operated from 1960 for more than 30 years. Figure 1 shows two cards: the 'regular' F.27 and the Quick change variant, which has a cargo door at the front. The back side of the latter card is shown in figure 2. An interesting aspect here is the variety in the ways that the exits are operated. Out of 5 exits (or 7, some non-floor level exits were not present on all aircraft), there are 4



Figure 1 ~ Ansett Fokker F27

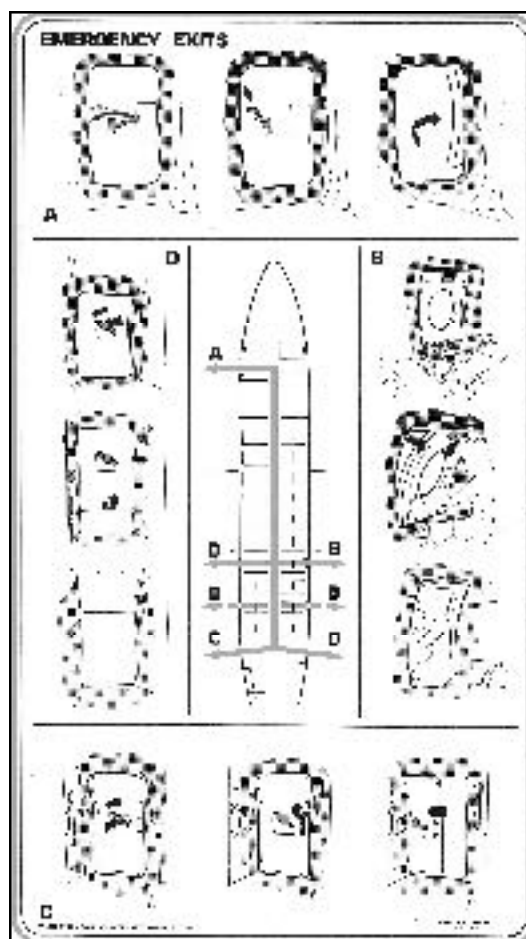


Figure 2 ~ Ansett Fokker F27

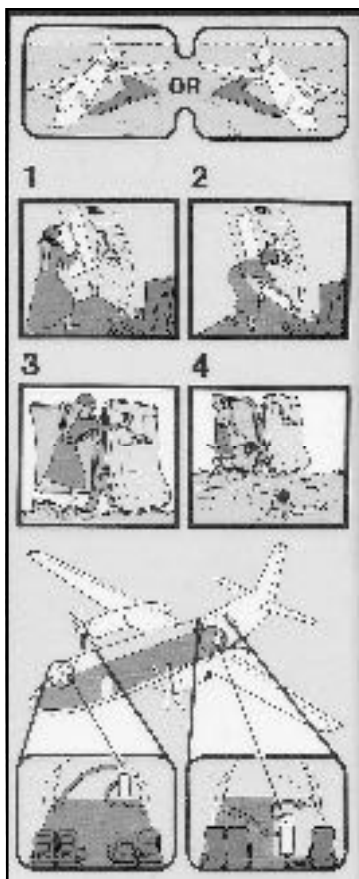


Figure 3 ~ Ansett Fokker F50

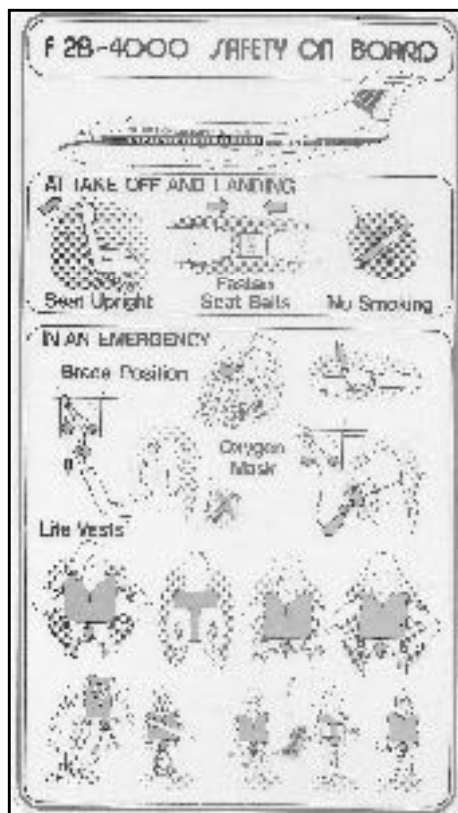


Figure 4 ~ Airlines of Western Australia F.28

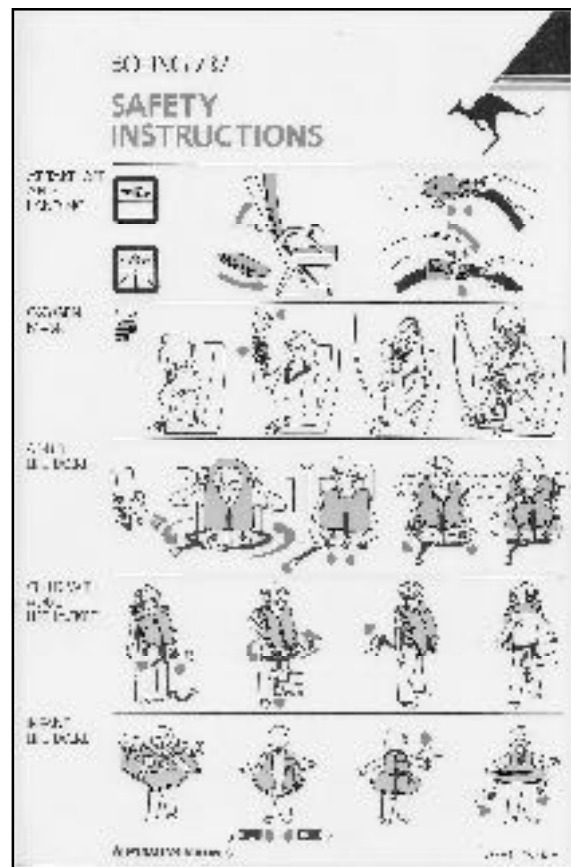


Figure 5 ~ Australian Airlines Boeing 737

different designs. The forward floor level exit ('A') rotates out. The right aft exit ('D') moves in and up. The left aft exit ('C') moves in and is then shoved into a cavity and finally, the non-floor level exits ('B') are taken completely loose from the aircraft. The card does not show how to dispose of them – throw them out or leave them inside?

Ansett augmented the F.27 fleet in the late 1980s with the Fokker 50. The card (figure 3) was made by Interaction Research. The Fokker 50 fuselage was based on that of the F.27 but with a completely new exit arrangement: four floor-level exits, two pairs at either end of the cabin. Fokker learned its lesson: three of them now operated identically. The exception was the forward left exit which had an integral stair. An interesting item on the Fokker 50 were the 'sill raisers'. These were boards that were stowed near the exits and had to be placed in front of them in case of an evacuation in water. Only the Dutch, famous for their dikes and water management infrastructure, could come up with such a solution!

Another popular type with Ansett was the F.28. Both the short (-1000) and stretched (-4000) versions were used, both by the main carrier and affiliates such as Airlines of Western Australia. The latter was formerly called MMA – McRobertson Miller Airline Services. The cards were straightforward with no surprises. See figure 4.

A safety card example for the other airline, **Australian Airlines**, is shown in figure 5, which is their 737 card. Note the kangaroo logo.

East-West also had an interesting logo: two arrows pointing away from each other. The bottom part of the right arrow is detached, marking it as the island of Tasmania, and, hence, the two arrows as Australia's mainland! (figure 6.) In addition to its mainland network, East West flew to two remote islands to the east: Lord Howe Island and Norfolk Island, respectively 600 km and 1400 km off the coast. Life rafts were carried on board for those flights. The F.28 card shows that they were stowed at the front of the cabin. But rather than being launched at the nearby forward exits, they were supposed to be carried through the cabin to the overwing exit and then launched at the wing trailing edge, close to the engines. (figure 7)

Qantas has been Australia's international carrier since before World War 2. It flies the Australian flag to all other continents of the world. And that means *all* continents, including the Antarctic, even though their flights do not land there, but just overfly it for sightseeing. Admittedly, the number of destinations in some of the other continents is scarce: only one each in South America (Buenos Aires) and Africa (Johannesburg) and just two in Europe (Frankfurt and London). In the past, Qantas served many other European destinations, but now faces fierce competition by a number of Middle East and Asian airlines such as Emirates and Singapore Airlines.

Dating from those European heydays is the card for the original Boeing 747B, as testified by seven European language translations for the 'Safety on board' heading (which also appeared in Japanese and Chinese). Qantas introduced this first 747 variant in 1971.



Figure 6 ~ East West Airlines Logo

The card of the next variant, the 747-338, which has a stretched upper deck, shows a ringing alarm bell. It apparently indicates that smoking is not allowed in the toilet (figure 9). But was this non textual message understandable by all cultures?

Finally, I include the Qantas 747-400 card. The front is regular non-text Australian (figure 10), but on the back side is a whole page of text, which falsifies my earlier conclusion about lack of text on Australian cards (figure 11). It explains about 9 different safety subjects, ranging from flat leather shoes being the best in an emergency to speaking up if you see something out of the ordinary. Australia at its best.

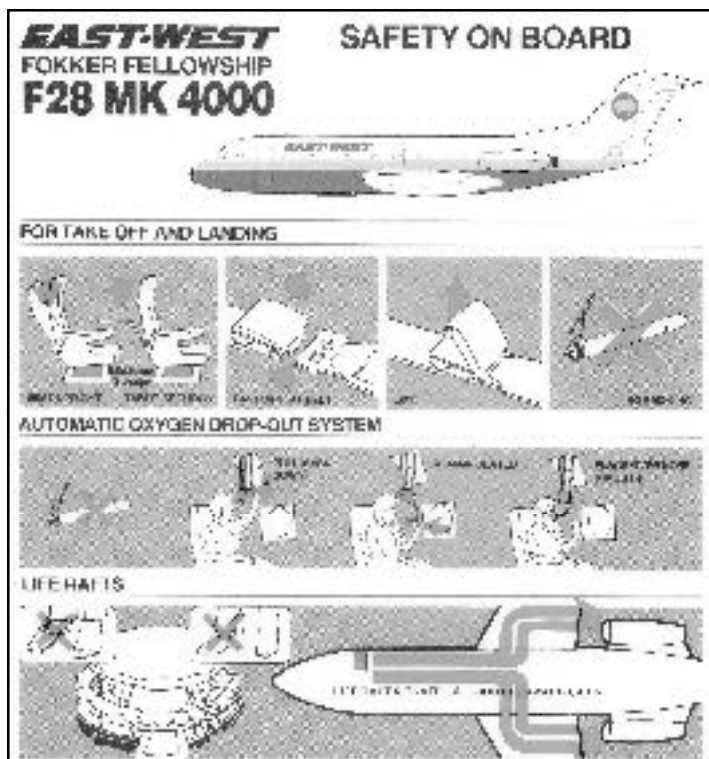


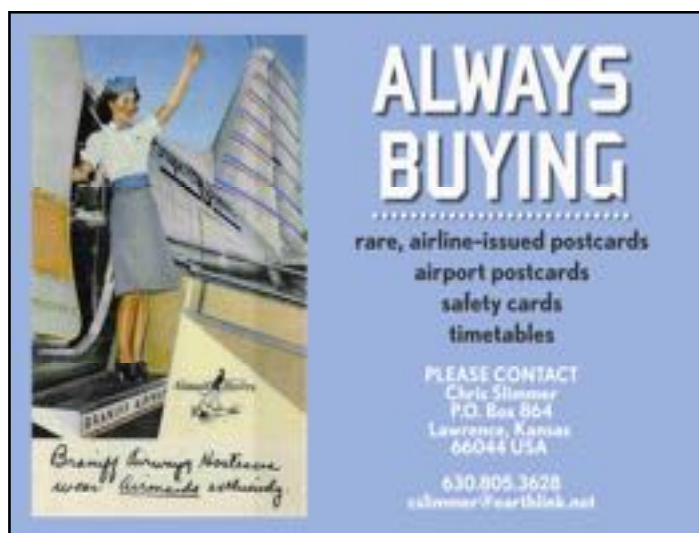
Figure 7 ~ East West Airlines Fokker F28

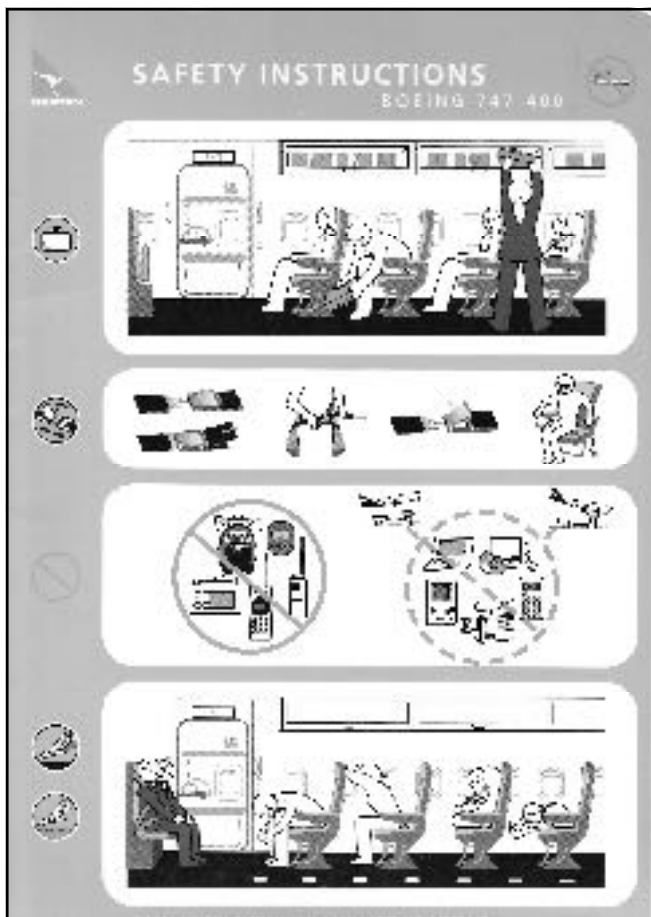


Figure 9 ~ Qantas Boeing 747-338

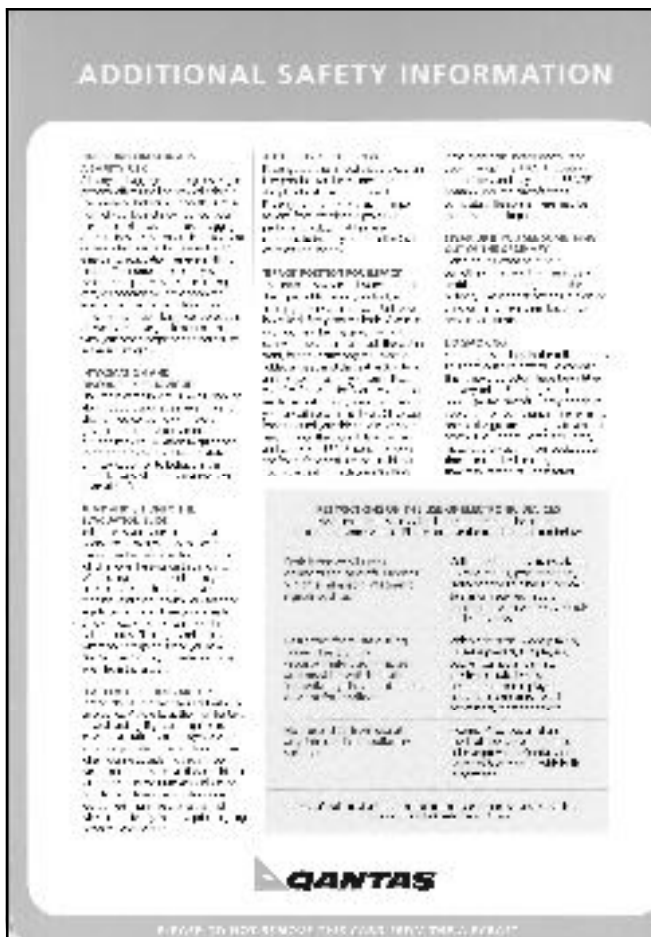


Figure 8 ~ Qantas Boeing 747B





Figures 10 and 11 ~ Qantas Boeing 747-400



(Continued from page 36)

Pilot and Flight Engineer Wings (Kangaroo Issue)



These wings are of the sew-on variety with gold bullion thread on blue material. The Southern Cross constellation is made up of white and light blue thread.

The epaulets in the frame denote ratings of pilots and engineers from cadet to supervisory / check levels.

The ratings worn by engineer staff have a purple band next to or between the gold stripes. I have been told that these purple or maroon bands are part of British Commonwealth country engineer uniforms as a tribute to the engineering crew who remained at their stations as the RMSS Titanic was sinking.



Trans-Australia Airlines Desk Flag
Photograph via Henk Heiden Collection

Dining Service

By R. R. "Dick" Wallin

rrwallin@aol.com

Let's eat our way around Australia through viewing different examples of airline china and glassware. Enjoy!



Australian Airlines logo looks like a kangaroo with a sailboat sail on top. Here's an oval casserole with the logo in gold.



Australian Airlines juice glass with white frosted logo.



Australian National Airlines had a very colorful logo in several shades of blue with red "wings". Pictured are a butter pat and a demitasse set. Made by Globe in England. ANA was absorbed by Ansett in 1957.



Trans Australian dish and cup with a gold logo, made by Wedgewood in England.



Qantas used this "Alice Springs" pattern by Wedgewood for many years. The logo and striping are in gold.



Qantas reportedly gave these maroon pitchers as souvenirs on inaugural B-707 "V-Jet" flights.



Qantas silverplate condiment set; name is on item at left and logo on lid at right.

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MODEL KITS FOR SALE: Eastern Europe KVZ/VEB KITS: AN-24 \$15, YAK-40 \$15, YAK-24 \$10, L-410 \$10, TU-104 By Aurora \$35, IL-18 \$20, IL-14, \$35, MI-10k \$15, TU-154 \$15, TU-114, \$15, AN-12 \$15, MI-6 \$10, TU-144, \$20, AN-2 \$25, TU-134, \$20, IL-62, \$20. Some kits available in more than quantity of one. Shipping extra. Many more Revell, Aurora, Heller, Airfix, Monogram, Faller, Frog and others. See [http:// bentleycollectables.com](http://bentleycollectables.com) or Email: airlinebuff2000@yahoo.com

Airliners International 2011 Portland Logo Items for Sale. Complete packet includes the portfolio bag, program booklet, captain's wing, logo sticker, and a set of nine continental-size postcards featuring Horizon Air Q400s and CRJs in multiple schemes including the new Alaska livery. Just \$25 plus shipping. For additional information, contact Jay Prall at jayeprall@msn.com or +1.503-799-3003.

WANTED: Prints and postcards of BAC1-11s, Martin 2-0-2s, Martin 4-0-4s, and Viscounts. Please write: Stetson Pierce, 144 State St #310, Augusta ME 04330.

WANTED: Airways Magazine, August 2009 edition. Please contact: John M. Adams, 88870 Highway 101, Seaside, OR 97138-4886. Phone: (503) 440-2006.

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.

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

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



*Impulse Airlines Beech 1900D, VH-NKN, May 2002. Australia Rugby Colors.
Fernandez Imaging Slide Collection*

UPCOMING AIRLINE COLLECTIBLE SHOWS!!

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

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.

SAN FRANCISCO AIRLINE COLLECTIBLE SHOW

Saturday, March 10, 2012. SFO Grosvenor Best Western SFO airport, Mike Chew Box 25494, San Mateo, CA 94402 or Tom Vance (408) 504-8345. SFOairlineshow@juno.com; www.SFOairlineshow.com

DALLAS AIRLINE COLLECTIBLE SHOW

Saturday, April 28, 2012. Hilton Garden Inn, DFW Airport/South, 2001 Valley View Lane, Irving, TX 75061. Contact Duane Young for more information via email at: jetduane@bellsouth.net or by calling (504) 458-7106.

PARIS - 29th ANNUAL AIRLINERS CONVENTION

Saturday, June 2, 2012. Paris, France. Best Western Hotel at Roissy CDG, 1 allée du Verger, 95700 Roissy-en-France. Contact avim.mp@orange.fr or www.avimage.org for additional information. Sponsored by Avimage.

LOS ANGELES AIRLINE MEMORABILIA SHOW

Saturday, June 16, 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.

AIRLINERS INTERNATIONAL 2012 MEMPHIS

Tuesday - Saturday, July 24-28, 2012. Memphis, TN. Memphis Hilton. See www.ai2012memphis.com or email: info@ai2012memphis.com. Phone: Andrew Stiffler 1-262-751-4799. P.O. Box 4927, Portland OR 97208 USA.

NEWARK AIRLINE COLLECTIBLE SHOW

Saturday, September 15, 2012. Ramada Inn Newark Airport, Jeff Matera, Newarkshow@aol.com; Airline Collectible Shows, 2 Kiel Ave #239, Kinnelon, NJ 07405. Web site: www.newarkairlineshow.com

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



Australian National Airways Baggage Label circa 1930. Image courtesy of Ken Taylor.



*Ansett DHC-6 Twin Otter VH-PGS, November 1973
Photograph via Fernandez Imaging Slide Collection*

*Ansett Douglas DC-9-30 VH-CZC, November 1981
Photograph by CAF Photos via Fernandez Imaging Slide Collection*





*Qantas L-188 Electra VH-ECD
Photograph courtesy of Aviation Photography of Miami Collection*

*Ansett L-188 Electra VH-RMC, April 1982
Photograph courtesy of Fernandez Imaging Collection*

