

The Journal of the Airliners International Association

# The Majestic Propliners

Airline Collectibles and History for the Aviation Enthusiast





TWA Trans World Airlines L-1049G Super Constellation, N7104C, "Star of Blarney Castle", at Newark, November 1963. Photograph by John O. Simpson via Daniel Kusrow Collection



# he Majestic Propliners



On the front cover: Eastern Air Lines Lockheed L-1049C Super Constellation N6216C at Newark Airport, 1965. Photograph by Bruce Drum/ AirlinersGallery.com

# **Flight Manifest**

From the Flight Deck	3
The Majestic Propliners Fons Schaefers	4
Getting Down On One's Knees Hank Heiden	11
Tickets and Ticket Jackets Tom Doak-Dunelly	13
Safety Cards Fons Schaefers	16
Book Review Shea Oakley	21
Photography Joe Fernandez	22
Postcard Corner Marvin G. Goldman	23
Playing Cards Fred Chan	30
Aircraft Models Ken Miller	32
What Is It? Ken & Beth Taylor	35
Airline Timetables David Keller	36
Aircraft Mini Models George Shannon	43
Wings Charles F. Dolan	44
Jr. Wings Lane Kranz	47
Flying Stamps Jim Edwards	48
Dining Service Dick Wallin	49
Flight Exchange	51
Upcoming Airline Collectible Shows	52

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

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

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

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

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



# From the Flight Deck

# By Duane L. Young • President@WAHSOnline.com P.O. Box 101, Covington, LA 70434

# Welcome Aboard!

It is just over 3 months until the start of our annual convention in Cleveland, Ohio. I have seen the advance booking numbers, and it appears that most of you are planning to attend. That is most gratifying for all of us involved. Chris Slimmer and his team of professionals are working hard to bring you a "Home Run" of a convention. If you are reading this and have not made your reservations, please do so today, while space is still available! Hotel rooms, tour seats and display tables are, however, filling up fast. Also please remember that United Airlines is offering ticket discounts for our event. Go to www.AI2013CLE.com for all the latest information, and links to the all the fun events planned.

Longtime member Henk Heiden from Holland has written the feature article for the largest independent aviation magazine in his country. The magazine is called Piloot en Vliegtulg, which translates to (Pilot and Airplane). The link is www.pilootenvliegtulg.nl.com. In his article he talks about our convention coming up in Cleveland, as well as a piece on wings to china. He also encourages all readers to go to the Society website www.wahsonline.com and consider becoming members. I encourage all of you to give Henk a hearty handshake and proclaim "goed gedaan"! (well done) when you see him next. Thank you Henk for representing our organization with such class!

# CLEVELAND 2013 AIRLINERS INTERNATIONAL

# Membership Renewal

Please take a look at your mailing label. If your Membership Expiration date shows '06/2013', your WAHS/AIA membership will expire with this issue. Use the enclosed Membership Renewal Form to renew your membership now! If you have any questions on your membership status, please contact Bill Demarest at editor@WAHSOnline.com.

# WAHS/AIA 2013 Board of Director's Elections

We are seeking self-nominations from anyone interested in joining the WAHS/AIA Board of Directors. We have the Treasurer, Secretary, and two board member positions at large up for reelection. Please contact Duane Young if you're interested in any of these positions. Ballots will be sent out to all active members with Log issue 38-1 in May with the election results being announced at AI 2013 in Cleveland during our annual membership meeting. All members are encouraged to participate. All self-nominations should be 250 words or less and must be received by WAHS by May 1, 2013 to be included on the ballot.

### Color Copies of the Captain's Log

Through a special arrangement with our printer, we can send you a full color copy of The Captain's Log for an additional \$12.50 USD per issue. This cost is in addition to your normal WAHS/AIA membership dues. If you're interested, please contact our editor, Bill Demarest, at Editor@WAHSOnline.com for information and to sign up for the 'gold plated' editions of The Log.

# Flying Ahead....With The Log

Issue 38-1 – Regional Carriers of the United States

Issue 38-2 - The Airlines of Germany

Issue 38-3 - Britain's Twin Jet - The BAC1-11

Issue 38-4 - Air France

# The Majestic Propliners

The airliner generation that was interrupted by a world war

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The Douglas DC-4E (USA) (All photographs are from the author's collection.)

Which aviation enthusiast does not thrill at watching a flying DC-7 or Constellation? Unfortunately, such a sight today is very rare. Airworthy Douglas quads are now scarce; only two Constellations still fly around, and a few more sit in museums around the world, or fade away at some forgotten airport.

They were part of a generation of airliners known as the majestic propliners. It was characterised by metal aircraft, the largest of its times, with 4 wing-mounted piston engines. This generation started in the late 1930s but its development was interrupted by World War II. After 1945 the industry matured and for some 15 years the majestic propliners dominated the international airports of the world. It changed aviation from an elite means of transport to one for the general public. This was evidenced by the fact that airlines using the propliners added in 1952 a second class on board: the economy class. And on the transatlantic route, they sent the seaborne ocean liners away to secondary duties.

Unfortunately, the same fate struck these majestic propliners. The next generation of airliners, the jets, made them redundant. The propliners went to serve second tier airlines for a while, but now, 50 years later, they are extinct. We review all civil 4-piston engine airliner types from either side of the Atlantic, both those that were successful and therefore became well known and the more obscure types that can only be found when doing some more research.

# USA

**Boeing** The era of the majestic propliner started in the late 1930s. In the USA, the first 4-engined metal propliner to see passenger service was the Boeing 307 Stratoliner. It first flew on 31 December 1938. It was unique in being the first pressurized airliner in the world to enter commercial service. Its passenger capacity was 33. The type saw limited service with Pan Am and TWA and when the USA joined the allies into war, most of it was stopped altogether. Only



Boating 307 'Cosmic Muffin', moored in Fort Lauderdale

10 were built. One crashed in April 1939 in a demonstration flight. Of the remaining 9 ships, two still remain today. NC19903 is now in the Smithsonian Museum Udvar-Hazy Center near Washington-Dulles airport, beautifully polished in its original Pan Am colour scheme. This ship last flew from Oshkosh to Dulles on 6 August 2003. Shortly before, on 28 March 2002, it had to ditch into Puget Sound near Seattle, but luckily could be recovered and restored. It is said to be kept in an airworthy condition. The other surviving 307, or rather its pressure hull, is in a permanent state of ditching, as it has been converted into a boat. It is moored behind 1413 SW 17th Street in Fort Lauderdale. This ship once was in use by Howard Hughes as his private airliner. Nowadays we would call that his BBP – Boeing Business Propliner. Interestingly, the name Stratoliner was also used for a British design for a long range transport that never flew: the Short S.32 (see below).

Boeing's next propliner was the Boeing 377 Stratocruiser. It was the civil variant of the military Boeing 367, better known as the C-97. It started service in 1949. Its main characteristic was its double bubble hull, allowing two decks. The top deck accommodated a maximum of 100 passengers, but most airlines only went to 60. A spiral stairway connected it to a lounge in the lower fuselage. Initial operators included Pan Am and American Overseas Airways (AOA) in the USA and BOAC in Great Britain. Only 55 aircraft were built, as opposed to 888 Boeing 367s. Later some were converted into Guppies, the odd-shaped conversions for transporting large and long circular constructions such as spacecraft rockets and unfinished aircraft fuselage sections. One Super Guppy is still airworthy, in use with NASA. This is one of four aircraft that Airbus used for many years to transport A300/A310 hull and wing sections from sites in Europe to Toulouse.

### Lockheed

Lockheed started work in 1939 on what would become the

Constellation series. In response to a specification for a non-stop coast-to-coast airliner by Howard Hughes, the then owner of TWA, it designed the largest airliner for its time, the L-49. However, war interfered and when the prototype first took to the air in 1943, the US government had ordered Lockheed to build it for the military. Yet, they had to reduce the pace of further development to give priority to other military aircraft and by the time that the war ended, only 15 units were delivered, under the military identification C-69. But when the war had ended, civil opportunities arose and Lockheed started to deliver C-69s to the airlines, now called L-049 Constellation. They were delivered from 1946 onwards to such airlines as TWA, Pan Am, AOA, BOAC, Air France, KLM and the new Israeli carrier El Al. It accommodated 81 passengers in a pressurized cabin. Its fuselage was shaped as an aerofoil which gave the aircraft its unique profile which, together with its triple fins, made it the most admired aircraft of its time and for some even of all times. The Constellation was developed over the next years in pure civil, larger and more powerful versions, of which the L-749 and the L-1049 Super Constellations became the most popular. The final version, which had a completely new wing, became the L-1649 Starliner. A total of 856 Constellations and derivatives were built, including military variants. Due to internal fires owing to electrical shorts leading to a fatal accident, the type was grounded for 30 days in July-August 1946, a fate that struck the DC-6 later (for different reasons) and is now topical again with the 787. The difference is that the latter's grounding took place before a fatal accident would occur. 'Survivors' reports that two Constellations are currently still airworthy and used for pleasure flights and airshows, one in Europe and the other in Australia. Some more aircraft are known to be 'near-airworthy'.

### Douglas

Of the three US manufacturers, Douglas produced the most 4-engine propliners. As Boeing, they started before World War



DH 91 Albatross (UK) - the Wooden Propliner

II. The original Douglas DC-4 was its first, of which only one prototype was built. It flew first in June 1938, just half a year earlier than the competing Boeing 307. Although designed for pressurization, the prototype was not so equipped. It featured a triple stabilizer tail, just like the later Constellation. Projected passenger capacity was 42 daytime and 30 night time. The design proved to be very complex and was withdrawn in favour of a more simple design, which was also named DC-4. The original DC-4 then became known as the DC-4E, with the E standing for Experimental. Interestingly, this ship was sold to Japan, where it was dismantled and used for reverse engineering the Nakajima G5N bomber.

The successor DC-4 was much more successful. It was designed as a civil airliner but entered military service first, as its first flight was in February 1942, thus 3 months after Japan's attack on Pearl Harbour. Amazingly, the first aircraft was delivered within one month of the type's first flight! Over 1000 were built for the US armed forces, designated C-54 by the air force and R4D by the Navy. After the war, another 79 were built as civilian airliners by Douglas, and some more by Canadair. They were joined by many surplus military units, making the DC-4 the most common 4-engined propliners in the immediate post-war period. Except for the Canadair version, the aircraft type was unpressurized and typically seated 44 passengers, although the maximum was almost twice: 80. Airlines either fitted it with 4 wide seats in a row or 5 narrower seats. The DC-4, together with the Constellation and to a lesser extent the Boeing 377, was the aircraft type that pioneered scheduled air transport service between the USA and Europe. Its range was just enough to make the hop between Shannon, Ireland and Gander, Newfoundland. Flying time on that stretch alone was about 10 to 11 hours, and the whole trip between say Zurich in Europe and New York easily took 24 hours. 'Survivors' lists 13 aircraft as still flying. Most of them are with Buffalo Airways based in Yellowknife, Alberta, but some take part in vintage aircraft flying.

Next came the DC-6. It was a DC-4 development, retaining the DC-4 wings but having a stretched fuselage and a pressurized hull with square windows as opposed to the round ones on the DC-4. It was built in four versions: the original DC-6, a cargo version with large cargo doors both in the forward and rear fuselage (DC-6A), a passenger version (DC-6B) and a quick-change version, the DC-6C. Of these models, the DC-6B had the best economy and was built in significant numbers: 288 in total. Production of all four models together totalled 704 when stopped in 1958. Like the Constellation, the DC-6 was temporarily grounded in its first year of service because of in-flight fires. This happened in 1947/1948 and lasted 5 months. Today, according to Survivors, there are still 16 DC-6s airworthy, most of them with Everts Air Cargo in Alaska and Conair in Abbotsford, B.C.



Breda Zappati 308 (Italy) - only a prototype was built

The DC-7 was the last of the piston-engined Douglas designs. The original version used the same wing as the DC-4 and DC-6, but with a further stretched fuselage, seating up to 99 passengers, and more powerful engines. Several variants were built, the most successful of which was the DC-7C, also known as the Seven Seas, which had an increased wing span. Production lasted only for 5 years: from 1953 to 1958, in which time 335 units were built. The last DC-7C was built in November 1958 for KLM, closing the era of propliner production. Five DC-7s are still airworthy. In addition to ship N836D, that was recently restored and painted in contemporary Eastern colours, four fly with Butler Aircraft in Redmond, Oregon.

### Europe

In 1938, Europe's state of airliner development did not differ much from the situation in the USA. Whilst Boeing and Douglas developed their first 4-engined aircraft, aircraft designers in the United Kingdom, France and Germany did the same. But when World War II broke out in Europe in September 1939, civil air transport came to a grinding halt. Aircraft manufacturers in countries on both sides of the frontlines concentrated on building fighters and bombers. The USA however continued building transport aircraft which were much needed to position troops and supplies to the European and Asian war sites. When the war ended in 1945, the USA therefore was at a major advantage over Europe, both in terms of knowledge and manufacturing capability. Yet, shortly after the war, quite a number of designs for propliners sprang up in Europe. Some were successful, many were not. Let's have a look at the situation before, during, and after the war.

# France

France has always been an important aircraft designing country. Shortly before the war, the Sud-Est factory developed the SE 161 Languedoc from the Bloch 160, which itself first flew in 1938. The Languedoc was a medium range, low wing airliner with a double tail fin and a tail wheel. It accommodated up to 44 passengers. Its first flight was only in December 1939, so after the war had started. Manufacturing in occupied France suffered from delaying tactics inspired by the resistance, but after the war, a total of 101 examples were built and used by various airlines including Air France and LOT of Poland.

Some years later, the same factory designed a much larger propliner, the SE 2010 Armagnac, which first flew in 1949. This aircraft was intended as a rival to the Boeing 377, capable of

flying transatlantic. It was the largest airliner of its time, normally seating 107 passengers in a 6-abreast layout but with an ultimate capacity of 160. Its performance characteristics however appeared poor and Air France cancelled its order. Only 10 Armagnac's were built. They never crossed the Atlantic but mainly shuttled between France and French Indochina (now Vietnam, Laos and Cambodia). As with the Languedoc, none has survived to date.

The most successful of the French 4 engined propliner designs was the 1950s Breguet 761 series, also known as the Deux Ponts. This literally means 'two bridges' or 'two decks' and that is what it had: two decks and the wing in between. The 761 was a short to medium range airliner that was mainly used for cargo transport, although it was briefly used for passenger transport, seating up to 135 passengers on its two decks. So, the Airbus A380 is not the first civil transport aircraft that has two passenger decks running for the entire fuselage length! Three units still exist, all in France, but in an unairworthy state.

# **United Kingdom**

The UK was the most prolific in propliner designs, but many did not reach beyond the prototype stage or even did not make that. There were two pre-war 4 piston-engined designs that briefly saw service: the metal Armstrong-Whitworth AW 27 Ensign and the wooden DH 91 Albatross. The former was a high-wing, tail wheeled design with a single fin with accommodation for 40 passengers. Only few were built that were used briefly on the UK to Far East route until the war started. It was the largest landplane at the time. The Albatross was a much sleeker design, destined for transatlantic operations. Also a tail wheeler, it had a low wing and a double fin and sat 22 passengers. It came in operation in 1939 on the London to Paris route but this was stopped when war broke out.

Two more designs were worked on in the late 1930s: the Fairey F.C.1 and the Shorts S.32. The former was a short/medium range, triple fin, nose wheel design for 26 passengers, but cancelled by the war before being completed. The latter, which was already mentioned above (see section on the 307), was a mid wing, tail wheel, double fin design for transatlantic use. Three prototypes had been built but not completed when the project was scrapped in 1940. Both designs were comparable or even better than the later DC-4s and Constellations and might have become world leaders in air transport if the war had not interfered.



Focke-Wulf FW200 Condor (Germany) - at New York Floyd Bennett field after its non-stop flight from Berlin in August 1938

After the war the most successful British propliner was the Avro York. The high wing position and rectangular fuselage cross section of this 56-seat aircraft with a tail wheel and a triple fin hardly qualified it as majestic, but a 4-engined propliner it was. Some 50 civil units were built (plus about 200 for the military) which were used well into the late 1960s and early 1970s.

Two other propliners were made post-war by the British and put in service – the Avro Tudor and the HP Hermes. The Tudor first flew in 1945. It had accommodation for 44 passengers and 38 of them were built. Operated by BOAC and British South American Airways (BSAA), its main routes were to Africa and South America respectively. Shortly after each other, two Tudors crashed near Bermuda in 1948/1949, spurring the Bermuda triangle legend.

The Handley Page Hermes was a pressurized development of the Hastings military transport, itself developed form the Halifax bomber. The prototype models had a tail wheel and a double fin, but the later Hermes 4, which was built in small numbers (27), had a nose wheel and a single fin. It seated 82 maximum, but BOAC operated it for 40 passengers only. BOAC withdrew it from service in 1953, but temporarily returned it because of the Comet grounding. Later it was used by the independents until the early 1960s.

Finally, the Bristol Brabazon should be mentioned here. This illfated airliner would have been the most majestic of all when it would have gone into production and service. But things went different. When the first prototype was flight tested in 1949, airline interest waned and finally the then British government cancelled the project. The Brabazon had a large, slightly profiled fuselage that would accommodate 100 passengers in very luxurious cabins, although there would have been space for possibly twice as many. Its wing span well exceeded that of the Boeing 747. Whilst it looked at first sight as a 4-engined propliner, the four nacelles, that were largely embedded in the wing, actually housed 8 piston engines in total, driving 8 contra-rotating propellers. Production models however would have been turboprop driven.

# Italy

Surprisingly, in Italy a four-engined propliner had its first flight during the war. The Savoia Marchetti SM 95 first flew in 1943 but was only put in service after the war had ended and then for a short period of time only. Twenty were built, most of which were used by Alitalia to develop services immediately after the war.

A later Italian propliner, first flown in 1948, was the Breda Zappati 308. This was a low-wing airliner with a twin fin, designed for transatlantic use and able to take 80 passengers in a high density configuration. The type never went into production. The single prototype went to the Italian air force that used it on the route from Rome to Mogadishu, Somalia, which in those days was an Italian colony.

# Germany

Germany was one of the first countries to build two types of aircraft of the majestic propliner generation, albeit in small numbers for civil use. Both first flew in 1937. The diesel engined Junkers Ju-90 sat up to 40 passengers and was a long range airliner, of which 14 were built. It had a tailwheel and a double tailfin, typical for contemporary European designs.

The Focke-Wulf FW 200 Condor was a large, long range aircraft for 26 passengers in use by Lufthansa, DDL of Denmark and a Brazilian company. It flew non-stop from Berlin to New York Floyd Bennett field in August 1938 in 25 hours and later to Tokyo via Basra, Karachi and Hanoi. For both flights, the passenger cabin was fitted with fuel tanks at the expense of passengers. Some 16 were built for civil use and about 260 for the military. BOAC briefly operated a seized FW 200 in 1940/1941. Some FW 200s survived the war and continued to be operated in the late 1940s, both in Europe and Brazil. One FW 200 still exists, although heavily corroded. This unit had crashed in the war in a Norwegian fjord, from which it was recovered in 1999. It is slowly being rebuilt by retired engineers in Bremen and will eventually be displayed. Obviously, no majestic propliners were built after the war in Germany, owing to the aircraft production and operation ban imposed by the Allies.

# Russia

In Russia, civil air transport in the 1940s and 1950s was solely carried out by smaller, 2-engined aircraft types such as the Ilyushin Il-12 and Il-14. The Russians simply omitted the step of the majestic propliners and in the late 1950s went straight to pure jets and turboprops, in that order. An example of the latter was the Ilyushin Il-18, which was powered by 4 turboprop engines and put in service in 1959. However, 12 years earlier, a 4 piston-engined airliner for 60 passengers flew under the same name - Ilyushin Il-18 - and was put briefly in service. It looked quite different from the later Il-18.

### **Design configuration trends**

From an aircraft design perspective, the propliner generation was one which fixed many major design configuration choices forever, or at least for many decades. Let's look at six of them: aircraft structure material; pressurisation; gear layout; vertical stabilizer design; wing location and interiors.

The choice for the structural material was already made before the propliners came: it was metal. Only one of them (the beautiful Albatross) was still made of wood (actually, there had been some more wooden 4-engined predecessors in the early 1930s that were built in very small numbers – for example, the Fokker F.22 and

H.P. BI HERMES IVA

Side drawings of Handley Page Hermes variants (UK) showing the evolution from tail wheel and twin fin into nose wheel and single fin aircraft in a single family of types F.36, the Savoia Marchetti SM 74 and the AW Atalanta). Only now, about 75 years since the propliner generation started, is metal gradually replaced by composites in airliners.

Pressurisation was not possible with wooden fuselages, but the use of metal enabled it, first being applied on the Boeing 307. Some other propliners remained unpressurized but towards the end of the generation, pressurisation was the norm for airliners and has of course remained since.

The early propliners, including the Boeing 307 and many of the European designs, had tail wheels. The first nose gears were introduced in 1938 on the DC-4E and that became the norm on American designs, only followed by the European designs in the late 1940s.

There was a large variety in the number of vertical stabilizers: 3, 2 or 1. The DC-4E, the Constellation and most early European designs had either 3 or 2 vertical fins. Later models restricted that to 1 only which then became the norm. (A post-propliner age development was the T-tail: a single fin with the horizontal stabilizer on top of it.)

The propliner generation favoured low wings. The tendency for low placed wings had already started earlier and continued throughout this generation, with only one exception: the Avro York. In that sense, it set a precedent, as still high-winged aircraft continue to be designed as an allowable exception to the norm, which is low wing.



The ladies room in the HP Hermes

A trend only broken after the propliner generation was the positioning of engines. Without exception, all the majestic propliners had the engines mounted on the wing, which is logical because that is the only option providing rotating space for the propellers when having an even number of engines. (Some 3-engined propliners had the third engine in the nose of the aircraft). Only when jet engines came were other locations possible, such as mounted on the tail.

On the inside, there was some remarkable evolution as well. Initially, fuselages were designed as aerofoils, becoming wider in diameter along its length and then tapering back again towards the tail. These sleek lines made aircraft like the Albatross and the Constellation so beautiful. But from a design and production point of view, a constant circular or oval cross-section is much easier. This was introduced by Douglas on the DC-4 and has since become the norm. As a consequence, cabins became more monotonous inside. Early propliners had cabins with separate saloons, often fitted with seats arranged around tables in groups of four, separated by bulkheads and located at different levels, so one had to climb up and down when proceeding forward or aft. These were gradually replaced by same level, fuselage long, single cabins of constant cross-section. The propliners had separate washroom lounges for men and women. With the introduction of turboprops and jets, these were replaced by smaller, unisex lavatories. Sleeper cabins, in which bunks were deployed from the roof, featured on the early propliners, but gradually disappeared. For many years upright seating became the norm, but in the last two or so decades seats have been introduced that allow horizontal sleeping again, but only in first and business class. Since the start of the jet age, these classes are at the front of the aircraft, but when IATA introduced the two class concept in 1952, the first class was situated in the rear – farthest away from the roar and vibration of those mighty piston engines that drove the propellers for these majestic propliners.

# Sources:

Wikipedia Soviet Transport Aircraft since 1945 – John Stroud - 1968 Survivors – Roy Blewett – 2012



The unknown, piston-engined Ilyushin Il-18 of 1947 (Soviet Union)



Sud-Est 161 Langeudoc (France) in Air France service



Savoia-Marchetti SM 95 (Italy) in Alitalia service

# Getting Down On One's Knees in a L-1049 Super Constellation

# By Hank Heiden • sb122953@wolmail.nl

As I like to fly in as many different aircraft as I can (depending on the cost), my preferences are classic aircraft. And that can be a Piper Cub, Percival Prentice, Douglas DC-7, Sikorsky S-38 or Lockheed Constellation, to name a few. The latter, pet name "Connie," has been number one on my list for many years. In 2011 I finally got the opportunity to fly in one of the two, at that time, only flyable L-1049 Super Constellations in the world. Herewith are some impressions of my "Super C" flights.

While discharging a strong cloud, engine number 3 starts with a loud bang. The other three Curtiss-Wright Cyclone engines come to life more modest in the sequence 4, 2, 1. The steel plates tremble softly, as do the passengers in their chairs. Flames are regularly visible in the exhaust pipe of engine number 3 during the test run, right before the start. "That's normal", says fellow passenger Bernhard Jordan. After one and a half minute full engine power, the aircraft leaves the runway in 40 seconds. The 56 year old Lockheed Super Constellation is back where she belongs: in the airc.

Point of departure is Basel-Mulhouse-Freibourg Airport in Switzerland, also known as Euro Airport. Thanks to sponsors and about 2,400 members, the Basel-based Super Constellation Flyers Association (SCFA) had their L-1049 back in the air for passenger flights this season. Watchmaker Breitling is the prime sponsor of the SCFA so the Connie is known as the Breitling Super Constellation.

### "Tannkosh"

Today's flight goes to Allgäu Memmingen Airport in southern Germany which is a former airbase of the German Luftwaffe. All 33 passengers on the trip are members of the SCFA and have booked a real bonus trip. After landing at Memmingen, the group takes a 15 minute bus ride to the airstrip of Tannheim, also in Germany. Among private pilots, Tannheim is better known as 'Tannkosh', where the large yearly Fly In is held this weekend. Some pilots stay overnight in their tent under the wing of their aircraft, just like at big brother Oshkosh in the USA (hence the name "Tannkosh"). The Constellation passengers are 'set free' in Tannheim for five hours, after they will fly back in the Connie from Memmingen to Basel.

# "Immensely enjoyable"

The passengers on the outward journey (from six countries) experience a flight in this beautiful airliner that hardly can be matched in the world. According to the English aviation historian Peter Marson, who also is on board, there are (at that time) only two Super Constellation in flying condition. The other one is based in Australia. With a nostalgic hum the engines are doing their work at 1,000 feet. Small flames are now also leaking from several engines. Karl and Silvia Roth from Bässersdorf in Switzerland go through the flight in all tranquility. "I've got this trip from my children for my 60th birthday", says Karl. "This aircraft is the most beautiful one of all times." Bernhard Jordan from Abtsgmünd (Germany) flew already four times in this L-1049. "Why I still go along? You must be kidding. Don't you hear this? Listen to the sound of the piston engines... I enjoy this immensely. I am a private pilot on Cessna's and the Diamond DA 40, but this is quite something else." Bernhard regularly visits the cockpit to follow the actions of the Constellation pilots. The atmosphere in the cabin is very relaxed. Without someone telling anybody, everyone gives each other ample opportunity to have a look in the narrow cockpit.

### Kneeling

There are only 37 seats in the cabin which gives the Connie enthusiasts lots of space to walk around. And especially to get on hands and knees. Favorite spots to look outside are the windows just before the engines. However, as there are no seats at these



windows, everyone goes on their knees to get a good look at the propellers and beyond. Because the pilots regularly are making curves, which makes walking around a bit difficult, several passengers are then just crawling from one side of the cabin to the other side (including me). Cabin attendants on the short trip, Catherine Leutenegger and Regula Glutz-Sami, are serving cookies and soft drinks. Both ladies are former glider pilots. Regula is a current private pilot and flies a French Minicab and a Bücker Jungmann biplane. "Flying the Constellation is beautiful, but performing aerobatics in the Jungmann is also a good one", says Regula.

# Visit in the air

Near Tannheim we are welcomed by a Beech 18 (also a classic aircraft) that flies along for some time. The sound of clicking cameras fills the air in the cabin during the presence of the Beech. On the return flight to Basel we do get two bonuses. The Constellation first flies along the Tannheim Fly-In and thereafter over the airport of Friedrichshafen where an airshow is also taking place. That is indeed a fine piece of public relations of the SCFA, with captain Ernst Frei, co-pilot Paul Zitzer and flight engineer Rolf Harlacher in the cockpit. Through these detours, the flight back takes 1 hour and 1 minute against 47 minutes for the outward flight.

Unfortunately, the SCFA could not perform their flying program in 2012 in full, because of an engine problem. The engine had to go to the USA for repairs. Hopefully this problem is fixed for the 2013 flying season. Flying in this Constellation is only possible for members. The membership costs are 90 euro per year. Information about the SCFA can be found on www.superconstallation.org.

SCFA Lockheed Constellation L-1049F (C-121C), HB-RSC, MSN 4175.











# **Tickets and Ticket Jackets**

# The Majestic Propliners -A look at familiar and less familiar operators

Our survey will start in the South and end in the South. Brazil was home to many examples of the Majestic Propliners. The common ownership of Real Transportes Aereos (REAL) and Aerovias Brasil (Aerovias) dates to 1954 when majority ownership of Aerovias was acquired by the owner of REAL.

REAL operated the DC-6, and later the Lockheed Constellation, in competition with Varig while Aerovias operated the DC-4. REAL-Aerovias evolved into a larger consortium with the 1956 acquisition of Transportes Aereos Nacional. Ultimately this grouping of carriers was acquired by Varig in 1961. Figure 1 features a Jacket design with one of the Douglas products on the ramp receiving a "thumbs up" to taxi from a nattily dressed rampy. This Jacket is interesting as it is co-branded with Shell both on the cover and in the inside text. In addition, one of what is presumably REAL's Convair 340's or 440's is shown lifting off in the background.

VARIG (Viacao Aerea Rio-Grandense) was the founding airline of Brazil – commencing operations in 1927. The effective demise of the original carrier occurred in 2005. In its heyday, its services spanned from Japan through the Americas to Europe. Figure 2 shows an interesting Jacket design which highlighted the two most critical aircraft for the carrier in the period from approximately 1959-1966 – the Sud Aviation SE-210 Caravelle (on top) and the Lockheed L-1049 Super Constellation (on the bottom) ... perhaps symbolically highlighting the transition from the majestic propliner to the jet age.

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Figure 3 presents the front cover of a Jacket from CAUSA – Compania Aeronatica Uruguaya. CAUSA's first association with majestic aircraft was with the Short Sunderland flying boat of which it operated several examples after the Second World War. The "bread and butter" of this carrier was its flights between Buenos Aires and Montevideo. From a simpler time in air travel, this jacket shows the in-town Bus pickup in BA was at 1500h for check in at Aeroparque at 1530h to depart on Flight 106 boarding at 1600h. The rear of this jacket (Figure 4) featured key facts on the carrier's Lockheed L 749-A Constellation – three of which were acquired from KLM in the early 60's. Thus this jacket dates to the approximate period 1962-1967 – the carrier ceasing operations in 1967.

We'll now start a return move Northward to Peru. When you think of Majestic Propliners in Peru certainly Faucett comes quickly to mind given its history with the DC-4 and DC-6. Thus, it's time for a wee curve ball as we'll focus on a lesser known carrier - SATCO – Servicio Aereo de Transportes Comerciales.





Figure 2



Figure 3



Figure 5







IMIPERIAL SERVICE

The only deluxe service giving you these matchless exclusives!

Reserved seats Continental Cuisine and complimentary Champagne. Radar-smooth flights in all weather from Dual-Scope X-Band Radar. Unmarched dependability - Convenient departures and arrivals.











Figure 8

SATCO was a domestic airline operated by the Peruvian Air Force from 1960 through 1973. It was employed to develop routes and operate what tend today to be called Public Service Obligation routes - routes marginal for a commercial operator to be viable on with an acceptable service frequency. SATCO operated both the C-54 (DC-4) and DC-6. Figure 5 shows the cover of a 1966 issued ticket for a flight from Talara (on the Northern edge of coastal Peru) to Lima. With the demise of APSA, SATCO was employed as a vehicle to found AeroPeru in 1973.

Moving to Mexico, Guest Aerovias Mexico S.A. is featured in Figure 6. An operator of the C-54, DC-6 and L-749 Constellation. This "La Ruta Del Sol" style ticket design is from a 1958 flight from Panama to Caracas.

From the home of many of the Majestic Propliners, we will next look at examples of ephemera from Northwest Orient, United and National. Figure 7 illustrates the rear of a Northwest Orient Airlines Jacket (Code: TR-12 Rev 5-58) which focuses on both the "Imperial Service" and the "Silver Dollar Coach Service" in the "Luxurious DC-6B's". Note the reference to "Dual Scope X-Band Radar" which we'll return to in a moment.







Figures 8, 9 & 10 provide a look at classic United "Mainliner" examples. Note in particular the classic cabin layout of the DC-7 with the round sitting area aft. Figure 8 dates to 1952 while Figures 9/10 carry code UT 37R REV. 9-58.

Rounding out our US examples, we feature in Figure 11 National's DC-7 Jacket example from 1956 (Code: Form 886-219). Building on the radar theme from Northwest Orient this Jacket design proclaims the "Smoothest All Weather Flights". Today the travelling public takes for granted the ability to fly above and around bad weather. In the 1950's though, the introduction of onboard weather radar represented a significant boost in capability to providing a comfortable ride to passengers.

Another of the Majestic Propliners targeted for discussion in this article is the Ilyushin IL-18 of the Soviet Union. With a twenty year production run, new examples were produced long after runs of comparable Douglas and Lockheed products ceased to take their first flights. Interflug German Democratic Republic Airlines was a key export operator of the IL-18. Figure 12 illustrates a 1975 Ticket from Berlin to Cairo.

Carrying on an eastward arc, we come to Japan and Figure 13 - an example of a Japan Air Lines "Pacific Courier" era Jacket. This specific design provides a Route Map of the carrier's emerging international route network with a representation of the DC-6B or DC-7 used by the carrier.

Also from the Pacific region we feature Philippine Airlines and this "Route of the Orient Star" example which illustrates the Douglas DC-6B. (Figure 14). In this era, it is easy to recall the PAL connections to Japan and the West Coast of the US. What tends to be forgotten is PAL's routing to European destinations opened in 1947 to Rome and Madrid. This broad route network is highlighted in Figure 15.



Figure 11



Figure 12

Completing our leisurely counter-clockwise tour of the world, we come to Ethiopia. Figure 16 proudly displays the DC-6 image above the Ethiopian Airlines Route Map on this 1961 Athens to Asmara Ticket. It is rather fitting to end our review of Majestic Propliner operators with Ethiopian. As a carrier it has maintained consistent though modest profitability in recent years, and in August 2012, accepted delivery of its first Boeing 787 Dreamliner. Given the hardy survivors of the Majestic Propliner era which still soldier on, it will be quite interesting to see if fifty years hence someone will be writing a comparable article on the "Majestic Dreamliner."



Figure 13



Figure 14





# Safety Cards - The 1950s

# By Fons Schaefers • f.schaefers@planet.nl

The heyday of the majestic propliners was in the 1950s, so let's review the safety cards of that decade.

Those cards were totally different from what they are now. There was no legal requirement for passenger safety information and only the major airlines had them. Actually, they were not cards, but leaflets and came in many different sizes, guises and contents. Also, it is unlikely that they were put in 'the seat pocket in front of you'. Rather, they formed part of brochures and flight information material that was handed out to passengers upon boarding or even before that.

The main subject covered in the leaflets was ditching. It was believed in those days that the only survivable accident scenario was the landing on water, and, hence, that educating passengers for that scenario would increase their chances of survival. So, the majority of the leaflets described life rafts and how to don and inflate life jackets. This was done in a combination of text and fancy illustrations, such as by Olympic Airways (figure 1) and Northwest (figure 2).

Little or no emphasis was put on exits and their operation, as that was considered a task for the crew and apparently considered too complicated for passengers. Other subjects typically covered were seat belt operation and brace positions. Some leaflets went to great length in explaining the authority of the captain. A contemporary Swissair leaflet compared him (there were no hers in those days) to a king and displayed him as such (figure 3).

Most of the leaflets consisted of small books, stapled together, or were multi-folded. BOAC, in particular, had very large leaflets which, when folded open, had the size of a newspaper. Colour was the norm, and used both for text background and in illustrations. Most leaflets had a title page which, apart from the title, typically showed a majestic propliner in flight. Spot the DC-4, DC-6 and Constellation in figures 4 (Swissair and Air France) and 5 (SAS and Iberia).

Leaflet titles varied considerably, but generally were either generic, or specific to ditchings:

• 'Safety on board' (SAS); 'Safety leaflet' (BOAC); 'Safety First' (Pan Am); 'Safety instructions' (Swissair, Air France); 'Safety procedures' (Qantas); 'Useful information' (Olympic); 'International regulations for safety in case of forced landings' (Iberia);

• 'Howtoditchwithoutahitch'(TWA); 'EmergencyWaterLandings' (Northwest Airlines); 'Ditching etiquette' (Braniff, TACA); 'Instructions for passengers in case of a descent on water' (KLM).



Figure 1. Olympic Airways - life jacket instructions

Life vests are normally located in rack above seat or in pockets in back of seat. Cabin Attendant will inform you of other locations. Wear oral tube in front. Adjust straps so vest fits loosely. Vest inflates automatically by pulling cords downward sharply. If automatic inflation fails, vest may be inflated by unscrewing valve end of oral inflation tube, depressing cap and blowing. Do not inflate until directed or until preparing to abandon aircraft. TREE1 fight@inflateleft2ge, Butwell#2202648. 7

時書登心上秋閒之臨還於身前、行上端等、信勿太祭、以動盛堂、劉陽離協力技下、 曾心征立状眼,如此失效,躁瞀器皆之尾端相机较之,信於未接受到令的成準備釋問 無機時、請加秋筋管心。 彼身チョッキは座形の現上又は窓の後のボケットに入れられて筋り其の地のありか は変統員が数へます。それは日空のある方を前にしてる込む、種を詞語してチョフ

キをゆるくして捉く。チョッキは下つて放る目を下の方へ急にひつばると自動的に 新れます。もしひとりでに振れない時はラバ・チューブの光の口部をはづして息を 状き込めばよいのです。但しテリフキは、信仰があるまで又は優を撮りすてる比較 もましてはいけません。



Figure 2. Northwest Airlines - life jacket instructions

Inside, text dominated the leaflets, with illustrations restricted to life jacket donning instructions and brace positions, but exit locations and emergency equipment were also indicated in some leaflets. Here, three different ways of presentation prevailed, which I call external, interior, and technical. I will give two examples of each and leave it to the reader to determine which way of presenting best got the safety message across.

SAS and BOAC leaflets show external aircraft drawings with exit locations in different colours, see figures 6. Note: the DC-6B has no less than 12 exits in the cabin, plus 2 on the flight deck. This is a record high that lasted for more than 50 years, to be broken only by the A380, which has 16 passenger cabin exits. Admittedly, airliner exits have since become bigger and less cumbersome than the window type, high step-down, rope-only, means of egress of the DC-6B, and so allow aircraft capacities up to 5 or 6 times more than that of the DC-6B, even though less in number.

Other airlines show a drawing of a cabin layout and indicate the exits by arrows. These are adapted from engineering drawings, and oriented such that the nose is up, which corresponds to where a reading passenger would find it when seated and studying the leaflet. Olympic Airways' 1957 leaflet has layouts for 3 types: the DC-6B, the DC-4 and the DC-3 (figure 7). TWA, in a 1949 leaflet, shows the Constellation and the Skymaster, which is the DC-4 (figure 8). Note the separate washrooms for ladies and men called 'lounge' (figure 8 insets). Whilst Europeans find the American use

of the word 'washroom' euphemistic, I guess even Americans will consider the word 'lounge' for lavatory to be euphemistic.

Figures 9 and 10 show presentations directly taken from engineering drawings by Northwest (1952) and Iberia (1957) respectively: a cabin and emergency equipment drawing with the nose pointing to the left. Figure 9 shows Northwest's Stratocruiser. Exits are not identified in the drawing, but can still be located when looking for 'escape rope'. There are 11 of them in total, including two on the flight deck. Possibly there are more on the lower deck, but the leaflet does not say. Iberia shows two layouts which differ significantly at first sight. The top one shows an aircraft with 5-abreast seating and the lower a 4-abreast aircraft. But, on closer inspection, it appears to be the same aircraft type: the DC-4, which apparently was used in different seating arrangements. Emergency exits are identified by bullets, but not the main entrance door and neither the flight crew exits. Life raft locations ('balsa/dinghy') are pointed out together with the cabin area which should rely on each raft. The mid-ship raft (number 2) is meant to be launched through an aft overwing exit, except 'when the sea is quiet' because then 'the main gate' (meaning the entrance door) should be used. Note also the method of numbering seats of those days: even numbers on the right and uneven numbers on the left. The now common use of numbers and letters (e.g. seat 23K) was apparently not in vogue then. In an asymmetric cabin layout (such as the top layout) this numbering will quickly lead to missing numbers. The highest seat number on board is 68, but where are the uneven seats 43 - 67?



Remember that while the Captain may have played the genial host under normal conditions, his authority is absolute at all times. Under emergency conditions he can brook no compromise or question from either passengers or crew. Cooperate quickly and quietly to avoid confusion.

1

Figure 3 (Above): Swissair - 'captain is king'

Figure 4 (Right): Swissair and Air France - leaflet covers



Figure 5. SAS and Iberia - leaflet covers



Figure 7. Olympic Airways - cabin layout with exit locations





Figures 6. SAS and BOAC - external exit diagrams



Figure 9. Northwest Stratocruiser - emergency equipment locations



Figure 10. Iberia - cabin layouts



TWA Trans World Airlines Lockheed Constellation Baggage Label. Daniel Kusrow Collection.



Panair do Brasil Douglas DC-7C Desk Flag. Courtesy of Henk Heiden Collection.

# **Book Review**



*This review column focuses on both current and older books on commercial aviation topics.* 

### Propeller One-Way Night Coach

By John Travolta Time-Warner 1997 ISBN 0-446-52257-0

The subtitle of this little illustrated book is "A Fable for All Ages." Childhood reminiscences about flying rarely end up in bookform, much less get billed as "fables," but even more unusual is an enthusiast publication about commercial aviation written by a major Hollywood star. John Travolta is likely the only famous personage known to be an unabashed airline history buff. Most of us who have been in the hobby for a while are aware of his interest. (It's hard not to notice when a well-known actor tools around the U.S. in his very own fully-restored Qantas Boeing 707-138B in full "V-Jet" colors!) What is lesser known is that Travolta built a large structure on his private airport/estate in Florida for the sole purpose of exhibiting his extensive assortment of airline

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collectibles. Despite Travolta's celebrity penchant for privacy, he really is "one of us."

Originally written as a Christmas present to his family, Propeller One-Way Night Coach reveals another facet of John Travolta's passion for commercial flight. Only after a number of readers outside of his family were, apparently, quite taken with it did Travolta consider the piece worthy of being published. The book is dedicated to his late son, Jett, who sadly died under tragic circumstances several years ago.

Travolta's modest narrative, only 42 pages long, recounts the first airline trip taken by an eight-year old boy. Set in early 1962, the story begins at Newark Airport's old North Terminal with "Jeff" and his lonely, single mother (who just happens to be an actress) boarding a United DC-6. The pair is heading for Los Angeles by way of Pittsburgh, Cleveland, Chicago, and Denver. Without giving too much away, I'll tell you that the final leg of the expedition from DEN to LAX winds up not being in night-coach, but in first class on one of UAL's more exotic early jets.

Along the way there are some quirky characters and slightly bizarre happenings, all seen through the eyes of a child. Where the book really shines is in its depiction of Jeff's starry-eyed excitement over his air journey. The story will especially resonate with those of us who fell in love with commercial aviation in our youth and who, on some level, still regain that sense of wonder every time we roll onto a runway for take-off. But, even for those not as enamored with the airlines as the author, this is an enjoyable and engaging tale.

Travolta shows his considerable knowledge of airline history in his accurate depiction of the airliners and airports of half a century ago. The narrative is enhanced by drawings that effectively illuminate the story – all personally created by Travolta. I could not find any fault in the details. (One of my favorite illustrations depicts the DC-6 awaiting boarding, bearing correct jet-era United colors, parked between the East and West Arcade of the North Terminal at EWR.)

Propeller One-Way Night Coach is a quick but mostly-satisfying read. Other than a short, unnecessary scene in which the boy overhears the cockpit crew talking about an amorous stewardess, the book is respectful of airline workers. That it was written with a love we enthusiasts can identify with is crystal clear and only makes it that much more endearing. The quality of both the writing and the artwork also shows that Mr. Travolta's talents are not limited to the screen.

Availability: Used copies of this book can be found on Alibris. com starting at about a buck. Copies can also be found, though somewhat rarely, at airline collectibles shows held around the nation.

# Photography

# Communication is a very successful tool for serious aviation

Our Phoenix slide convention of 2012 was a great success. Despite a couple of last minute cancellations, over 35 of the top hard core slide photographers and collectors were able to attend the event. Even though the days of shooting slides are behind us, there are still a number of photographers who will shoot any available slide film as a backup to digital media and to continue the tradition in our hobby, a tradition that goes back for a number of decades.

Despite the explosion of digital shooters all over the world, there are still many of us who collect slides. After all, most images pre-2002 were taken on film and not available on digital unless you scan the images. A good number of slides, whether rare or vintage, still have high values and are sought after by top collectors, depending on the subject matter. Just recently, several slides sold for over \$200 each with one reaching over \$500.00 in an auction. About two years ago, a single military slide of a rare French airplane sold for \$950.00 on an auction site! Imagine just one slide for that price!

Frankfurt Germany still holds the top slide convention in the world with a large attendance of veteran shooters. Conventions in Munich and Paris are popular as well. Military aviation collectors also have their own conventions and slide groups, especially out of the Netherlands, United Kingdom, France, Germany, and Italy. I've received word that many of them are interested in attending our next convention because of the American military slides still available out this way.

Collectors are keeping an eye for our next slide convention because as mentioned, we have combined commercial and military slides so that all groups have a chance to trade, sell, or buy top slides from all different subjects. Our past Phoenix convention had a great number of vintage slides available, many of them being sold at very low prices. The slides at our show were in top shape, well taken by their respected photographers, and most were Kodachrome 25 or 64, the best slide film ever created. The only complaint we had was that they wanted "more" time so that is a positive thought for the next show, proving that there is still interest among top veteran photographers. We are in the planning stages for our hard core 2013 American slide event which will likely be held in the Tucson Arizona area once we locate a suitable venue. More details to come and will be announced via emails, Facebook, other internet sites, and here in the Captain's Log as time gets closer. We hope you can attend!

As usual, please drop me a line for any of your slide questions.

Have a wonderful spring season and thanks for keeping the slide hobby alive. It is very important!



Participants of our 2012 Phoenix Slide Convention take a break for the camera while trading slides.

# By Joe Fernandez • n314as@yahoo.com

# **Postcard Corner**

# Majestic Propliners on Postcards

# By Marvin G. Goldman • marvilynn@gmail.com

Many airline and airport postcard collectors particularly favor cards showing propeller aircraft, and some limit their collection to the 'props'. Especially popular are cards issued prior to the jet age (generally before 1960) and those showing propliners in historic airport scenes.

Vintage propliner postcards are sometimes rare, and collecting them is a real challenge. Condition of older cards can also significantly affect their value. On the other hand, many propliner postcards -- even old ones -- are very common, so a keen eye and experience are great aids to the collector.

In selecting 'Majestic Propliners' postcards for this Postcard Corner, I had to choose from thousands of cards. So to narrow down the scope, I will cover here postcards showing only fourengine, piston-powered, wood or metal construction, land-based airliners. I will also show as many different airlines and aircraft manufacturers as possible within the space limits. Let's start with the earliest selected four-engine aircraft.



Western Air Express Fokker F32, NC334N, at Grand Central Terminal, Glendale, California Airport. Black and white ('B&W') real photo postcard. Publisher Talbot Photo no. 48, 1930-31. Formerly in the collection of Deke Billings. In April 1930, Western Air Express introduced the 32-seat Fokker F32, the largest land transport aircraft at the time and the first four-engine aircraft designed and built in the U.S. (in Teterboro, New Jersey). WAE operated two F32s in commercial service, but only for about one year. The airline originally based this type in a huge speciallybuilt hexagonal hangar at Alhambra, California airport, the main one serving the Los Angeles area at the time; and soon thereafter (as seen in this rare postcard) it utilized nearby Glendale airport.

Imperial Airways of Great Britain collaborated with British aircraft manufacturers in the development of several important fourengine propliners. These aircraft became symbols of the majesty of air travel from Europe to Africa and the Far East. Numerous old postcards exist of Imperial Airways and its predecessor airlines, and some air postcard collectors specialize in them. Here are some examples.



Imperial Airways Handley Page H.P. 42, 'Hannibal', G-AGGX, on the London-Paris Route. Pub'r Salmon no. 4107. The aircraft shown was the first of its type and entered service on 11 June 1931. The H.P.42 introduced a standard of luxury and safety to air travel that matched first-class train service at the time.



Imperial Airways Armstrong Whitworth A.W.XV Atalanta Class, G-ABTL, 'Astraea'. B&W. Pub'r Tuck's. This aircraft was designed to handle the 'hot and high' temperatures and altitudes, and unprepared airstrips, in Africa. The type entered service with Imperial Airways in 1932.



Imperial Airways De Havilland D.H.91 Albatross, G-AFDI, 'Frobisher'. B&W. Photo 'Flight' no. 789, Real Photographs, Liverpool. Introduced in October 1938, this aircraft type was the fastest commercial airliner at the time. It was also possibly the last airliner made of wood, as metal aircraft became dominant. The outbreak of World War II ('WWII') in September 1939 ended the brief flying days of this elegant propliner.

Meanwhile, aircraft manufacturers in other European countries, such as Germany, the Netherlands and Italy, were busy developing large four-engine propliners, and here are some examples:



Deutsche Lufthansa Junkers G38, D-APIS, 'von Hindenburg'. B&W. Airline issue ('AI'), postmarked 13 Jan 1937. Two G38s were built, both operated by Lufthansa in the 1930s. When the first one entered service on 1 July 1931, it became the largest operating land plane in the world. This postcard shows Lufthansa's second G38. It had a unique double-deck fuselage seating 22 passengers, while six passengers had seats in two compartments in the wings, with front-facing views.



KLM Fokker F.XXXVI, PH-AJA. B&W. Pub'r Price, Croydon, U.K. KLM operated this aircraft from March 1935 to 1939. Only one example was built, as its construction still partially used wood and fabric, at a time when manufacturers had already started to produce more modern and efficient all-metal aircraft.



Ala Littoria (Italy) Savoia Marchetti S.74, I-URBE, Soaring Over Train and Vehicles. AI. Pub'r V.E.Boeri, Roma. Formerly in collection of Bill Baird. The S.74 type served in Ala Littoria's fleet during 1935-40. This card is an example of several beautiful aviation art postcards issued by Italian airlines in the 1930s, many of which are rare.



Det Danske Luftfartselskab (DDL) (Denmark) Focke-Wulf Fw 200 Condor, OY-DAM, 'Dania' (in flight) and OY-DEM, 'Jutlandia' (on ground). B&W. AI, between 1938 and 1940. Pub'r Alex. Vincent's Kunstforing, Kobenhavn, no. 71138237. This was the first landplane expressly developed for trans-Atlantic flights. It was a modern, all-metal, long-range aircraft, but had engine and corrosion problems. The Fw 200 only served with three airlines, Lufthansa, its Brazilian subsidiary Syndicato Condor, and DDL, as WWII intervened and better types developed after the war.



TWA Boeing B307, Takeoff from Los Angeles Airport (now LAX). 1940-41. B&W real photo postcard by Frasher's Inc., Pomona, California. Courtesy of Bruce Charkow and his collection. Thousands of Frasher's fine Southwest U.S. photo postcards, including some of airliners and airports, are in the Pomona Public Library and the library's website. The 33-passenger B307 was the first pressurized transport aircraft, allowing it to fly at 14,000 ft (4,300m) and thereby avoid the great majority of weather problems. Only 10 were built (the other original operator was Pan Am), as the U.S. requisitioned them for WWII military service.

Following the end of World War II in 1945, the development of airlines and civil transport aircraft resumed in earnest. Landplanes replaced seaplanes for longer routes over water. Some military aircraft were converted to civilian use and, more importantly, many new four-engine propliners started to enter airline fleets.

We will first show a few postcards reflecting developments by British and French aircraft manufacturers in the first few years following WWII. Their efforts, however, were soon eclipsed by U.S. aircraft manufacturers -- particularly through the intense competition between Douglas and Lockheed to introduce newer and improved propliners, as we shall see in the last portion of this article.



British South American Airways Avro Lancaster Freighter, G-AGUM, 'Star Ward'. B&W. Pub'r R. Gallois, Seine-et-Oise, France. The aircraft on this rare postcard was one of four British Lancaster military aircraft converted to civilian freighters for use by BSAA. It was in service only for one year during 1946-47.



Air France Sud-Est S.E.161 Languedoc, F-BCUS, at Marignane Airport. B&W. Printer: Macon, no. 10. Air France operated 40 S.E. 161 aircraft, mostly on European routes, between 1946 and 1955. The type was soon eclipsed by the Douglas DC-4 and later models.



British Overseas Airways Corporation ('BOAC') Avro York. AI, 1949. Formerly in collection of Allan Van Wickler. The Avro York was a civilian derivation of a WWII British military aircraft. It entered service with BOAC in 1944 and served with various U.K. operators until 1964.



Airwork Handley Page HP 81 Hermes 4, G-AKFP. B&W. Photog. Ron Francis, Camberley, no. 6244/C. The HP Hermes entered service with BOAC in 1950 and was later used by British charter airlines like Airwork. Production issues had delayed the type's entry into commercial service, and by 1950 the type had been surpassed by U.S.-built Douglas and Lockheed aircraft.



Air Algerie Breguet Deux Ponts 763 'Provence', F-WASL, Over Bay of Algiers. B&W. Pub'r IHA, Paris. The Breguet 763 was a two-deck airliner seating up to about 110 passengers. It first entered service with Air France in 1953, and served mainly on Mediterranean routes until 1971.

Turning to the U.S. in the years immediately following WWII, a fantastic competition developed between Douglas Aircraft Company and Lockheed Corporation to produce bigger and better aircraft for the growing airline industry. Douglas introduced the DC-4, converted from its military C-54; while Lockheed converted its military C-69 into the L049 Constellation.



Pan Am Douglas DC-4, NC88888 (later N88888), 'Clipper East Indian', Over Diamond Head and Waikiki Beach, Honolulu, Hawaii. B&W. AI. This aircraft, converted by Douglas from a military C-54, was one of Pan Am's first DC-4s, received in December 1945. The DC-4 proved reliable and popular, becoming the most successful airliner in the first years following WWII. Over 1,200 were operated by a wide variety of airlines.



California Central Airlines DC-4. AI, Pub'r Colourpicture K4390. 'Linen' finish postcard. After serving with major airlines for several years, many DC-4s made their way to smaller carriers. California Central was a low-fare intrastate airline in California that operated from 1949 to 1954.



TCA Canadair North Star, Cutaway. AI no. A-511. Formerly in the collection of Deke Billings. The Canadair North Star was a Canadian development of the C54/DC-4. TCA operated them from 1947 to 1961.



Eastern Lockheed 649 Constellation, NX101A (later N101A), at Willow Run. Bruce Charkow collection. The Lockheed Constellations leapfrogged the DC-4s by providing a pressurized cabin combined with transcontinental U.S. range and a significantly faster speed than the DC-4. The L649 was an improved version of the L049, and entered airline service in late 1946. Eastern's L649s served from 1947 to 1961.



KLM Lockheed 749 Constellation, PH-TER, Over Java, Thijs Postma Painting. Pub'r Dave Prins, Skyliner card no. 10. I can't resist including at least one of Thijs Postma's gorgeous paintings appearing on Skyliner cards; this one beautifully shows the majesty of the Constellation. The L749 model introduced more fuel tanks enabling a longer range and became the 'standard' version of the Constellation. It entered service with KLM and other airlines in 1947.

Meanwhile, Douglas worked on a response to the challenge of the Lockheed Constellation by developing the pressurized, longrange DC-6. This type, which entered airline service in 1947, became very popular, with the DC-6B variant considered to be the ultimate piston-engine airliner in terms of reliability, ruggedness, economical operation and handling qualities. Over 700 DC-6s were built, and some are still flying in commercial service. Here is a small sampling of the hundreds of DC-6 postcards.



American Airlines DC-6 Over Manhattan, NX90704 (later N90704). B&W real photo postcard, Enell no. 4. American operated this particular aircraft from 1947 to 1962.



Braniff DC-6, 'El Conquistador'. 'Linen' finish postcard. AI, Pub'r Nationwide, Dallas, Texas. Braniff published two similar postcards in oversize, one showing this livery and another in the later white top color scheme. Braniff was one of the first DC-6 operators, starting in 1947 and continuing to 1965.



Societa Aerea Mediterranea (SAM) (an affiliate of Italy's Alitalia) DC-6B, I-DIMB, at Tarbes-Lourdes Airport, France. Pub'r: Edition de l'Europe - Pierron (Sarreguemines, France) no. 1711. Courtesy of Leonardo Pinzauti and his collection. Leonardo writes that among SAM's main sources of business were special flights for Catholic pilgrims to Lourdes, France, as shown here. He adds that this aircraft was operated by SAM from 1963 until the early 1970s.



Trans Caribbean Airways DC-6B, N6539C, Over El Morro, San Juan, Puerto Rico. Art card. AI. Littman Printing, New York City, no. S-26669-3. Trans Caribbean, which operated from 1945 until acquired by American Airlines in 1971, utilized this DC-6B on routes between the U.S. and the Caribbean from 1957 to 1960.

Boeing's entry in the post-WWII competition was its B377 Stratocruiser. Derived from the military C-97 stratofreighter and B-29 Superfortress, the B377 entered airline service in 1949 and featured a luxurious cabin, including a circular stairway leading to a lower-deck beverage lounge. Due to engine reliability issues and other factors, this type did not achieve the ultimate success of the Douglas and Lockheed propliners. Boeing's turn in the limelight had to await the development of its pure-jet 707.



American Overseas Airlines Boeing B377 Stratocruiser, N90941, 'Flagship Great Britain', at Zurich, Switzerland, 1949-50. B&W, real photo postcard. Pub'r Swissair Photo, Zurich. Bruce Charkow collection. The aircraft shown on this postcard started service with AOA in 1949 and, upon Pan Am's acquisition of AOA in 1950 it passed to Pan Am.



United Airlines Boeing B377 Stratocruiser. AI, no. CA-637. United introduced the B377 in January 1950, to serve its San Francisco to Hawaii route. The type continued with United until 1954 when it was replaced with newer and faster Douglas DC-7s.

Responding to the longer range of the Douglas DC-6 series, Lockheed introduced the 1049 "Super Constellation", a stretched and improved model of the original Constellation series. This version allowed TWA to inaugurate the first regularly scheduled U.S. transcontinental non-stop service (eastbound only), on 19 October 1953.



TWA L1049 Super Constellation. AI, French text and date 8-52 on back. 'Linen' finish. There are at least two variations of the back of this card. TWA operated several Constellation types, with the L1049 version being in its fleet from 1952 to 1964.

Douglas' answer to Lockheed's Super Constellation was the even longer range Douglas DC-7. With the DC-7 American Airlines started transcontinental nonstop service between New York and Los Angeles in both directions, on 29 November 1953. Note that two ways to distinguish the DC-7 from the DC-6 in postcards are the DC-7's longer fuselage and 4-blade (instead of the DC-6's 3-blade) propeller.

The DC-7s range was further extended by the DC-7B variant which entered service with Pan Am on 13 June 1955 and could make eastbound trans-Atlantic crossings nonstop. Another of the earliest operators of the DC-7B was Eastern Air Lines.



Eastern Air Lines (Historical Flight Foundation) DC-7B, N836D, Over Miami, Florida. Historical Flight Foundation, 2009. Oversize card. Here's a majestic prop that still flies, resplendent in its original 1958 Eastern Air Lines livery. Beautifully restored by Marc Wolff and Carlos Gomez, this aircraft actively flies in air shows, and it wowed Airliners International 2010 New York attendees with special flights for them from Teterboro Airport, New Jersey over the Greater New York area.

Lockheed then introduced the model 1049G Super Constellation which could be fitted with fuel tip tanks on the wings that enabled an additional 700 miles (1126km) range -- thereby exceeding the DC-7B's range.



Lockhood Turbo Constellation as flown by Northwest Orient Airlines

Northwest 1049G Super Constellation N5172V. AI no. PF 16-V-55. How majestic can you get? Northwest's colorful L1049G Super Constellation seems to tell it all. Northwest operated four 1049Gs during 1955-57. It was the first airline to utilize tip tanks on the wings which carried additional fuel, thereby extending range. A 1049G Super Connie has been restored in TWA colors by the Aviation History Museum 'Save a Connie' Project in Kansas City. It has flown at airshows and was viewed by Airliners International 2007--Kansas City attendees.

The ultimate propliners were Douglas' DC-7C, first operated by Pan Am in June 1956, and Lockheed's 1649A 'Starliner' Constellation, first operated by TWA in June 1957. Each of them could fly trans-Atlantic in either direction as well as other long routes previously unattainable.



SAS DC-7C, OY-KNA, 'Seven Seas', 'Brage Viking', on Polar Route with Northern Lights in Background. AI, 1956. SAS was the first airline to fly a 'Polar Route' from Scandinavia to the U.S. and the Far East, starting in 1954 with DC-6Bs. In 1956 SAS acquired DC-7Cs, which featured a longer fuselage, longer wings that could carry more fuel, and more powerful engines, and employed these ultimate piston-engine Douglas aircraft on its Polar routes. Its DC-7Cs continued in service until 1960.



Lufthansa Lockheed L1649A 'Starliner' Constellation. AI no. 650 225. Lufthansa operated four 'Starliners', from 1958 to about 1962, and was one of three original purchasers of the type, along with TWA and Air France. Lufthansa Technik is presently restoring an L1649A to flying condition, and information thereon can be found on its website.

By the time the DC-7Cs and Lockheed 1649A Constellations entered service, the end of the Majestic Propliners' dominance loomed near. Already turboprop aircraft such as the Bristol Britannia were about to operate, and in October 1958 the purejet Boeing 707 first entered scheduled service with Pan Am. A new 'jet' era in airline transport was about to begin, and the great propliners would soon be relegated to second-line operations and then to the fond memories of aviation enthusiasts. Only a few piston-powered 4-engine props still operate today, most being utilized as freighters. However, as noted in examples above, recently several have been lovingly restored to flying condition in original airline colors.

# Notes:

Except as noted, the original postcards of those shown are all in color, published in standard or continental size, and from the author's collection. I estimate their rarity as -- Rare: the Western Air Express F-32, Ala Littoria S.74, DDL Fw 200, TWA B307, BSAA Lancaster, Pan Am DC-4, Eastern L649, and AOA B377 cards; Common: the KLM L749, TWA L1049, and Eastern DC-7B. The rest are all uncommon.

# AI 2013 Postcard Contest:

The Airliners International 2013 show in Cleveland will again feature a Postcard Contest. Whether you're an experienced collector or a beginner, you are encouraged to submit an entry. It's a lot of fun, and the postcard displays stimulate a greater interest in collecting airline and airport postcards. This year's revised Postcard Contest rules can be found at www.AI2013CLE.com. On the home page, click on the left-side tab "Contests" and then click on the link "Postcard Contest Rules".

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# **Editor's Selection:**



Continental Airlines Douglas DC-7B airline issued postcard. Image courtesy of www.AirlinePostcardDatabase.com

# **Playing Cards**

# The Majestic Propliners

When the big props ruled the airways before the jets came along, air travel was considered more of an adventure than just a means of getting from Point A to Point B. Those were also the days before deregulation, when the airlines had more discretionary funds to spend on giveaway items. Therefore, one would expect that there would have been numerous cards issued by the airlines back then to proudly show off their fleet. Surprisingly, that was not the case. Except for one airline (TWA), there have been very few cards featuring the big props and two of those decks were issued by relatively small carriers. The California Eastern DC-4 and the Cubana Connie cards are extremely rare and only one deck of each is known to exist. Even a used deck can fetch well over \$100.

Chicago and Southern had two decks showing their DC-4 and Lockheed Constellation while both Pan Am and Northwest Orient distributed decks promoting their trans-ocean service featuring the Boeing 377 Stratocruiser. These decks are generally fairly easy to find at reasonable prices.



California Eastern Airways Douglas DC-4



Long an expert at marketing, TWA used pictures of its fleet aircraft extensively on its playing cards and other promotional materials. Every aircraft type flown by TWA has been featured on its playing cards, some in multiple designs issued over several years. As the accompanying images show, TWA's Boeing 307 Stratoliner and its Lockheed Constellation 749, 1049, 1049G, and 1649 have each appeared in at least two different designs.

TWA was very generous in giving away playing cards to passengers and collectors. Multiple copies were carried on its flights and TWA always answered requests by mail. All these decks are readily available.

As a side note, I initially met one of our well-known members, Jon Proctor, when he answered one of my letters to TWA's PR Department in 1987 and met him later in person at Airliners International 1993 in Washington, DC.



Chicago & Southern Lockheed Constellation



Chicago & Southern Douglas DC-4



Pan American Boeing 377 Stratocruiser



TWA Trans World Airlines Boeing 307 Stratoliner



Cubana de Aviacion Lockheed Constellation



Northwest Orient Boeing 377 Stratocruiser



TWA Trans World Airlines Lockheed Constellation



TWA Trans World Airlines Lockheed Constellation



TWA Trans World Airlines Lockheed Constellation



TWA Trans World Airlines Lockheed Constellation



TWA Trans World Airlines Lockheed Constellation



TWA Trans World Airlines Lockheed Constellation



TWA Trans World Airlines Lockheed Constellation



TWA Trans World Airlines Boeing 307 Stratoliner World Airline Historical Society • 31

# **Aircraft Models**

# Tales of Two Stratocruisers

In my local model club I'm known as the one who likes to build small models of large propliners. For this issue of the Log I'm lucky and have two models that fit the bill. The Boeing B-377 Stratocruiser and C-97 Stratofreighter family represent the highpoint of Boeing's propliner development. The B-377 and C-97 look identical. Both planes were based on the WWII B29 bomber design with a new fuselage added to the wings and tail of the B50 bomber. The C-97 Stratofreighter first flew on November 9th, 1944 and the B-377 Stratocruiser first flew on July 8th, 1947. Production numbers were skewed with 874 C-97 and KC-97s produced and only 56 377's. The C-97/B-377 was larger and had a longer range than the competing Douglas DC-6 and Lockheed Constellations. B-377 Stratocruiser purchase and operating costs were higher than those of the DC-6 and Constellation leading to the small production and sales numbers. I've built two "interesting" Stratocruiser variant models that I will share.

In the late 1990's I saw a pretty Stratocruiser sitting on the ramp at Tucson airport that had pastel Aero Pacifico colored markings. A Mexican registration XA-PII and odd "Organization Bimbo" titles underneath the cockpit windows added to the intrigue. The plane is the only civilian registered Stratocruiser I've ever seen. There were also faded US Air Force titles still visible along the fuselage showing that the plane was a C-97 and not truly a 377 airliner. I was quite curious about the Aero Pacifico markings as well as the "Organization Bimbo" titles. I learned that the plane had been used to carry bread for the Bimbo Bread Company located in La Paz Mexico. Bimbo (pronounced "beembo") is currently the world's largest baking company and has been in existence since 1945. One can think of Bimbo as the Mexican equivalent of Wonder Bread. Nowadays the Bimbo Company and name have grown much larger than Wonder Bread. The plane was delivered to the Air Force as 53-3816 and was the last C-97 produced. The plane was retired to MASDC on December 17, 1965. It was

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converted to a KC-97L and returned to service on March 26, 1970. Aero Pacifico used it for the Bimbo Bread Corporation. It was scrapped in 2002.

Draw Decal released a decal for the Aero Pacifico C-97 and Minicraft had released a Stratocruiser model kit in 1999 so I now had a plan. The Minicraft kit has some high and not so high points. The propellers and engines are quite plain. Cobra Company makes some well detailed resin engines and metal propellers to replace the kit ones. Whether built straight out of the box or with the aftermarket engines and props, one will not mistake the model for anything other than a Stratocruiser. Minicraft has released C-97, KC-97, and B-377 versions of the kit. The KC-97 version has the refueling boom. The B-377 Stratocruiser kit has propeller spinners while the C-97 and KC-97's kits do not. The Cobra Company KC-97 resin set also includes a small "radome" that goes on top of the fuselage. I finished my model and brought it to the 2001 Miami Airliners International Show. Later on I also drilled out a hole in the front of the tail for the APU inlet as well as two landing lights in the nose. Building The Aero Pacifico C-97 was a fun experience. I learned quite a lot about the Boeing Stratocruiser series as well as the Bimbo Bread Company.

My second model is a 377 SGT "Super Guppy". In the 1960's Jack Conroy and Lee Mansdorf had a plan to convert a Stratocruiser into a large volume freighter to transport NASA rocket stages for the space program. The project was successful and spawned a family of Guppy aircraft starting with the Pregnant Guppy and ending with the 377SGT Super Guppy Turbine. On my 1990's Tucson trip I saw the NASA Super Guppy on display at the Pima Air Museum. Wow!!! It is quite a unique looking aircraft. The 377 SGT was the final version of the Super Guppy family. Four airframes were built. Conroy's company built two of the 377 SGT's that Airbus eventually bought to transport Airbus wings



Aero Pacifico Boeing C97 Stratofreighter. Photograph by Ken Miller.



Aero Spacelines Boeing "Super Guppy". Photograph by Ken Miller.

and fuselages. Airbus bought the first 377 SGT in 1971 and the second in 1973. An agreement was finalized in 1979 between Aero Spacelines and Airbus to construct an additional two 377 SGT's. The final agreement was that Aero Spacelines would act as a subcontractor to Airbus to assemble the final two 377 SGT's. All of the Guppy aircraft were "Frankenstein" planes put together with parts from different airframes. Aero Spacelines built a new fuselage to join the existing C-97 parts. The only parts taken from the C-97 for the 377 SGT were the nose section and pressurized cockpit, wings and lower nacelle sections, tail surfaces and main landing gear. The nose wheel and gear is from a Boeing 707 and rotated 180 degrees. A 23 foot center section was inserted into the wing to give additional clearance between the propellers and fuselage side. When the final 377SGT airframe was being constructed C-97 parts had become rare and there were no more B-377 fuselages to cannibalize. Fuselage section 46 from the scrapped original Pregnant Guppy was incorporated into the final 377SGT. Airbus operated the four 377SGT's for 26 years before they were replaced by the Beluga. All four airframes still



Drawdecals for Aero Pacifico C97. Courtesy of Draw Decal.



Otaki kit parts. Image courtesy of AirlinerCafe.com

exist. Ship 1 is at Bruntingthorpe England on display, Ship 2 is on display at the Airbus final assembly plant in Toulouse France, and Ship 3 is on display at the main entrance to the DASA factory in Finkenwerder Germany. Ship 4 is the youngest of the four and first flew in 1980. The plane was acquired by NASA in 1997 from the European Space Agency under an International Space Station barter agreement. ESA supplied the aircraft to offset NASA's cost of carrying ESA experiment equipment to the station as part of two space shuttle flights. Last June I was able to see N941NA fly on a stopover at Travis Air Force Base as it carried the Space Shuttle Trainer to the Museum of Flight in Seattle.

My Super Guppy model is a personal classic. I bought and built it in the late 1980's. The kit is an Otaki mold that was first released in the mid 1970's. Otaki released the model in both Aero Spacelines markings and later in Airbus Skylink ship 1 markings. My kit was a later Revell release in Airbus Skylink ship 4 markings. The fuselage shape out of the box is very unique. The prop and engine exhaust details could be more detailed but still look quite nice. Being an Otaki model one wonders if the kit will ever be re-released. Otaki went out of business in the late 1970's I believe. The Otaki L1011 model is thought of as one of the most collectible plastic model airliner kits. Rumor is that the molds for the L1011 kit were destroyed either purposely or accidentally. The Super



Aero Pacifico C97 at Tucson, AZ. Courtesy of Gerald Heimer/Airliners.net.



Minicraft Boeing 377 kit. Image courtesy of AirlinerCafe.com

Guppy and C-5 Galaxy models are also originally Otaki molds and were later released by Revell in the late 1980's. Neither the Super Guppy or C-5 have been released since then so one wonders if the molds are gone forever or will re-appear at some point. Luckily the Super Guppy isn't as popular as the other Otaki kits so the used kit prices are still quite reasonable in the \$20 range. I consider my Guppy a classic model as it's one of my first I built as an adult. When I first built the model I used Testor's rattle can silver spray paint and didn't add any weight to the nose to prevent it from being a tail sitter. I also had bad luck with Revell decals from the late 1980's with the glue looking like cream cheese when the decal came off of the backing sheet. For my Guppy I didn't rinse off any of the glue before putting the decals on the model and a few months later I saw that the glue had turned brown. I got another kit, copied the decals onto decal paper, stripped the old decals and refinished the model. To fix the tail sitting I popped out the windscreen and used Elmers glue to add pennies into the nose section. The model also survived a visit with house cleaners who broke off the nose gear and vacuumed up the parts. I went through the vacuum bag, found the missing parts and reattached them. I've

two more Super Guppy kits in my to-build stash and hope one day to do a very good build on them. The bare metal finish will be a challenge to do well. After seeing NASA's N941NA takeoff I realized that my model of Airbus Ship 4 was of the same ship only from earlier in its career. How cool is that?

I'm a big Boeing Stratocruiser fan. I'm lucky to have seen and walked though quite a few KC-97's on display at museums as well as to see the Aero Pacifico C-97, NASA Super Guppy, and Tillamook Mini Guppy. The plane is a "beast" with the double bubble fuselage and 4360 engines. I'm happy to have built both the C-97 and Super Guppy models and have them in my collection. The friend who I went with to see the NASA Super Guppy and I were reminiscing about NASA Guppys. Both of us grew up on the approach path to Moffett Field. About twenty years ago both of us remember hearing a funny airplane noise, looking up, and seeing a Super Guppy on approach to NASA Ames. Last June my friend and I made a two hour drive to see the last Super Guppy fly. Things don't get much cooler than that.



Otaki Super Guppy kit. Image courtesy of AirlinerCafe.com



Revell Super Guppy kit. Image courtesy of AirlinerCafe.com.



Minicraft Boeing K-97G kit. Image courtesy of AirlinerCafe.com



NASA Super Guppy N941NA at Travis AFB. Photograph by Ken Miller.

# What Is It?

# By Ken & Beth Taylor • keebeetay@telus.net

Greetings from snowy and cold, Alberta, Canada! I will go ahead with the replies we received since the Fall 2012 (Issue 37-2) issue of The Captain's Log was mailed out to all members.

A note from Stan Baumwald filled several holes on our outstanding "Question List'. This wing from Issue 37/2 has been identified as a pilot's shirt wing from Kiwi Airlines.



[Figure 1]

Next, from Issue 37/2 is a first issue Delta Airlines pilot's wing, circa 1940-1945. This wing is a gold color. Wing replicas are known to exist, but they're usually seen in silver, not gold.



[Figure 2]

The next wing is from Issue 37/2 and was used by ValuJet. The difference between a pilot's wing and a flight attendant's wing is their size. The pilot's wing is 3 inches and the flight attendant wing is 2 <sup>1</sup>/<sub>4</sub> inches. Thanks, Stan, for your help with identifying these wings.



[Figure 3]

A reply from Indiana identified this wing, from Issue 37/1 as used by Iran Aseman Airlines of Iran.



This wing from Issue 37/1 is from Mahan Air, circa 2007, of Iran. Thanks Bernie.



[Figure 5]

We have a wing that needs to be identified. What airline uses this wing? Though it appears to be black, the wing is a bright chrome metal.



And, Who?, When? and Where? for this badge?



That's all for this issue. We hope to hear from some of you soon with answers to our questions!

Happy Collecting! Ken & Beth Taylor

[Figure 4]

# **Airline Timetables**

# Heavy Metal - Piston Style

# By David Keller • dkeller@airlinetimetables.com

For many airline enthusiasts, the postwar piston-engined fleets represented the "Golden Age" of air travel. While two engines were the norm before the war, four engines quickly became commonplace, as the manufacturers continually improved their offerings to fly more passengers farther and faster than ever before.

While there had certainly been four engined transports prior to the outbreak of World War II (such as flying boats and Boeing's Model 307 Stratoliner), they were the exceptions in an airline scene dominated by twins such as Douglas' DC-3 and DC-2, Boeing's 247, and Lockheed's Electra and Lodestar.

Three of the most widely used four-engine transports were incubated in one way or another by wartime needs, which were then refined for the expansion of civil aviation afterwards.

Besides Boeing's 307 Stratoliner, Douglas Aircraft was also working on a four engine design, designated DC-4E. This experimental model proved too expensive for airline operation, and was abandoned in favor of a smaller, simpler design, which still retained the DC-4 designation. However, the United States' entry into the war meant that production of the aircraft was performed as a military transport rather than a commercial craft, with well over 1100 units delivered to support the war effort.

Douglas introduced a number of refinements with the intention of

selling the type to the airlines after the war, but the hundreds of surplus C-54's available for conversion to civilian use resulted in less than 100 being sold. The DC-4 entered service with a number of airlines in the late 1940's, many of which proudly displayed them on timetable covers.

The DC-4 enabled Colonial Airlines to expand its rather limited route network in the northeastern US to Bermuda in 1947. The timetable dated September 3, 1947 contains a large ad (with a somewhat exaggerated DC-4 image) to promote the new service.

Delta Air Lines displayed the DC-4 on their timetable dated September 1, 1948. 44 passengers were being carried on the higher density services with names such as "Comet", "Meteor" and "Rocket".

Capital Airlines also chose the DC-4 as its first four-engine transport. The timetable dated August 16, 1948 depicts the Four flying over the carrier's route map in the eastern US. Capital would later purchase Constellations before making a huge commitment to the turbine-powered Viscount.

DC-4's found work with carriers outside of the US as well, one of which was Scandinavian Airlines System. The colorful cover of the timetable dated April 18, 1948 depicts several examples boarding passengers for trips to faraway destinations. At the time,





Air-India, January 15, 1958

AMERICAN AIRLINES dapakan AMERICAN GONETAL ANNEL S. AMERICAN GONETAL ANNEL S. AMERICAN ANNEL ANNEL S. MET YOUR FRANKLACIEF

American Overseas Airlines, November 15, 1949 routes to both North and South America were operated with DC-4's.

One of the longer routes operated by the DC-4 was Canadian Pacific Airlines' South Pacific service, as illustrated in the timetable from April 28, 1952. Flights left Vancouver fortnightly on Friday, arriving in Sydney the following Wednesday. (Lengthy stopovers in Hawaii and Fiji contributed to the time required to make the trip.)

Like Douglas, Lockheed began designing a four-engine transport in the late 1930's. By the early 1940's, the design of the Constellation had evolved into a variable-diameter fuselage with a distinctive triple tail that gave the aircraft a graceful appearance versus other aircraft of the period.

As was the case with the DC-4, the manufacturer's production of the Constellation was steered exclusively towards the needs of the military, which assigned it the designation of C-69 and placed orders for several hundred units. Less than 2 dozen were completed prior to the end of hostilities in 1945, after which Lockheed resumed development of the aircraft for civilian use.

The Constellation entered service with TWA on February 5, 1946, with a weekly Washington D.C. - New York - Paris service, also featuring stops in Gander and Shannon. DC-4's provided a second frequency New York - Boston - Paris, with the same intermediate landings. The timetable dated February, 1946 has a full page promotion for the new service, and a similar ad for domestic Constellation operations, which were to begin "On or about February 15th". (While the international Constellation schedules are included in the timetable, no domestic flights are so indicated.) By March, TWA was operating daily Constellation service across the Atlantic to Paris.

The Eastern Airlines timetable dated June 20, 1947 shows the carrier operating "New-Type" Constellations. These were model 649's, as opposed to the 049's operated by TWA. Only a small number were built, and were operated primarily by Eastern. They joined a fleet of Douglas-built aircraft, including DC-4's. (Most model 649's were eventually brought up to 749 standards.)

Chicago & Southern Air Lines also operated Constellations beginning in the early 1950's, replacing DC-4's. One result of the Constellation's unique fuselage design was that the aircraft had more lift capacity than cargo capacity. A solution to this dilemma was the invention of the "Speedpak", an external container that was strapped to the belly of the aircraft to provide additional room for cargo, albeit with performance penalties. The timetable dated September 1, 1952 shows the Constellations being used on the carrier's international service to Cuba, Jamaica and Venezuela.

Boeing's entry was actually a civilian adaptation of a military design, the C-97 "Stratofreighter", which was essentially an oversized fuselage mated with the wings and tail of the B-50 bomber (itself a development of the B-29). The result was the spacious (if not luxurious) double-decked 377 "Stratocruiser" which also featured true intercontinental range.

After the war, American Airlines began operating scheduled services to Europe with its American Overseas Airlines division. DC-4's were the first aircraft used, followed by Constellations, and by late 1949 Boeing Stratocruisers were operating many of the Trans-Atlantic segments, as shown in the timetable dated



1948

Capital Airlines, August 16,

Panama Airways, June 16, 1959

Canadian Pacific, April 28, 1952



BOAC, June 1, 1955



Colonial Airlines, September 3, 1947

SAS Scandinavian Airlines, April 18, 1948

November 15, 1949. American would sell the division to Pan American the following year.

Northwest Airlines was another Stratocruiser operator, utilizing the type on its service to Japan. But the carrier also made extensive use of Stratocruisers on its domestic system, as promoted in the January 10, 1953 timetable. Constellations would later assume the duties of the Asian services, with the Stratocruisers continuing to serve domestically into the early 1960's.

Another Stratocruiser operator was British Overseas Airways Corporation (BOAC). The type was operated in several different seating configurations, "Monarch" (First Class) and "Coronet" (Tourist). The timetable dated June 1, 1955 shows both of these services offered between London and New York, along with speedier Super Constellation flights.

The Stratocruiser was not a huge commercial success, with only 50-odd examples delivered. The more luxurious accommodations were offset by higher operating costs, thus limiting the aircraft's appeal. Boeing was able to keep busy building thousands of strategic bombers, and did not pursue the civil transport market with any further piston-powered aircraft.

Meanwhile, both Douglas and Lockheed refined their aircraft, making them bigger and faster, with increased range. Lockheed had gained an advantage on the technology front, with its pressurized Constellation as opposed to the unpressurized DC-4. But Douglas was quick to respond with the DC-6, which was originally being developed to meet the requirements of the military. This type was a lengthened (and pressurized) development of the DC-4 that temporarily put Lockheed in the position of playing catch-up.

Douglas and Lockheed would spend the next decade continually trying to leapfrog the other, pitting the DC-6A, DC-6B, DC-7, DC-7B and DC-7C against Lockheed's various 1049 and 1649 models.

In 1947 the DC-6 began joining the fleets of US carriers, followed by numerous airlines around the globe. Sabena's timetable dated November 1, 1950 shows the DC-6 in service on many of the carrier's longer routes, including New York, Athens, Tel Aviv and destinations in Africa.

In 1954 Scandinavian Airlines System (SAS) began service on the "Polar Route", utilizing DC-6B's between Copenhagen and Los Angeles, with stops in Greenland and Winnipeg. The timetable dated October 31, 1954 shows this route being operated with 2 weekly frequencies.

Another DC-6B operator was Japan Air Lines, which was slowly rebuilding a national airline following the country's defeat in World War II. The aircraft were maintained by United, flown by US pilots and operating between San Francisco and Tokyo via Honolulu and Wake Island.

Latin American carriers embraced the DC-6 as well, with the type being operated by both Panama Airways and Ecuadorian Airlines in the combined timetable dated June 16, 1959. This timetable contains schedules for a number of airlines, and also shows DC-6's operating for TAN and RAS of Colombia.

Lockheed's Constellations also met with approval from a number of airlines worldwide. In Iberia's timetable dated April 17, 1955, the carrier was operating "Super E" (1049E) Constellations from Madrid to New York thrice weekly. A technical stop was required



Mexicana, March 1958

Chicago & Southern, September 1, 1952

in the Azores on the westbound segment.

Germany's Lufthansa operated "Super G's" on routes to both North and South America. The timetable that was in effect until April 13, 1957 illustrates the various seating configurations utilized by the carrier. Lufthansa was one of the few airlines to order the 1649 "Starliner".

Air India also operated Constellations, as evidenced in the timetable dated January 15, 1958. Apparently, the Constellation was the only type in service, operating to destinations in Africa, Europe and the Far East.

Douglas Aircraft's response to Lockheed progressive improvements to its 1049-series Constellations was the DC-7, which allowed American Airlines to inaugurate the first trans-continental nonstops in both directions in 1953. The DC-7B followed several years later, with the final offering, the DC-7C shortly thereafter.

Swissair's timetable dated December 15, 1957 shows daily DC-7C service between Switzerland and New York, with some flights calling in Lisbon or Cologne. The DC-6B's that had previously operated the Trans-Atlantic segments were now plying routes to Scandinavia and the Far East.

Mexicana also operated a small fleet of DC-7C's to supplement its fleet of DC-6's, -4's and -3's. In the timetable dated March 1958, the "Seven Seas" were in service from Mexico to Havana, Los Angeles and Chicago.

The Constellation's finale came in the form of the 1649 "Starliner", designed to compete with the DC-7C. The type was outsold by its

Douglas counterpart, at least in part due to the DC-7C's earlier availability.

TWA dubbed the 1649-series Constellations "Jetstreams" and put them to work on some rather lengthy segments, including weekly "Polar Route" flights from California to London and Paris as promoted in the timetable dated September 29, 1957. The Jetstream was one of 4 distinct models being operated by TWA, sharing flight duties with "Super G", "Super", and earlier models.

Despite the ever-present threat of turbine power the four-engined "giants" ruled the airways for over a dozen years, particularly in the realm of long-distance flying. But in late 1958, the threat became reality, with the introduction of the 707 (and to a lesser extent, the redesigned Comet IV). State-of-the-art piston aircraft became obsolete almost overnight, as the jets quickly pushed the propeller-driven types off the front lines.

Some of the displaced aircraft found new careers, but ironically, many of the newest models did not fare well in this area, as the higher operating costs incurred in the quest for more speed was not as important to second-hand operators. The DC-7's and Constellation models 1649 and 1049 were often retired first, while DC-6's and Constellation 749's were able to extend their missions by a few years. In the end, the DC-6 had the most success on the used market, operating passenger services with 3rd world airlines, hauling freight or as flying as water-bombers.

The jets have now reigned supreme for over half a century, but for many, the piston years will forever remain the "Golden Age" of aviation.



Delta Air Lines, September 1, 1948



First on Eastern Air Lines

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Eastern Air Lines, June 20, 1947



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Iberia, April 17, 1955



JAPAN AIR LINES

Japan Air Lines, November 15, 1955





Lufthansa, April 13, 1957



SAS Scandinavian Airlines, October 31, 1954



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Northwest Airlines, January 10, 1953



Sabena, November 1, 1950



Swissair, December 15, 1957

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TWA Trans World Airlines, September 29, 1957



42 • World Airline Historical Society

TWA Trans World Airlines,

February 1946

# Aircraft Mini Models

# By George Shannon • Geraho@aol.com

This time we are keeping in tune with the theme of this Captain's Log – "The Majestic Propliners". Here's a sample of different prop aircraft mini-models that were made over the years.





Then we have the Convair 240 in United markings and the Martin 404 in TWA markings. I am not 100% sure about the Martin but the Convair model is a company issue sales model. They came in other airline markings.

We start with the Lockheed Constellation with three models - the 749, 1049 and 1649 - all in TWA markings.



Next is the DC-7 and DC-6 "Mainliner 300", both in United Airlines markings. These aircraft were all airline give-a-ways.



The last photograph shows a model of a C-46 Commando. I don't have any background on this model aircraft. Maybe you can help?

Update on our recent article on the Douglas DC-9 mini aircraft models. Two more airlines have been added to the list: TWA-thanks to Cooper Weeks and West Coast Airlines, thanks to Jim Strickland.

# Wings

# Heavy Metal

When I started the research for this article, I had no idea of the interesting facts which would turn up as the role of the large propeller aircraft in passenger service developed.

The large carriers, TWA, Pan American, United, American and others have been featured many times. I tried for the less publicized airlines and came up with several surprises.

Following the end of hostilities in World War Two, there were many aircraft and qualified pilots suddenly idle. The availability of tools and talent as well as the desire to earn a living led to the creation of new airlines and services to help return society to normal activities. One of those activities was travel, whether for business or pleasure.

Heavy aircraft, developed to carry troops or bombs, were converted to carry passengers. Many military pilots opted to use their skills to develop new services and airlines. Following are some of the planes and airlines using modified warplanes or those which had been in development during the war.

Aeronaves de Mexico operated post war service using DC-4 and Lockheed Constellation aircraft.

British European Airways operated more than twenty of the large Airspeed Ambassadors in the early 1950s.

British South American Airways was an offshoot of BOAC, which lasted for a brief three years. The carrier used Avro Lancastrian, Tudor and York aircraft. BSSA had the honor of operating the first flight from the new Heathrow Airport in London. Unfortunately, BSSA was beset by many problems during its short period of operation. In 1947, a Lancastrian went missing during a flight from Buenos Aires to Santiago, Chile. The crash site was not located until 1998. Two Avro Tudor aircraft were lost over the Atlantic Ocean and have not been located to this day. These disappearances served to add to the mystique of the Bermuda Triangle legend.

CAUSA of Uruguay utilized Short Sunderland and Sandringham

# By Charles F. Dolan • wingcobda@yahoo.com

flying boats during the first years of operation and Lockheed L749 Constellations later on.

Conair of Scandinavia operated the Douglas DC - 7 on charter services.

Dan Air – London operated Airspeed Ambassador and Avro York aircraft when it began service.

Maritime Central Airways of Canada operated Curtiss C-46s and Douglas DC-4s.

Middle East Airlines provided service with Avro Yorks.

KNILM, which was NOT a subsidiary of KLM, operated in the Dutch Indies. This airline operated eighty percent of the Douglas DC-5 aircraft produced for civilian use.

# RANSA

This carrier operated the Boeing 377 Stratocruiser and the Curtiss C-46 Commando aircraft in cargo operations.

SABENA operated Douglas DC-4 and DC -6 aircraft.

Silver City Airways operated the Avro Lancastrian, Bristol Freighter, Handley Page Hermes and, for a three-month period, the Breguet BR 761 Deux Ponts.

South African Airways operated the Avro York, Douglas DC-4 and began pressurized service with Lockheed 749 Constellations in 1950.

Transocean Airlines was founded by Orvis Nelson, a former United Airlines and ATC pilot, soon after the war. TALOA used DC-4, Lockheed Constellations and the Boeing 377 Stratocruiser.

Trans Mediterranean Airlines of Lebanon began cargo service with DC-4s

US Overseas Airlines used DC-4 and Lockheed 1049 Constellations.



# 44 • World Airline Historical Society

My experience with heavy propeller aircraft began on November 9, 1954 when my father took my twin brother and me to Washington D.C. for our tenth birthday. We did a KLGA-KDCA-KLGA round trip on DC-6 and Convair 240 aircraft. I cannot remember which type was used on which leg of the trip.

# Aeronaves de Mexico Mexico, AM AMX 1934 – Present

[Figure 1] The cap badge is sewn onto the uniform hat. The backing is black fabric with gold bullion thread. The disc in the center is of gold color metal with orange and black enamel or paint for the design and lettering.

The clutch back wing is made of gold color metal with orange enamel and black paint. There is no hallmark.

# British European Airways

# United Kingdom, BE BEA 1946 – 1974

[Figure 2] The cap badge is of the sew-on variety. It is made of padded black fabric and has a stamped brass metal piece bearing the laurel leaves, crown and letters "BEA". There is red fabric in the center disc behind the letters.

The pilot wing is also a padded sew-on with gold bullion thread on black fabric. The leaf design below and beside the letters is in maroon thread.

The flight engineer brevet is another black fabric sew-on with gold bullion thread. There is maroon fabric behind the letters.

# British South American Airways United Kingdom, 1946 – 1949

[Figure 3] Both the wing and cap badge are sewn onto the uniform jacket and cap. The backing is black fabric and the wings

and lettering are of gold bullion thread. There is blue fabric in the center of the items backing the letters BSAA.

The cap badge is the type used by the flight attendants.

# CAUSA

# Uruguay, 1938 – 1967

[Figure 4] The wing is clutch back and made of gold color metal. The arrow under the bird's body is filled with orange enamel. There is no hallmark.

# Conair (Scandinavia) Denmark, 1965 - 1993

[Figure 5] The cap badge is of gold color metal with medium blue, black and orange enamel forming the design. Three thin screw posts hold the badge to the cap. There is no hallmark.

The wing has black fabric backing with gold bullion thread. The center device is held to the wing with two small screw posts. The colors of the logo are white, red and black. Again, no hallmark.

# Dan-Air London

# United Kingdom, DA DAN 1953 – 1992 (to BA)

[Figure 6] The cap badge and wings of pilot and flight engineer are sewn onto the uniform jacket and cap. The backing is black fabric. The wings and leaves are of gold bullion thread. The center design is made up of white fabric and red thread.

# KNILM Koninklijke Nederlandsch-Indische Luchtvaart Maatschappij

# Royal Dutch Indies Airways, 1928 – 1947

[Figure 7] The cap badge is of gold color metal with blue and yellow enamel. It attaches to the cap with a split pin that passes through two lug bolts which go through the hat material. There is no hallmark.





The wing is of gold color metal with dark blue enamel in the center crest. It is clutch back with three pins.

# Maritime Central Airways Canada, 1941 – 1963 (to EPA)

[Figure 8] The cap badge is of gold color metal with dark blue enamel. There is a silver DC-3 soldered to the base metal of the badge. It is hallmarked "SCULLY LTD. MONTREAL" Two screw posts hold it to the cap.

The wing, which might be from a different period, is of gold color metal with blue enamel behind the letters "MCA". Two screw posts hold it to the uniform jacket. It is hallmarked "BIRKS".

# Middle East Airlines

# Lebanon, ME MEA 1945 - present

[Figure 9] The cloth cap badge is of black fabric with gold bullion thread. The center design with the Cedar of Lebanon is made up of red, green and white thread. This badge is sewn on to the cap.

[Figure 10] The metal cap badge is of gold color metal with red paint in the wing areas, black paint for the lettering and green and white paint for the cedar. The badge has a single screw post and one positioning pin. There is no hallmark.

# **RANSA Rutas Aereas Nacionales**

# Venezuela, SA 1948 – 1966

[Figure 11] The wing is of gold color metal, which is darker than usually seen in wing insignia, almost looking like copper.

The center disc and area behind letters is dark blue enamel. The dot in the center of the star is red enamel. The wing is clutch back and hallmarked "DONALD S. LAVIGNE UNIFORMS - MIAMI, FLA."

# SABENA Belgian Airlines Belgium, SN SAB 1923 – 2001

[Figure 12] The wings are of the sew-on variety with gold bullion thread. The shield is made up of white, light blue, red, yellow and black thread. There is red thread in the crown as well.

The cap badge has two flat metal tabs, which are used to hold it to the cap. It is made up in a similar fashion as the wings.

# Silver City Airways

# United Kingdom, 1946 – 1962

[Figure 13] The wings and cap badge are made of silver color metal with light and dark blue enamel providing the design in the center. The wing is more highly polished than the cap badge. Both attach to the uniform using two screw posts. Neither is hallmarked.

# South African Airways

# South Africa, SA SAA 1934 – present

[Figure 14] The early style cap badge with the crown is of heavily padded black fabric and gold bullion thread. The Springbok is of silver. The crown has red fabric in the upper area and green, blue and red thread accents around the headband area.

[Figure 15] The later style cap badge is also of black fabric with gold bullion thread and a silver Springbok in the center. The British crown has been replaced with the coat of arms of the independent Republic of South Africa.

The pilot wing is also the sew-on type with gold bullion thread on black fabric. The RSA coat of arms is in the center of the wing.

# TALOA Transocean Air Lines USA, 1946- 1960

[Figure 16] The cap badge is of silver with a gold color center disc. The surfaces are satin finished or textured with the raised letters polished. There is a single screw post and one positioning pin. The badge is hallmarked "cTo" "STERLING".

### TMA Trans Mediterranean Airways Lebanon, T2 TMA 1957 – Present

[Figure 17] The metal cap badge is of gold color metal with a single screw post. It has no hallmark. The design features a yellow triangle, green letters and a black bird.

The cloth cap badge is either black or very dark gray fabric with gold bullion thread. The design is of yellow fabric, silver bullion, black and green thread.

The sew on wing is of black fabric backing, gold bullion thread with a yellow fabric triangle, silver bullion, green and black thread forming the center design.

# U S Overseas Airlines USA, 1946 – 1964

[Figure 18] The wing is of silver metal and is clutch back. There is a hallmark of the Balfour "crest" and "STER"

# Jr. Wings

# The Heavy Metal - 4 Engine Props

# By Lane Kranz • lanekranz@msn.com





Eastern Air Lines, EAL-01



Panagra, PAG-3



American Airlines, AAL-01



TWA Trans World Airlines, TWA-01



NWA Northwest Airlines, NWA-01



Delta Air Lines, DAL-01



Seaboard & Western, SBA-01

Pictures from my collection. Baumwald Numbering System created by Stan Baumwald.

# **Flying Stamps**

# By Jim Edwards •





Ethiopia issued this stamp featuring an Ethiopian Airlines' Douglas DC-6B in 2008 upon the 60th anniversary of the airline.



.....

A TWA Trans World Airlines Lockheed Constellation is the focus of this 1999 postal issue from Ireland to commemorate Commercial Aviation.



A SAS Scandinavian Airlines Douglas DC-7B flying over the North Pole is shown on this 1981 issue from Denmark as part of a set to show flying through the ages.



Gibraltar's 1982 issue of a 25p stamp shows a BOAC Lockheed Constellation.

Premier just d'émission - Polynésie français

French Polynesia issued this stamp in 2010 to celebrate the 50th anniversary of their International Airport. The stamp shows a TAI Douglas DC-6.



The tiny South Pacific nation of Niue issued this colorful set of stamps in 2003 to celebrate 100 years of Commercial Aviation. The stamps feature a United Airlines Boeing 737-200 and 377 Stratocruiser.



In 1958, QANTAS's 'Round the World Service' was the subject of this First Day Issue Cover from Australia. The stamps show a QANTAS Lockheed Constellation.

# **Dining Service**

# By Dick Wallin • rrwallin@aol.com

This time, let's do something different – 'smoking ware' with airplane motifs.

Most prop model ashtrays were made under the "Airtray" brand by the V.F. Pastushin Company of Santa Monica, CA. These were chrome plated and later models had a nicely detailed airline logo on front; some had airline markings on the plane, some did not.



American Airlines Douglas DC-3



American Airlines Douglas DC-6



Braniff International Douglas DC-6



Eastern Air Lines Douglas DC-6



Pan American Boeing 314



Pacific Overseas Douglas DC-6



TWA Douglas DC-3



TWA Boeing 307

Another prolific maker of ashtrays was Riffe Models of Shawnee Mission, KS. This company was reportedly run by a retired TWA pilot who made the ashtrays in his garage. All were polished aluminum, only of TWA craft and mostly all jet-era, although they did make Connies as well.

Enjoy these images from a bygone era.



TWA Lockheed Constellation



TWA Douglas DC-4



United Air Lines Boeing 247



United Air Lines Douglas DC-4



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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

Airline Collection for Sale. Timetables, annual reports, postcards, buttons, labels, cocktail glasses and much more all related to Delta, Northeast, C&S, and Western airlines. Please contact: Tony Trapp, 5343 Teak Wood Drive, Naples, FL 34119. Phone: +1-239-352-0216. alligator@embarqmail.com.

FOR SALE. 1/175 Scale Boeing 747SP wheel friction airliners in Boeing test aircraft scheme. Asking \$30. Qty 5 OAG hotel/motel travel planners for sale. Lots of airport layouts and airline advertising. Asking \$5 each. In good to very good condition. Please contact David Lee Wilcox, 465 Ashley Lane, Roanoke, Texas 76262.

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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.

# DALLAS AIRLINE COLLECTIBLE SHOW • Saturday, April 27, 2013

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

# CHICAGOLAND AIRLINE COLLECTIBLE SHOW • Saturday, May 18, 2013

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

# FLORIDA TRAVEL COLLECTIBLE SHOW • Saturday, June 8, 2013

Airline and Florida Collectibles. Fantasy of Flight Museum, Polk City, Florida (between Orlando and Tampa on I-4). Show hours: 10am – 3pm. General Admission is \$8 or free with purchase of admission to the museum for that day. Contact: Jon Anderson, +1.407-376-2614, film1270@gmail.com for more information. For table reservations contact Greg Spalding 407 671 8559 or qed4-4@ail. com

# AVIMAGE 30th AIRLINERS CONVENTION • Saturday, June 8, 2013

Paris, France. Best Western Hotel at Roissy CDG, 1 allee du Verger, 95700 Roissey-en-France. Hours: 9:00am – 5:30pm. Admission: €5. Contact avim.mp@orange.fr or www.avimage.org for additional information. Sponsored by Avimage.

# AIRLINERS INTERNATIONAL 2013 • Thursday-Saturday, June 27-29, 2013

Sheraton Cleveland Airport Hotel, Cleveland OH. For more information, please contact Chris Slimmer +1 (630) 805-3628 or via email info@ai2013cle.com. Website: www.ai2013cle.com. Airliners International 2013 Cleveland LLC, P.O. Box 763, Ocoee, FL 34761 USA.

# LOS ANGELES AIRLINE MEMORABILIA SHOW • Saturday, August 3, 2013

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.

# NEWARK AIRLINE COLLECTIBLES SHOW • Saturday, September 7, 2013

Ramada Inn Newark Airport, 160 Frontage Rd., Show hours: 9am until 3pm. Admission: \$10, children until 12 free. Free parking. Jeff Matera, Newarkshow@aol.com; Airline Collectible Shows, 2 Kiel Ave #239, Kinnelon, NJ 07405. Web site: www.newarkair-lineshow.com

# SAN FRANCISCO AIRLINE COLLECTIBLE SHOW • Saturday, September 28, 2013

SFO Grosvenor Best Western SFO airport, Mike Chew Box 25494, San Mateo, CA 94402 sfoairlineshow@juno.com or Tom Vance (408) 504-8345 fordgalaxie500@yahoo.com. Show hours: 9am until 3pm. www.SFOairlineshow.com

# 27th Annual ATLANTA AIRLINE COLLECTIBLES SHOW • Saturday, October 5, 2013

Delta Air Transport Heritage Museum, 1060 Delta Blvd., Bldg. B, Atlanta, GA 30354. Time: 9am - 4pm. Admission: \$5, children under 12 free. For more information on the show and vendor table availability, contact Greg Romanoski (404) 715-7886 or via email at greg.romanoski@delta.com.

# SAN FRANCISCO AIRLINE COLLECTIBLE SHOW • Saturday, March 8, 2014

SFO Grosvenor Best Western SFO airport, Mike Chew Box 25494, San Mateo, CA 94402 sfoairlineshow@juno.com or Tom Vance (408) 504-8345 fordgalaxie500@yahoo.com. Show hours: 9am until 3pm. www.SFOairlineshow.com

# SAN FRANCISCO AIRLINE COLLECTIBLE SHOW • Saturday, September 27, 2014

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Delta Air Lines Douglas DC-6, N1903M, at Atlanta, 1955. Photograph by Bruce Drum/AirlinersGallery.com.



# Pan American World Airways Boeing 377 Stratocruiser, N1028V. Photograph by Mel Lawrence via Shea Oakley Collection, courtesy of Aviation Photography of Miami.



Royal Air Lao Boeing 307 Stratoliner, XW-TFP. Date and location unknown. Photograph courtesy of Aviation Photography of Miami Collection.

