

Summer 2015 | Issue 40-1

# The Captain's Log

The Journal of the Airliners International Association

## Cathay Pacific Airways

Airline Collectibles and History for the Aviation Enthusiast





Cathay Pacific Boeing 747-467F, MSN 27175, VR-HUH, lands at Hong Kong Kai Tak Airport.  
Photograph by Frank Poetsch via Joe Fernandez Collection.



Cathay Pacific Lockheed L-1011-385-1, MSN 193A-1045, VR-HOG, at Kai Tak.  
Photograph by Frank Poetsch via Joe Fernandez Collection.



# Cathay Pacific Airways



On the front cover:  
Cathay Pacific Boeing 707-351B, MSN 18693, VR-HGN, landing at Hong Kong Kai Tak Airport, 1971. Photograph courtesy of Christian Volpati/AirlinersGallery.com.

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# WORLD AIRLINE HISTORICAL SOCIETY, INC.

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

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

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

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

USA	\$30 Permit Mail; \$40 First Class Mail
Canada	\$35 Air Mail
International	\$45 Air Mail

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





# From the Flight Deck

By Duane L. Young • President@WAHSONline.com  
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## Welcome Aboard!

It has been an absolute honor to represent the Society as President the last nearly 15 years. Such a great group of people with a common love of aviation. So many unique and lasting friendships to savor going forward. We have made much progress with setting up our first website, our Facebook and Twitter page. Our publication has become a world class must read magazine enjoyed around the world. Our annual conventions have also become must attend annual events. With the sound help of also retiring Mr. Jay Prall, and our Senior editor Mr. Bill Demarest (not retiring, let's hope) we are leaving the Society with well over \$10,000 in the bank account. Quite an accomplishment in itself! But the time has come for me to step down and let the younger crowd take over and do a better job. You will still see me occasionally at regional shows and of course at our big conventions.

## Our Apologies.

We omitted Dick Wallin's article on Dining Ware in previous issue of the Log in error. Our apologies to you and Dick! The missing article is included with this issue as well as his contribution featuring china from Cathay Pacific Airways.

## Airliners International 2015 Atlanta

Our next Airliners International event is fast approaching. The 2015 show will be June 17-20 at the Delta Flight Museum in Atlanta, Georgia. Our trading hall has Delta's 767-232 N102DA "Spirit of Delta" as the main attraction. The show organizers report that 248+ tables have already been committed with delegates coming from North America, Europe, and South America so far. The host hotel is the Renaissance Concourse Atlanta Airport Hotel. For more information, please see their website at [www.AI2015ATL.com](http://www.AI2015ATL.com). All proceeds from the event will benefit WAHS/AIA and the Delta Flight Museum.

## Airliners International 2016 New Orleans

WAHS/AIA is happy to announce that Airliners International 2016 will be in New Orleans at the Hilton New Orleans Airport Hotel, July 20 to 24, 2016. Information and registration will be available at AI 2015 and in the next issue of the Log.

## WAHS/AIA Membership Renewals

Please remember to renew your WAHS/AIA membership ASAP if your dues are due in June 2015. Everyone is receiving a renewal notice; however, this doesn't mean your membership will be

expiring this year. Your mailing label will show your membership expiration date. If you see '6/2015' – please renew now! If you have any questions, please contact Bill Demarest, our Secretary, at [WorldAirSociety@aol.com](mailto:WorldAirSociety@aol.com). Thank you for your continued support!

Thanks from the heart for being part of my life.  
Duane



## Flying Ahead with the Captain's Log

Issue 40-2 – Airlines of Mexico

Issue 40-3 – The World's Regional & Commuter Aircraft

Issue 40-4 – Taking-off with American Airlines

Issue 41-1 – The Boeing 757

# Postcard Corner

## Cathay Pacific on Postcards

By Marvin G. Goldman • marvilynn@gmail.com

Hong Kong-based Cathay Pacific Airways, formed in 1946 by private investors, enjoys an excellent airline reputation. Four times, more than any other airline, and most recently in 2014, Cathay Pacific won Skytrax's 'World's Best Airline' award.

The airline has also been good to postcard collectors, with over 100 cards issued by Cathay Pacific and its subsidiary Dragonair. Knowing the different liveries (color schemes) and logos of Cathay Pacific aircraft can help in dating their postcards, so I include comments on them.

The first aircraft type operated by Cathay Pacific was the venerable Douglas DC-3. Their first livery was bare metal with the words 'Cathay Pacific Airways' in red on the side, 'CPA' under the side cockpit windows, and the U.K. flag on the tail, as Hong Kong was administered by the U.K. at the time.

In the late 1940s the airline revised its DC-3 livery, with the top half being painted white, bolder 'Cathay Pacific Airways' lettering on the side, and a revised 'CPA' logo. The airline has restored a DC-3 in this second livery, displaying it outside its Flight Training Center in Cathay City, Hong Kong. The following postcard shows the restored aircraft.



*Cathay Pacific Airways DC-3 on display at the airline's Flight Training Center in Cathay City, Hong Kong. Postcard issued by Cathay Pacific on its 60th anniversary in 2006. The name 'Cathay Pacific Airways' was only used on early liveries of its aircraft; later color schemes only say 'Cathay Pacific'. The DC-3s served until 1961.*

In 1948 the Swire Group (whose parent is based in the U.K.) became the principal shareholder of Cathay Pacific, and today it remains the main owner with a 45% interest. The next postcard shows the Swire Group logo under the cockpit windows of a Cathay Pacific Douglas DC-4, the third aircraft type (after the DC-3 and PBY-5A Catalina) to join its fleet. The DC-4 served the airline from 1949 to 1963.



*Cathay Pacific Douglas DC-4, VR-HFF, with flight crew. Postcard issued by the airline after 1994 based on a historical photograph. In the aircraft's livery, note that 'Airways' has been dropped after 'Cathay Pacific'; the tail logo says 'Cathay' at an angle inside a white circle; the U.K. flag appears at the top of the tail; and the flag logo of the Swire Group appears on the side under the cockpit windows. Based on the uniforms (in use during 1954-1962), and the tail logo (in use after April 1959 and only for a short time), I would estimate this image was taken during 1959-1962.*

Next up is the earliest postcard I am aware of issued by Cathay Pacific -- that of its first Lockheed Electra, probably issued in 1959. If you are aware of any older Cathay Pacific-issued postcard, please let me know.



*Cathay Pacific Lockheed L-188A Electra, VR-HFO. A/I. Leonardo Pinzauti Collection. The card exists with two different backs, each having a different listing of destinations served. This postcard shows the first Electra of the airline, delivered in April 1959. Its livery was the last one of the airline that included the word 'Airways'. Note also that the tail logo says 'CPA' at an angle. Soon thereafter, the airline started to change its aircraft liveries to simply read 'Cathay Pacific', and its tail logo changed to show*



'Cathay' at an angle within a white circle. Subsequently the tail logo changed again to show 'Cathay' horizontal within a white oval. The airline issued subsequent Electra postcards showing each of these later liveries. The Electra fleet was retired in 1967.

The first pure jet aircraft introduced by Cathay Pacific were the Convair 880 followed by the Boeing 707.



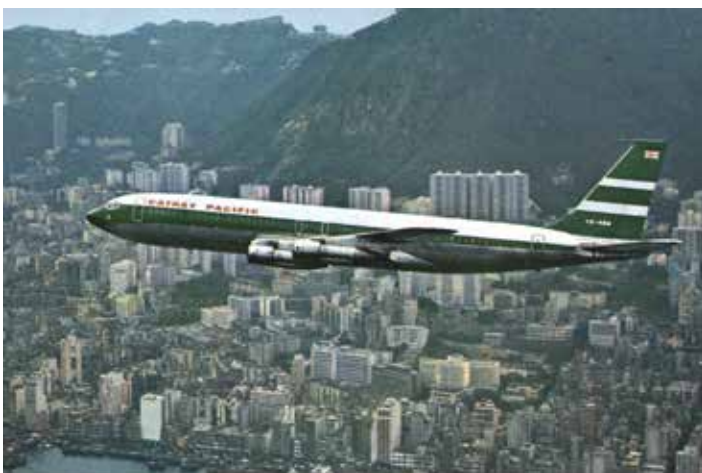
*Cathay Pacific Lockheed L-1011-100, VR-HHK, c/n 1118, with flight crew. A/I, no. CX 7561. This aircraft served Cathay Pacific from August 1975 until 1996.*



*Cathay Pacific Convair CV-880-22M, VR-HFS. Airline Issue (A/I). The Convair was the first pure jet type operated by Cathay Pacific, serving from 1962 to 1975. Here you can see the tail logo with a horizontal 'Cathay' in a white oval.*

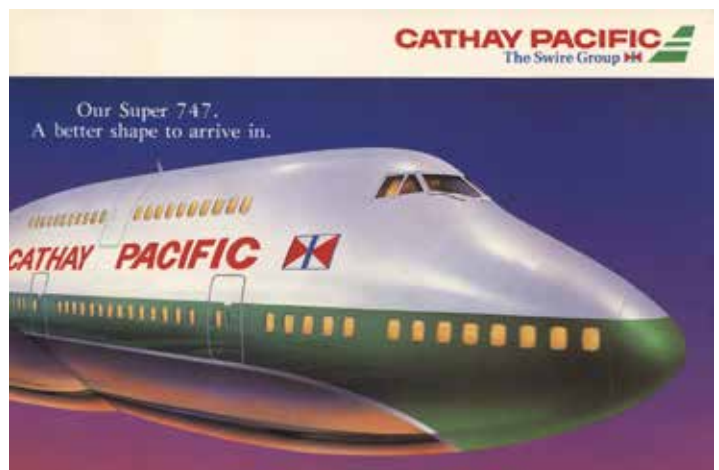


*Cathay Pacific Boeing 747-200B, VR-HIE. A/I, no. CX 7565, issued January 1985. In this 'classic' photo, you can see the Swire Group flag symbol in front before 'Cathay Pacific' and the U.K. flag on the tail, as the U.K. continued to govern Hong Kong at that time. VR-HIE served the fleet from 1982 to 1997.*



*Cathay Pacific Boeing 707-300B, VR-HGN, over Hong Kong. A/I no. CX 7558. 'CX' is Cathay Pacific's code symbol. '3/77' is printed on the back, indicating a March 1977 issue date. Here the tail logo has changed to white stripes on a green background (the Swire Group's colors); that striped logo continued as the airline's principal one until 1994. 707s served the airline from 1970 to 1983, and the pictured one served from 1972 to 1978.*

Starting in 1974 with the Lockheed L-1011, Cathay Pacific introduced widebody aircraft to its fleet. It became the largest operator of L-1011s in Asia. Boeing 747s joined the fleet starting with the -200 series in 1979 followed by 747-300s in 1985 and 747-400s in 1989.

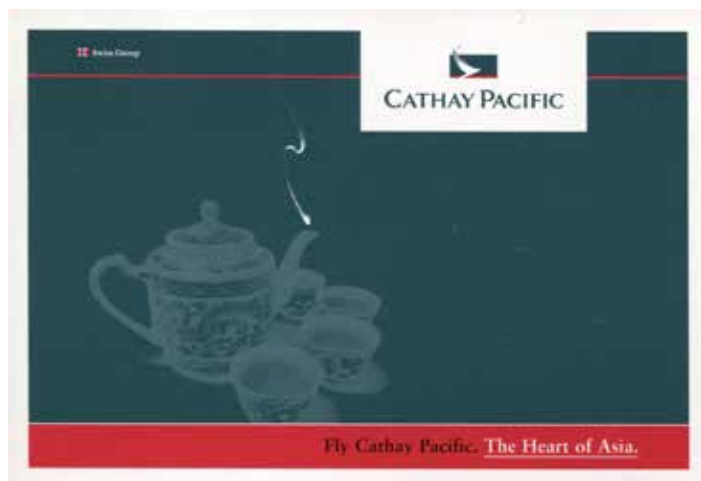


*Cathay Pacific Boeing 747-300 in an art postcard. A/I. Cathay Pacific called its stretched upper deck -300s 'Super 747s'.*

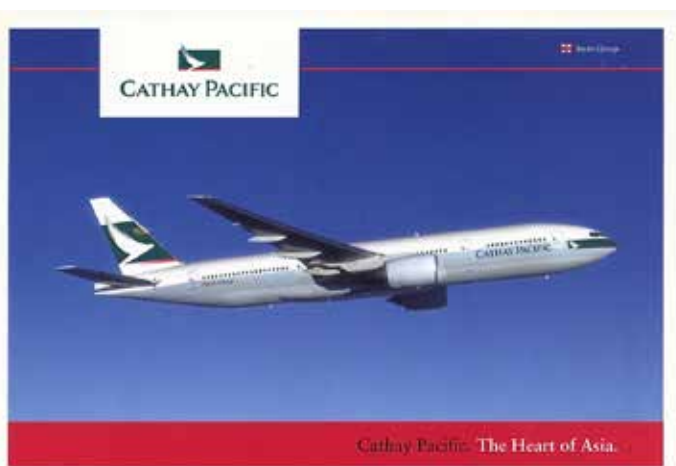


*Cathay Pacific Boeing 747-400 landing at Hong Kong, with the promotional line 'Arrive in better shape'. A/I no. CX 7565, issued June 1989.*

By 1994 negotiations between the U.K. and China were continuing in earnest. Chinese government agencies had already acquired a minority interest in Cathay Pacific. As a result, in 1994 Cathay Pacific introduced a major change in its logo and livery, designed to give a more Asian flair to the airline. Its new 'brushwing' logo featured a bold white calligraphy brushstroke, connoting the wing of a bird, and the livery of each aircraft was updated accordingly over the next few years. Also, the English Union Jack flag was dropped from the livery. The airline issued two sets of postcards emphasizing Asian themes and a set of postcards featuring its types of aircraft in this new livery. Here are examples, including two showing newer aircraft that had joined the fleet.



*Cathay Pacific 'Warm Welcome' postcard, part of a set of at least five, included in a folder titled 'Our New Look Is Something to Write Home About'. Note that besides retaining the green and white colors of the Swire Group, the favorite Chinese color, red, is added at the bottom, with the tagline, 'Fly Cathay Pacific. The Heart of Asia.' The back contains text in English and Chinese. A second set of at least six oversize cards (10 x 17.5 cms. each) was also issued showing Asian symbols.*



*Cathay Pacific Boeing 777-200 in 'brushwing' livery introduced in 1994. A/I.*



*Airbus A340-200 in 'brushwing' livery introduced in 1994. A/I.*

On 1 July 1997 the administration of Hong Kong was transferred from the U.K. to the People's Republic of China. By the end of that year all of Cathay Pacific's aircraft with registrations beginning with 'VR' were changed to the prefix 'B' used by China. In commemoration of this transfer, Cathay Pacific painted one of its 747s in a special 'The Spirit of Hong Kong 97' livery.



*Cathay Pacific Boeing 747-200B, VR-HIB (re-registered B-HIB as of 1 July 1997), in 'The Spirit of Hong Kong 97' colors, landing at Hong Kong Kai Tak, Sept. 1997. Photo by Rolf Wallner; Pub'r: j.j.postcards, Bassersdorf, Switzerland.*



In 2006 Cathay Pacific celebrated its 60th anniversary, and it issued a beautiful set of 10 postcards, with 'postage stamp-style' perforations, showing its flight attendants in different period uniforms. Nine of the cards are vertical, each showing an individual flight attendant in a uniform with the date of its introduction. The tenth card, shown below, shows all of the flight attendants together.



*Cathay Pacific flight attendants in different period uniforms, issued as part of a set of 10 on the occasion of the airline's 60th anniversary in 2006.*

Cathay Pacific, through its cargo subsidiary, has one of the world's largest air cargo operations. It presently operates the most 747-800 freighters of any airline, with 13 presently in its fleet.



*Cathay Pacific Cargo B747-800F, B-LJA, in special 'Hong Kong Trader' livery, at LAX in 2012. Photo postcard by Duncan Stewart; Pub'r Flying Magazine Photos.*

In late 2014 Cathay Pacific introduced a 'refreshed' logo featuring a 'freed' brushwing, removed from its background of green with thin red bottom stripe, and a revised font for 'Cathay Pacific'. Its aircraft color schemes will be updated to reflect these changes. As I have not yet seen a postcard showing the new livery, here is an image published by Cathay Pacific which shows the differences between the 1994 and 2014 logos.



*Image from Cathay Pacific website showing the differences between the 1994 and 2014 Cathay Pacific logos. Cathay Pacific has announced that they will issue a new set of postcards to be given to passengers on their Hong Kong-Boston route which starts May 2015, based on photo submissions from the public. Presumably these will include its new 'freed brushwing' logo.*

Dragonair (Hong Kong Dragon Airlines Ltd.) was formed in Hong Kong in 1985, originally as a competitor of Cathay Pacific. However, in early 1990 the Cathay Pacific group and Chinese government interests each acquired substantial ownership interests in Dragonair. In a 2006 ownership reorganization, Cathay Pacific acquired 100% ownership of Dragonair, giving Cathay more access to the rapidly growing mainland China market; Cathay Pacific and Air China acquired minority ownership interests in one another; and the Swire Group reduced its ownership interest in Cathay to below 50%, remaining its largest shareholder. Here are some examples of Dragonair postcards.



Dragonair Boeing 737-200, VR-HYN, at Hong Kong Kai Tak Airport. A/I. The pictured aircraft was in its fleet from 1990 to 1993.



Dragonair Airbus A320-200, VR-HYO. A/I, no. ISD 620 A 08/93. This postcard was later reissued with the aircraft specifications on the back also written in Chinese, as no. IIAC 3202 12/96.



Dragonair Airbus A330-300, B-HYF, in Dragonair 25th anniversary colors, landing at Hong Kong Chep Lap Kok Airport, March 2011. Photo by Manuel Negrerie; Pub'r: j.j.postcards, Bassersdorf, Switzerland. Close to the date of the transfer of Hong Kong sovereignty from the United Kingdom to China, 1 July 1997,

the 'VR' prefixes of Hong Kong-registered aircraft were changed to China's 'B' prefixes.

Hong Kong has the only fully double-decker tram fleet in the world, and its trams are typically adorned with huge colorful advertisements. Dragonair issued the following postcard with such an ad.



Hong Kong double-decker tram decorated in Dragonair colors and logos, with Dragonair personnel in front. A/I. 13.2 x 17.7 cms.

Another Cathay Pacific subsidiary is Air Hong Kong, which is the only all-cargo airline based there. Air Hong Kong was founded in 1986 by local businessmen, and Cathay Pacific eventually acquired full ownership. In October 2002, however, Cathay Pacific entered into a joint venture with DHL Worldwide Express, whereby DHL eventually acquired 40% ownership of Air Hong Kong, with Cathay retaining a 60% interest.



Air Hong Kong Boeing 747-200F, VR-HKO, in fleet from 1994 to 1996. Pub'r: Dennis & Sons Ltd., Scarborough U.K., no. C079702L. According to j.j.postcards, this card was issued on behalf of the airline.

Until July 1998, Cathay Pacific's base airport was the famous Kai Tak International Airport adjacent to Hong Kong's built-up



Kowloon district. Many remember the famous ‘checkerboard’ pattern on the nearby mountains which led to a 47 degree turn over the Kowloon City rooftops and curving onto the single runway stretching into the bay.



*Approaching Hong Kong Kai Tak Airport's single runway before closing on 5 July 1998. EDC Design Studio, Hong Kong, no. 36 no a series. Photo by Edmond Chan. 13 x 17.7 cms.*

*The next day Hong Kong airport operations started at its new Chek Lap Kok International Airport.*



*Chek Lap Kok International Airport, Hong Kong, soon after its opening on 6 July 1998. Pub'r: Tourist Cards, no. 005.*

I hope you enjoyed this review of Cathay Pacific and its affiliates. The airline and its brand are classic, aimed to enhance the traveler's experience, as reflected in its press release on its 2014 design update: "The Cathay Pacific brand celebrates the joy of travel. A promise of quality with a spirit of modern Asian beauty. At its heart is a language of tasteful, warm and understated sensory experiences, delivered with respectful grace and heartfelt hospitality. We call this new design philosophy 'Softly spoken, strongly felt'."

Notes: The originals of all postcards shown are in color except for the Cathay Pacific DC-4 which is in sepia. Except as noted, all are from the author's collection. I estimate their rarity as

follows: Uncommon - the Cathay Pacific DC-3, Electra, Convair 880, Boeing 707 and flight attendant cards, the Dragonair tram with staff card, and the Kai Tak airport card. The rest are fairly common.

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- Davies, R.E.G., Airlines of Asia since 1920, chapter 22 'Airlines of Hong Kong (and Macao)' (Paladwr Press, 1997).
- Donohue, Ken, 'From Humble Beginnings Cathay Pacific Is Setting the Standard 70 Years On', in Airways Magazine (May 2015, pp. 46-53).
- Smith Jr., Myron J., The Airline Encyclopedia: 1909-2000, 3 vols. (Scarecrow Press, 2002)
- Wikipedia websites on Cathay Pacific, Dragonair and Air Hong Kong, and planespotters.net for aircraft registration data.

*Until next time, Happy Collecting.  
Marvin*



*Left: Cathay Pacific Flight Attendant in 1954 uniform. A/I 2006, part of a set of 10. Right: Cathay Pacific Flight Attendant in 1999 uniform. A/I 2006, part of a set of 10.*

*Cathay Pacific Label, 'Spanning the Orient', 1960s.*



*Cathay Pacific Label, 'Serves the Far East', late 1950s.*



# Safety Cards

Hong Kong Safety Cards

By Fons Schaefer • f.schaefer@planet.nl



Fig. 1a

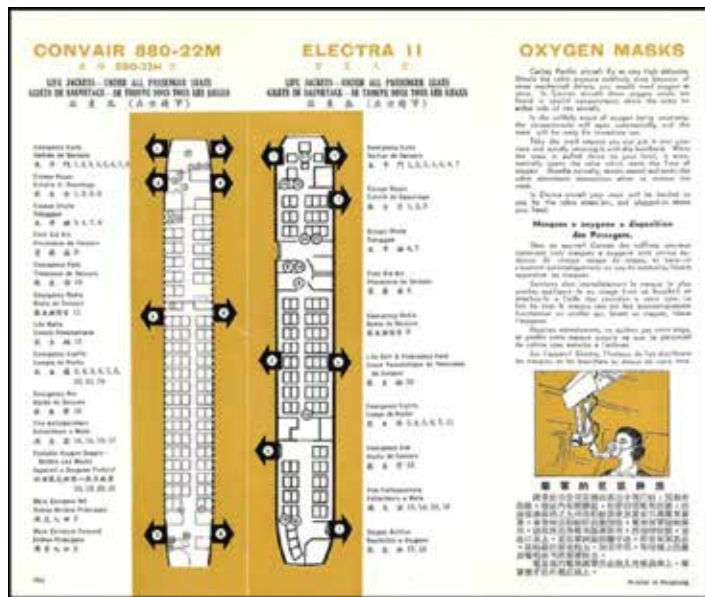


Fig. 1b

Hong Kong is a unique place. A centre of economic activity in a part of the world where economy is booming, just like Singapore to which it has many resemblances. Unlike Singapore however it has never been independent. It changed hands quite drastically in 1997 when a 99-year lease period expired and the British dependent territory became a Chinese special administrative region.

Cathay Pacific has been the flag carrier of Hong Kong since its merger with Hong Kong Airways in 1959 and has been thriving ever since, unaffected by the sovereignty handover.

Cathay introduced its first safety cards in the mid-1960s and since then issued a new generation of cards about every decade. I count six generations in total.

The first actually consisted of safety leaflets, showing two types – the Convair 880 and the Electra (figure 1a and 1b). This dates it to the period 1964-1967 as the Cathay fleet then existed of only those two types. The last piston-engined airliner (a DC-4) had been retired in 1963, the Convair 880 had been added to the fleet in 1962 and the Electras would be retired in 1967. The safety instructions are mainly about life vest donning and oxygen mask use, with no explanation of exit operation. Exit locations and emergency equipment are identified in the cabin layouts, which are shown nose-up. Note the lounge in the rear of the Electra. Text is in three languages: English, French and Chinese. The route map on the back is quite interesting. There were flights in the region stretching to India in the West, Japan in the East and Indonesia in the South and closer by to French South-East Asia (this was before the Vietnam war fully developed). Mainland China was a no go area. Much has changed since, as the other articles in this edition of the Captain's Log testify.

The second generation was introduced in the early 1970s. From this generation onwards all cards are very homogenous – same size, no folds, plastified, very little text and, bar one exception, with graphic illustrations only, so no photos. Second generation cards initially had as title: Will you help us to help you. This was later replaced by For your safety! which is still used today, except that the exclamation mark was dropped sometime. Aircraft types featured in this generation include the Boeing 707, the Super TriStar, later just called TriStar, the 747-200 and the 747-300. The Super TriStar card is shown in figure 2. Card numbers appear in the course of this generation, consisting of the letter NKK followed by a 3-digit number and a letter, indicating the version. e.g. NKK 939A. This generation lasted into the 1980s. The next generation was the last to feature the traditional green/white Cathay Pacific logo. See the card in figure 3, which is also for the TriStar, now identified as L1011. The presentation format is portrait on the front side (3a) and landscape (3b) on the back. The aircraft is now portrayed in the bird's eye view (there were no drones, then) and displays both land evacuation and water evacuation in the same illustration.

In 1994, Cathay introduced a new brand style with the “brushwing”. Safety cards followed suit. The overall layout stayed the same as in the previous generation, but the artwork differed. This generation was the first to include Airbuses, which Cathay added to its fleet from 1997 onwards. When this generation was active, the sovereignty hand-over took place and later editions in this generation have Chinese translations, such as on the A340 card (figure 4).

The fifth generation of cards was introduced around the turn of the century. Both sides of the card appear now in landscape





Fig. 2

orientation. Separate illustrations for land and water evacuation were introduced and all English text was now accompanied with Chinese translations. This is the only generation where photos were used. The card shown is for the Airbus A330s 'B-HLJ & B-HLK' (figures 5a and 5b). These identify specific aircraft by their registration, apparently because there are some differences with other aircraft in the fleet.

This brings me to the unique situation that exists for China at large with respect to aircraft registration nationality marks. Until the hand-over, Hong Kong aircraft were registered in the VR-Hxx range. This range belongs to the United Kingdom which uses it for its overseas territories, together with the VP- and VQ ranges. The UK itself uses the G. With the sovereignty handover, Hong Kong kept certain privileges and institutions, such as its own Civil Aviation authority, the Hong Kong Civil Aviation Department (HKCAD). This was called the 'one nation-two systems' principle. The HKCAD continued to perform oversight on Hong Kong civil aviation completely separate from mainland China. However, to reflect the new nationality, all Hong Kong aircraft needed to change registration from VR-H into B, the nationality mark for China. Today, four separate Chinese registers exist, all having the B as the nationality mark. The largest, of course, is that of mainland China where the B is followed by a hyphen and 4 numbers (e.g. B-3467). Hong Kong uses letters, starting with either H, K or L after the hyphen (e.g. B-HLJ). Macau, which used to be Portuguese and became a Chinese special administrative region in 1999, uses

the M after the hyphen (e.g. B-MAA). Finally Taiwan, which is considered a part of China by international conventions, but is actually completely autonomous and 'not on speaking terms' also uses the B, also followed by numbers. A key principle in aircraft registrations is that each registration combination is unique and cannot be issued to more than one aircraft at a time. So how do mainland China and Taiwan ensure that they do not issue the same combination of numbers when they don't talk to each other? This is not very clear. Currently, Taiwan uses 5 numbers and mainland China 4, but in the past Taiwan has issued registrations with 4 numbers as well, and even only 3. Apparently, there was some agreement as Taiwan registrations tended to consist of odd numbers and mainland China registrations of even numbers.



Fig. 3a



Fig. 3b



Turning back to Hong Kong and safety cards, figure 6 displays the latest Cathay safety card generation, which was introduced somewhere in the 2000s. It has drawings again, not photos. It is still the same size, but with a tab at the top so as to stand out. Interesting on this card is that the life vest location is shown for the three different seating classes: First Class, Business Class, Economy Class. Not very clear though, in my opinion, see figure 7.

Dragonair is Hong Kong's short-haul carrier, owned by Cathay. Its safety card history shows less continuity and consistency than that of Cathay Pacific. Its 737 card has a simple layout, just showing the

essentials with a logo at the top (figure 8). The A320 card (dated 2009) shows some more care for layout (figure 9). An interesting detail on this card are close-ups of two functions at the door sills: the manual back-up for slide inflation (figure 10a) and the raft release function (fig 10b). Both are not explained and I doubt very much whether any passenger without further knowledge would understand these pictures. Bear in mind that the card is at the seat whereas these actions are specific to the exit, so in the very unlikely event that a passenger is supposed to pull the inflation handle or release the raft, it is even more unlikely that he or she has the instructions at hand. After all, one of the instructions on the card says that it should not be taken along.

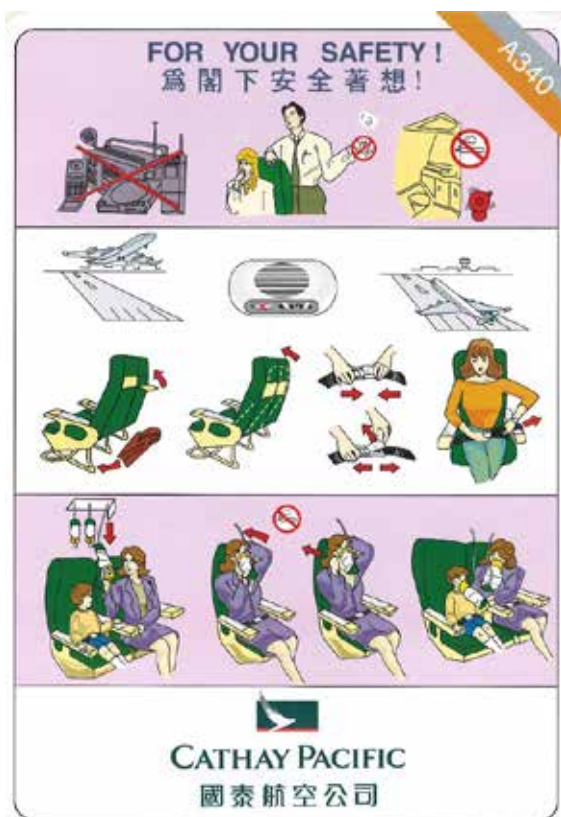


Fig. 4



Fig. 6

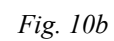
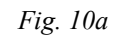


Fig. 5a



Fig. 5b





# Airline Timetables

## Hong Kong - Pearl of the Orient

Throughout much of the past 2 centuries, Hong Kong has been the beneficiary of special situations that have allowed the city to evolve into one of Asia's most important business and financial centers. From relatively meager beginnings following the Japanese occupation in the Second World War, Hong Kong has attracted a steady stream of airline service from virtually all corners of the world.

The best known airline based in Hong Kong is Cathay Pacific Airways. The airline was founded in 1946 and began operations in 1948 with scheduled service to Bangkok, Manila and Singapore. The timetable dated August 28, 1950 shows service to 8 regional destinations utilizing DC-4s and DC-3s. At the time, the airline apparently favored letters over numbers when identifying flights. The first letter indicated the destination (B for Borneo, M for Manila, S for Singapore, etc.), and the second letter was A for outbound flights and B for returning services.

By the end of the decade, Cathay had added some additional destinations, including Taipei and Tokyo, which came with the acquisition of Hong Kong Airways. The timetable dated July 16,

By David Keller • [dkeller@airlinetimetables.com](mailto:dkeller@airlinetimetables.com)

1959 shows Electras, Viscounts, DC-6s and DC-4s in service, and flights that were now identified by numbers and the airline's code, "CX".

The 1960s brought jet service to Hong Kong, in the form of Cathay's Convair 880 fleet. The timetable dated January 1, 1968 shows the 880s operating on a network that now encompassed 14 cities.

The timetable dated July 1, 1970 shows Cathay expanding to the south, as new service was being offered to Perth, Australia. This issue features a very nice color ad with a stewardess, kangaroo, and a Convair 880.

As Hong Kong's stature increased, so did Cathay Pacific's route system. In the timetable dated March 29, 1987, the airline was operating an all-widebodied fleet of 747s and L-1011s on a route network that had extended to Europe and North America. The cover shows the airline's flight attendants from "10 different Asian lands".

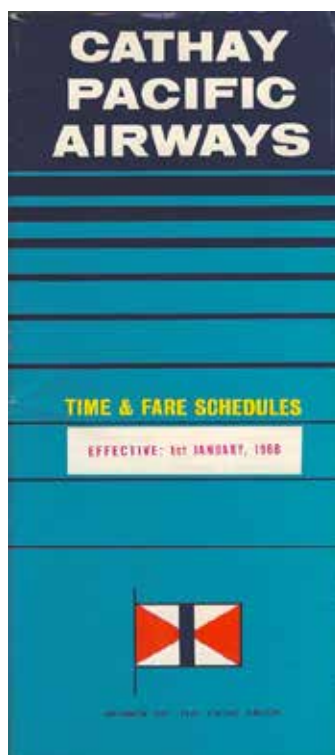
The timetable dated October 30, 1994 was the first to display Cathay Pacific's principal colors and logo through 2014. Over 50 747s, L-1011s and A340s were in service to 5 continents as the airline expanded into a carrier of global proportions. In 1998, Cathay was a founding member of the Oneworld alliance, along



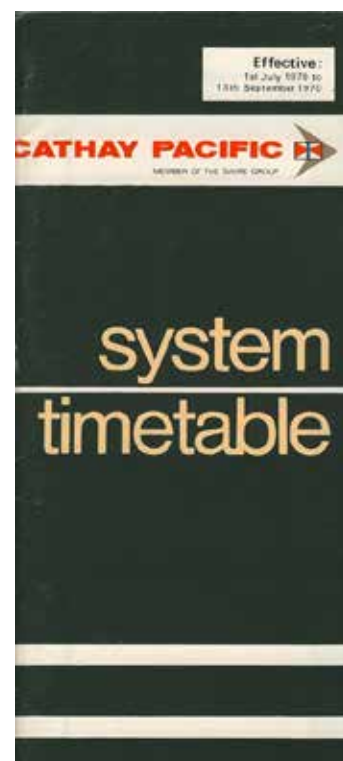
*Cathay Pacific Airways,  
August 28, 1950  
Image courtesy of  
Dacre Watson*



*Cathay Pacific Airways,  
July 16, 1959  
Image courtesy of  
Dacre Watson*



*Cathay Pacific Airways  
January 1, 1968*



*Cathay Pacific Airways,  
July 1, 1970*



with American Airlines, British Airways, Canadian Airlines and Qantas.

Another airline to begin operations in Hong Kong was Hong Kong Airways. This carrier began service in 1947, and the initial allocation of routes went in favor of Cathay, leaving Hong Kong Airways operating services primarily to China. The illustrated timetable from February 26, 1948 shows daily service to Canton and thrice-weekly service to Shanghai.

By the late 1950's, Hong Kong Airways had acquired a small fleet of Viscounts, and was operating them to Manila, Taipei, Seoul and Tokyo, having discontinued routes to the Chinese mainland. In July of 1959, Hong Kong Airways was absorbed into Cathay Pacific Airways.

A more recent airline to call Hong Kong home is Dragonair, which began operations in 1985 with a small fleet of 737s. However, the Hong Kong government was not eager to see Cathay Pacific facing additional competition, so Dragonair was denied rights to serve routes already operated by Cathay. Since Cathay was primarily focused on adding long-range services, Dragonair decided to focus on shorter routes being ignored by the larger carrier.

Many of these routes were to mainland China, and Dragonair began to develop new markets in the region. In the timetable dated March 26, 1995, Dragonair was operating to 21 cities from Hong Kong, 14 of which were in China. A320s operated most flights, although L-1011s were used to Beijing and Shanghai. (The Lockheeds would be replaced by A330's in the summer of 1995.)

A decade later, the timetable dated March 27, 2005 shows Dragonair's Airbus fleet operating to 20 cities in mainland China,

with numerous markets receiving multiple daily frequencies. In 2006, Dragonair was acquired by Cathay Pacific, although it was not merged into the larger carrier, and continues to provide regional services on behalf of Cathay from Hong Kong.

Other airlines from the Asia/Pacific region were eager to serve Hong Kong. Philippine Airlines issued a colorful regional timetable dated August 1, 1958, specifically to promote its daily Viscount service to Hong Kong (with an additional flight on Thursday.)

Civil Air Transport (CAT) was Taiwan's national carrier for a number of years after the Chinese Nationalists fled to the island. Having much in common with Hong Kong, including heritage and a distrust of the Communist government in mainland China, it's no surprise that the Taipei to Hong Kong route received the most attention. In the timetable dated May 1, 1966, 12 services were operated each way with Convair 880s and DC-6s.

With the demise of CAT in 1968, China Airlines became the predominant Taiwanese airline. The timetable dated April 26, 1970 shows China Airlines operating all of CAT's old routes, plus several additional segments. As with CAT, the route to Hong Kong enjoyed the most flights.

Japan Air Lines served Hong Kong from Japan, with some flights stopping in Taipei, and others operating without stops. The timetable from March, 1968 shows 5 departures from Hong Kong most days, with service provided by DC-8s and Convair 880s. Several of the DC-8 services continued to the Middle East and Europe, terminating in London.

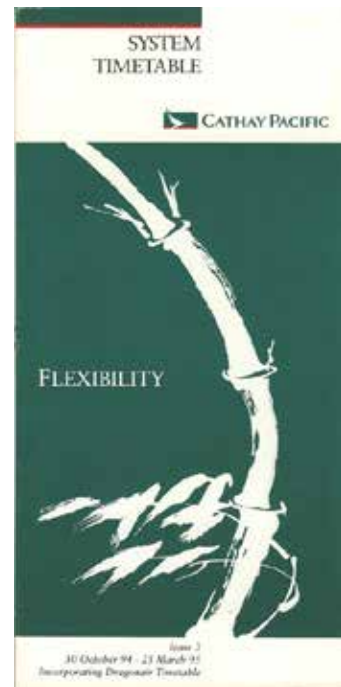
Malaysia-Singapore Airlines (MSA) was a short-lived joint venture between the governments of the two respective countries. In the August 1, 1970 timetable, MSA was operating 23 weekly



*Cathay Pacific Airways, July 1, 1970*



*Cathay Pacific Airways,  
March 29, 1987*



*Cathay Pacific Airways,  
October 30, 1994*

frequencies, with nonstops to five destinations including the heavily-traveled route to Taipei. In 1972, the carrier was split into Singapore Airlines and Malaysian Airline System, each of which continued service to Hong Kong.

From the South Pacific, Qantas operated to Hong Kong from major cities in Australia. The timetable dated October 25, 1970 shows 707 service from 5 Australian cities, plus continuing service to Japan and Europe.

Air New Zealand also provided service between Hong Kong and Australia although with far less frequent service than Qantas. The timetable dated January 1, 1968 shows 2 weekly flights between New Zealand and Hong Kong, with stops in either Brisbane or Sydney.

European Airlines also made their way around the globe to Hong Kong, often calling in the Middle East and India enroute. The Lufthansa timetable dated January 1, 1967 shows 3 weekly flights on the “Southern” route to the Far East, with continuing service to Japan.

Swissair operated a similar pattern, along the route through the Middle East and India. The timetable dated April 1, 1970 shows 4 weekly DC-8 services being operated to Hong Kong, 3 of which continued to Tokyo.

In later years, as both traffic and aircraft range increased, the stops were gradually eliminated on many routes between Europe and Hong Kong. The British Airways timetable dated October 29, 1989 shows 15 weekly operations from London, most with only a single stop and the remainder with no stop at all. The cover of this timetable depicts the airline’s 747-400, which was the type used by a number of European carriers on nonstop services to Hong Kong.

One of the more ambitious African airlines in the 1960s and 70s was East African Airways. In the timetable dated April 1, 1970, the multinational carrier of Kenya, Tanzania and Uganda was operating 2 weekly Super VC-10 flights from Nairobi to Hong Kong, calling on Karachi, Bombay and/or Bangkok along the way.

Over the years, many airlines from the United States have served Hong Kong. Pan Am’s timetable dated April 1, 1950 shows 6 weekly flights being operated. Most were operated by Stratocruisers on the Trans-Pacific portion of the journey, then “down-gauged” to DC-4s in either Tokyo or Manila before continuing to Hong Kong.

Hong Kong became an increasingly important destination for Pan Am, and was one of the stops on the “round-the-world” itineraries of Flights 1 and 2 in later years. The timetable dated April 29, 1973 shows 25 weekly services being operated on 5 routes

Northwest Airlines began service to Asia shortly after the conclusion of World War II, and changed its name to Northwest Orient Airlines as a result. But the airline was not able to offer direct service to Hong Kong for nearly 2 decades, and could only promote connecting services with other carriers through Tokyo or Taipei. In 1966, Northwest finally acquired the authority to operate Hong Kong flights, and the timetable dated October 30, 1966 shows daily service from the US which was operated via Tokyo.

TWA coveted a “round-the-world” network (similar to that of Pan Am), largely as a goal of Howard Hughes, who held a controlling



*Hong Kong Airways,  
February 26, 1948  
Image courtesy of  
Dacre Watson*



*Hong Kong Airways,  
January 1958  
Image courtesy of  
Dacre Watson*



*Hong Kong Airways, January 1958  
Image courtesy of Dacre Watson*



interest in TWA from the late 1930's into the 1960's. Although Hughes no longer had a financial interest in TWA, the carrier finally achieved that status in 1969, with the award of a new Trans-Pacific authority to complete the route. The timetable dated October 26, 1969 celebrates the new service with a tropical cover photo. Unlike Pan Am, TWA did not operate their round-the-world service as a single flight number, but changed them in Hong Kong. This service only lasted until the mid 1970's, as a result of an agreement with Pan Am whereby TWA dropped its Trans-Pacific routes, and Pan Am reciprocated by eliminating service in certain European markets.

While probably unthinkable only a few years earlier, on July 3, 1979, Braniff International Airways inaugurated service to Hong Kong via Honolulu and Guam utilizing 747's. The timetable dated July 1, 1979 shows the carrier's aggressive international expansion, which had previously been concentrated on European services. Unfortunately, this resulted in the carrier flying mostly-empty 747's on long hauls, culminating in bankruptcy less than 3 years later.

In 1983, United Airlines began Trans-Pacific service, first operating to Tokyo, followed by new daily service to Hong Kong. The timetable dated April 24, 1983 promotes the new Hong Kong service, which became effective on May 28, 1983. United's presence in the Asia/Pacific region was greatly increased several years later with the purchase of Pan Am's Pacific division.

Delta Air Lines inaugurated service to Hong Kong on May 15, 1991, as promoted on the May 1, 1991 timetable. This service was operated three times weekly, utilizing L-1011-500's, which

required a stop in Anchorage on the way to Los Angeles. MD-11s were later put on the route, allowing nonstop flights, but the route was dropped altogether before the end of 1995.

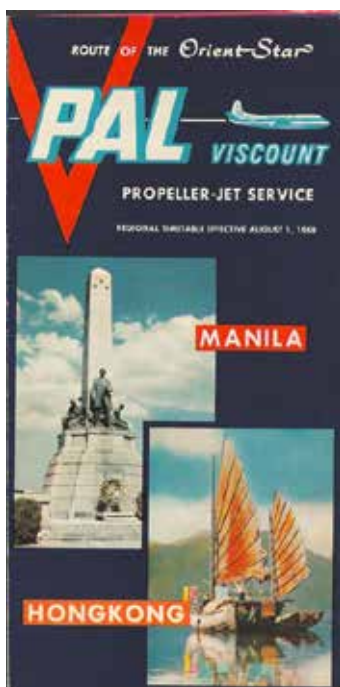
In Canada, government-owned Air Canada generally received authority to serve the most lucrative routes to Northern Europe and the Caribbean leaving Canadian Pacific Airlines to look for profitable routes in areas that were seen as less desirable; Southern Europe, Latin America and the Pacific. In the timetable dated April 28, 1963, the carrier was operating as many as 3 weekly DC-8 services to Hong Kong from Vancouver, by way of Tokyo.

After spending over 100 years as a British Crown Colony, Hong Kong is now a Special Administrative Region of the People's Republic of China, and has become one of the most coveted cities for airline service in Asia, if not the entire world. A new facility has been built to replace the heavily congested Kai Tak Airport, and now Hong Kong boasts one of the 10 busiest airports in the world.

Corrections to previous article, courtesy of George Cearley:

The Braniff/Eastern interchange service between Denver and Atlanta was actually inaugurated on December 1, 1951. During the mid-1960's, the western terminus was Amarillo, before being changed back to Denver.

Prior to Braniff operating the change-of-gauge service between Atlanta and Honolulu, they did offer 707 through plane service, as either nonstops or with a stop in Dallas.



*Philippine Air Lines,  
August 1, 1958*



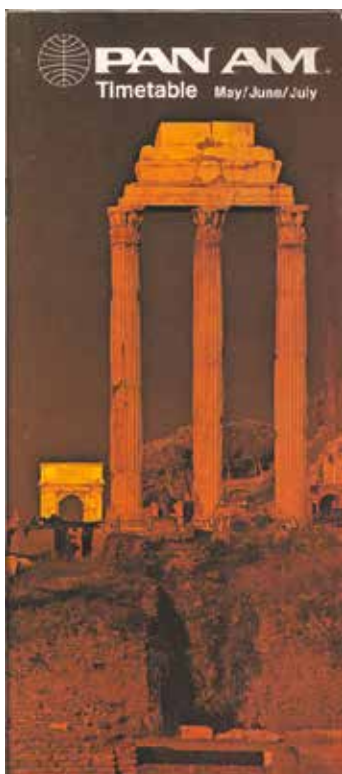
*Civil Air Transport,  
May 1, 1966*



*China Airlines,  
April 26, 1970*



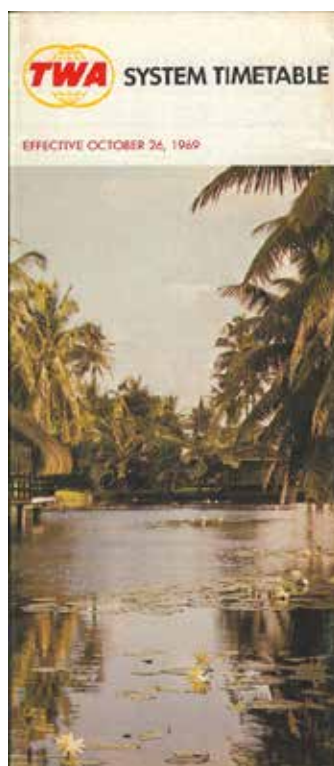
*Japan Air Lines,  
March 1968*



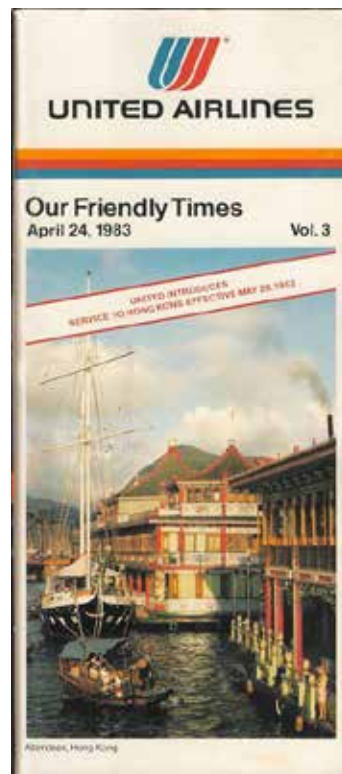
*Pan Am, April 29, 1973*

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*TWA Trans World Airlines,  
October 26, 1969*



*United Airlines,  
April 24, 1983*



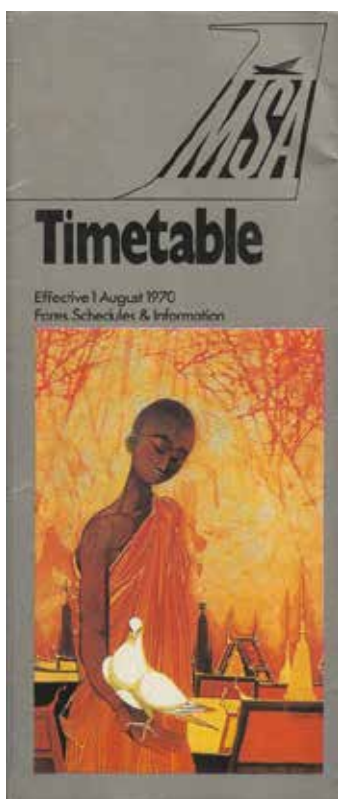
*Canadian Pacific*  
AIRLINES

ADVANCE  
INTERNATIONAL  
SCHEDULES



TO BE PUBLISHED IN SYSTEM  
TIMETABLE EFFECTIVE APRIL 28, 1963

*Canadian Pacific,  
April 28, 1963*



MSA,  
August 1, 1970



*Air New Zealand,  
January 1, 1968*



*Delta Air Lines,  
May 1, 1991*





*Qantas,  
October 25, 1970*



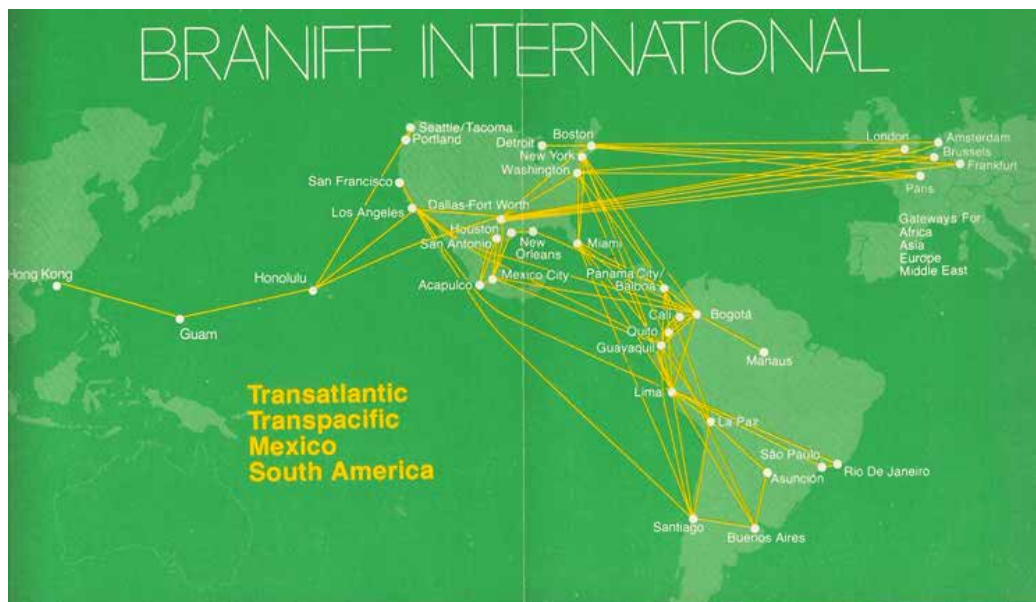
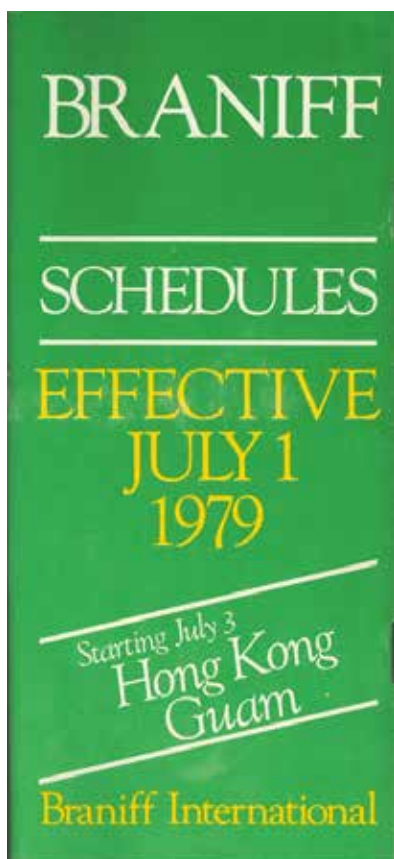
*Pan Am,  
April 1, 1950*



*Dragonair,  
March 26, 1995.*



*Dragonair,  
March 27, 2005.*



*Braniff International, July 1, 1979*

# Ticket Jackets

Cathay Pacific - Successful Trader on a World Stage

By Tom Doak-Dunelly • eaglesteadlanding@cablerocket.com

From one decrepit World War II surplus DC-3 to a 146 strong fleet of state-of-the art aircraft including the Boeing 747-8 Freighter, Cathay Pacific (CX) has demonstrated the drive, resiliency and acumen for commerce that epitomizes both Hong Kong and the trading families and companies which built the city into a global business powerhouse.

When the founders chose the name, the “Cathay” portion already had pivotal meaning. According to Oxford, “Cathay” is the name by which China was known to Europeans in medieval times. Of the early European travelers to China, Marco Polo is the best known through the documentation of his twenty-four years of travels across the “Silk Road” (1271-1295) including his time spent in the service of Kublai Khan. The connection of the carrier to Marco Polo is a strong one.

Through its history, its Business Class has been named for Marco Polo as have its premium lounges. Today, its frequent flyer program bears his name. The connection appears on many examples of CX Ticket Jackets; the best of which I’ve observed is in Figure 1. This design (Code: CX 7911) features the golden tablet presented by the Great Khan to Polo’s elders Maffeo and Niccolo Polo on a trip in the 1260’s which predated Marco Polo’s documented exploits. The inscription on the tablet aimed to ensure they received every assistance on their travels in his service on their three year journey back home to make contact with the Pope on his behalf.

Figure 2 presents the rear cover of this same jacket with their passenger-friendly simplification of history emphasizing VIP status and implying rich overtones of adventure to be enjoyed in modern comfort.

The first routes in the late 1940’s were regional, logical and represented an air bridge over the ocean shipping routes which Hong Kong thrived on. Manila, Bangkok, Singapore featured prominently. Ad-hoc charters and cargo operations supplemented regular passenger service and formed a foundation for its role today as one of the leading air cargo carriers in the world and Hong Kong as a cargo hub. Regulatory requirements for local ownership saw Butterfield & Swire’s China Navigation Company and John Swire & Sons take the lead equity position and The Swire Group of Companies would feature prominently in the decades to come. Competition was a given with the formation of rival Hong Kong Airways involving noted trading house Jardine Matheson and its BOAC connections.

Turning into the 1950’s saw the closing of connection to the “west” with the formation of the People’s Republic of China. Routes and growth were impacted by the spread of communism in Asia and in self-determination movements in former colonial entities. The beginnings of a “Southern Silk Road” connection were made westward to India.

Competitor Hong Kong Airways established itself as a rival proper with routes to Seoul and Tokyo in the aftermath of the Korean War – a time when Japan’s trade capacity in particular was on a steep rebuilding path. The end of the 50’s though saw the merger of the carriers into Cathay Pacific Holdings and the opening of the extended Runway 13/31 at Kai Tak Airport (noted for its famous “Checkerboard” approach). This allowed transcontinental aircraft such as the Bristol Britannia to operate.

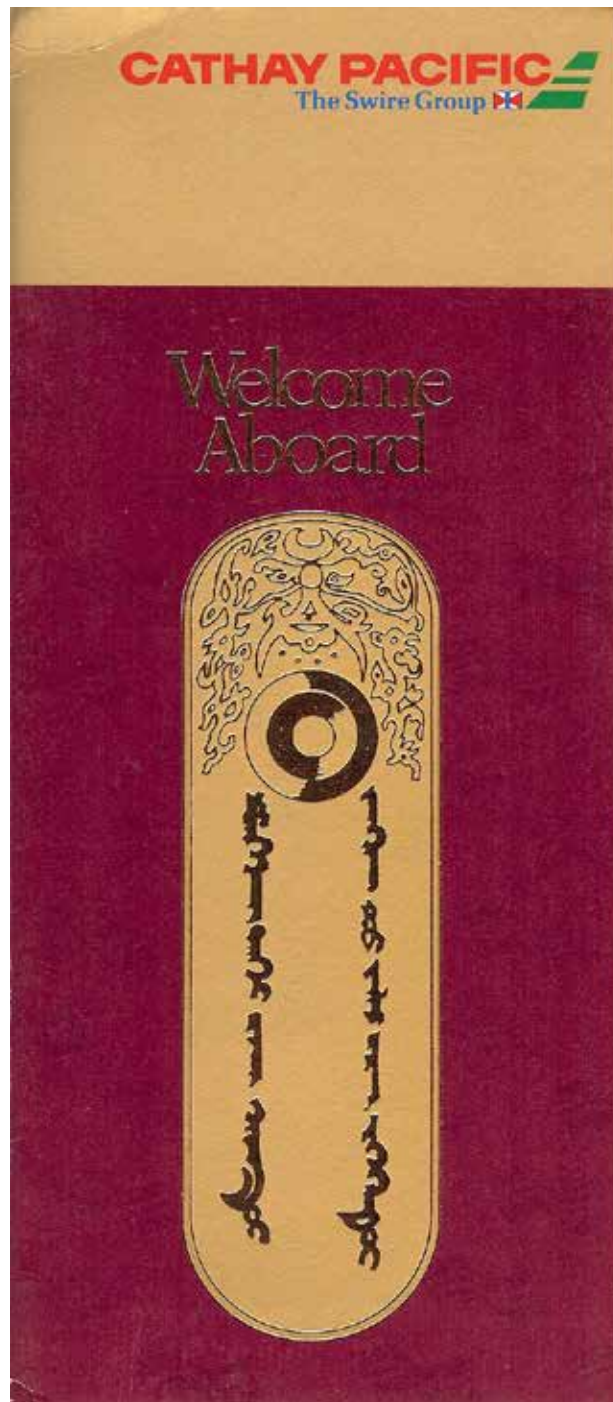


Fig. 1



With the 1960's came a steep growth curve, with CX's web-history noting 20% annual growth rates though still a regional focus prevailing. The Vietnam War figured prominently with transiting cargo volumes as well. Maintenance affiliate HAECO also began to handle significant volumes of business from growing carriers in the region laying its foundation to become a world leader.

Turning into the 1970's, Figure 3 presents a 1973 jacket design (CX 7912 7-73) which on the rear illustrates the Route Map (Figure 4) in which the expanded Japanese destinations are notable. In the 70's, the carrier took a major step forward in long-range capacity with their purchase of a package of second-hand Boeing 707's which, amongst other activities, built out the Australian routes. Figure 5 presents an example of the carrier's Seat Back Welcome Package.

As Hong Kong cemented itself as not only a trading hub but as a financial centre for Asia, it was inevitable with the connection to Britain that the time would come to complete building the CX version of the Silk Road – first into the Persian Gulf and then to London after navigating the regulatory and competitor hurdles of BOAC and BCal. With London ultimately came the Boeing 747-200 and the beginning of a long history extending to the 747-8 freighter today. The completion of the modern day Silk Road is illustrated in Figure 6 with this interior jacket content from the 1980's. The 1980's also saw the return to Chinese destinations.

Besides the business traveler, the airline has heavily marketed to the tourist with a specific focus on the 48-72 hour stopover visit for guests in which they could get a taste of China wrapped first in a comfortable British "safety net" and now as a gateway to China proper. Who in the reading audience hasn't experienced the 5 minute visit to the authentic goldsmith followed by the 25 minutes of awkward standing around in the jewelry showroom until the tour bus was made available to be re-boarded? Welcome to a Hong Kong package tour! Figure 7 presents an example of an Exchange Order Ticket from 1991 with the coupons used to cover accommodations, tours and transfers as opposed to flights.

With the 1990's and the impending transfer of Hong Kong back to Chinese authority came a major update in livery employing the "Brushwing" calligraphic style logo illustrating a bird in flight

(Figure 8). This was a "customer facing" move to position itself for success post the British exit and built on quieter moves involving the path to "interlocking" ownership interests with Chinese entities to have a seat at the "main table" in the Chinese airline sector and the settling of the rivalry with upstart Dragonair to reposition its energy to building out China routes.

Nearly 70 years after its formation, Cathay Pacific has emerged from humble beginnings to being a successful trader on the world stage. Quoting from R.E.G. Davies classic treatise "Airlines of Asia since 1920" who in turn quoted from "Syd's Pirates" by Charlie Eather, that beginning was "an oil-stained, unsalubrious, deceptively-camouflaged scow of a DC-3 of questionable antecedents and dubious age" known as Betsy. As Figure 9 illustrates in this 2004 jacket example, Cathay Pacific not only operates a First Class cabin, it is a first class carrier in every respect. As a founder of the Oneworld global alliance, a winner of the 2014 Skytrax World Airline Award and countless other awards, CX has navigated the downturns in the aftermath of war, terrorism and pandemic as well as massive political change and countless typhoons to emerge as one of the best carriers in the world.

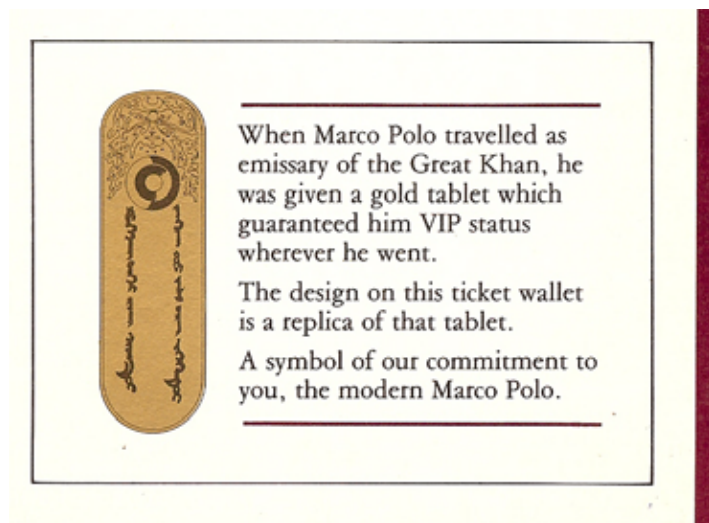


Fig. 2



Fig. 3

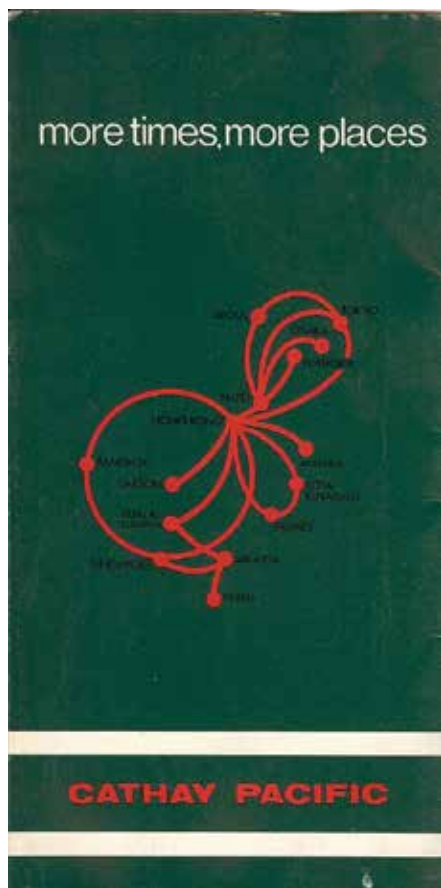


Fig. 4



Fig. 6

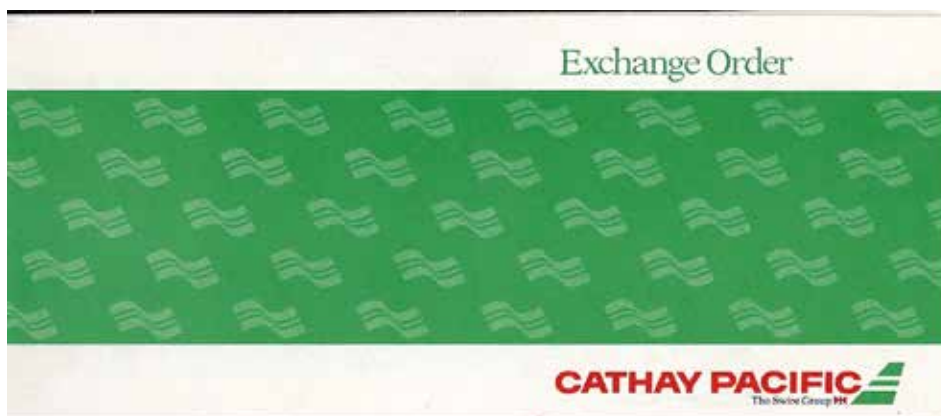


Fig. 7

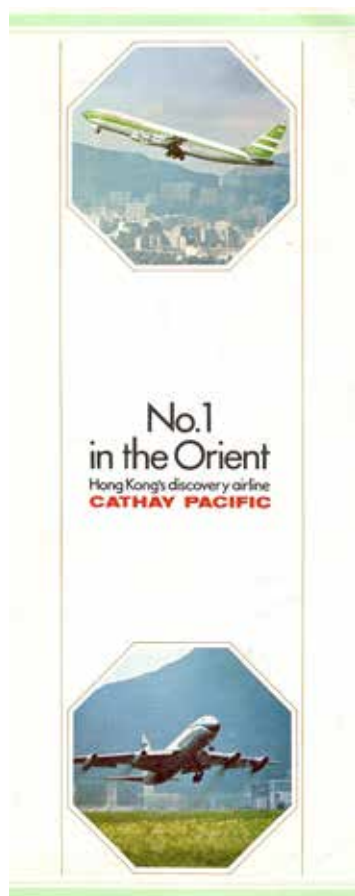


Fig. 5



Fig. 8



Fig. 9



# Aircraft Models

## Cathay Pacific L-1011s

By Ken Miller • ozmiller@sbcglobal.net

I do not have a Cathay Pacific model built or one in progress. I do find the L-1011 paint scheme beautiful, and building a model is on my to do list though pretty far down the list. In 1996 friends and I took our first trip to Tucson and saw a former Cathay Pacific L-1011 in the process of being scrapped. Seeing that plane sparked my interest in sometime building a Cathay Pacific L-1011.

Cathay Pacific wanted to expand their capacity in the early 1970's and like many airlines realized that wide body jets were the way to do it because of limited landing slots. The 747 was too large so originally the airline board of directors chose the DC-10. The British government wanted to help ailing Rolls Royce and asked the airline to reconsider and continue meeting with Lockheed. Cathay and Lockheed agreed on a sale in March 1974 with the airline ordering two TriStars. The TriStar was a great aircraft for Cathay Pacific as the airline operated a total of 20 aircraft until the type was retired in April 1996. Cathay only bought the first two TriStars new and purchased thirteen former Eastern planes, two from liquidators of Court Line Aviation, two from Guinness Peat Aviation, and another purchased from British Airways. One of the twenty aircraft was sold to Gulf Air in 1980. In January 1994 nineteen TriStars were flying with Cathay, although two were leased to Dragonair. Cathay Pacific was the largest non-US operator of the L-1011.

Kitwise there are two L-1011 models that I know of which come with Cathay Pacific decals. Hasegawa released their 1/200 scale L-1011 in Cathay marking and Airfix has released their 1/144 scale kit with TWA boxart also with Cathay decals. The Hasegawa kit gets good reviews while the Airfix just so-so. However, the photos on this page are of a completed model from an Airfix kit by Sascha Kaiser, and I find it stunning. Sascha's model proves that one can build a beautiful model using the Airfix kit.

As I mentioned, seeing and photographing a scrapped L-1011 sparked my interest in Cathay Pacific airlines. That L-1011 was VR-HOC. David Riley has an excellent webpage devoted to the individual histories of all the Cathay Pacific L-1011's. (<http://asianaviationphotography.com/>) VR-HOC was first delivered to Eastern Airlines on September 1, 1973. Cathay purchased the plane from Eastern on April 20th 1987. The plane arrived in Hong Kong in "poor condition", repainted, corrosion repaired, the cabin refurbished including adding large overhead luggage

bins, and entered service July 1, 1987. Cathay retired the plane on December 5, 1995 by which time it had completed 13,369 hours and 6816 cycles. The aircraft was ferried to Marana, sold to Airfleet Credit Corporation, then to Venada Aviation on July 31, 1995. The aircraft was subsequently parted out for spares.

In sum, Cathay Pacific is another beautiful airline, and I do hope to eventually build one of these Cathay L-1011 models.



*Airfix L-1011 Model by Sascha Kaiser*



*Airfix L-1011 Model by Sascha Kaiser*



*Hasegawa 1/200 Scale L-1011 kit.*



*Airfix 1/144 scale L-1011 kit.*



*Cathay Pacific L-1011 VR-HOC. Photograph by Ian Abbott*



# Playing Cards

## Playing Cards from Cathay Pacific Airways

By Fred Chan • topflite@olympus.net

Cathay Pacific has long been one of the advanced air carriers in Asia and has also been recognized for its excellent passenger service, including the distribution of many items for inflight entertainment.

A very large number (53) of different designs for playing cards have been issued over the years. The designs fall into three general categories: name and logo as shown in Figures 1 & 2, images of its aircraft (Figures 3, 4 & 5), and Oriental scenes (Figures 6 & 7). More recently, it has used cartoon figures (Figure 8), probably in an effort to entertain its younger passengers.

Cathay Pacific has always been very generous in providing playing cards for passengers as well as in response to mail requests from collectors, so most of its decks are readily available, except for the Lockheed L-1011 decks shown in Figures 3 & 4. For some unknown reason, these two decks are very difficult to find. The deck showing the L-1011 in flight exists in only two collections and the one with on the tarmac is known to be in only one collection. Dragonair, an associated carrier, has also followed similar institutional playing card designs as shown in the examples in Figures 9 & 10.



Fig. 1



Fig. 2



Fig. 3



Fig. 4



Fig. 5



Fig. 6



Fig. 7



Fig. 8



Fig. 9



Fig. 10

# Junior Wings

Cathay Pacific

By Lane Kranz • [lanekranz@msn.com](mailto:lanekranz@msn.com)

Year after year, Cathay Pacific is consistently ranked among the World's Best Airlines. Their service and product are legendary. They have achieved one of the most difficult metrics among large airlines — consistency. Founded in 1946, Cathay has grown from a small regional airline to a global brand. Their HKG headquarters and hub is well designed and well positioned for future success.

Cathay Pacific has issued numerous Junior Wings over the years, including a few rare and hard to find wings. Cathay uses the "Young Discoverers Club" designation on most of their junior wings issued in the past 40 years.



*Cathay Pacific metal junior wing CPX-04.*

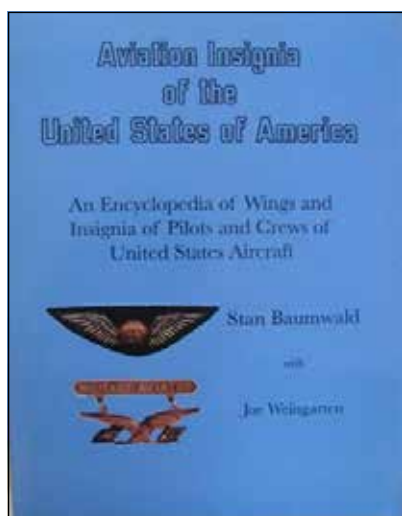


*A plastic wing similar to the Kellogg's Cereal Box Wings and believed to represent Cathay Pacific (undesignated).*



ATL is my home town and I will have 2 tables at *Airliners International 2015*. Please stop by and say hello!

*Pictured Above: Cathay Pacific metal junior wings, CPX-01, CPX-02, CPX-03.* Keep on Collecting! Lane



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# Wings

## Cathay Pacific Airways Ltd. Wings

By Charlie Dolan • wingcobda@yahoo.com

As an east coast resident, I have not had the opportunity to see at close range, let alone deal with any Cathay Pacific aircraft or crews. I do know that the company was very accommodating when I requested a set of wings and cap badge in the early 1980s.

I have heard very good things about their service, and a co-worker who flew on Dragonair, the wholly owned subsidiary, was very happy with her family's experience.

The insignia which I am featuring are three early examples of CPA wings and the set which was sent to me featuring the "house flag" of the Swire Group.

The Dragonair insignia are quite detailed and colorful to say the least. The pilot wings are unique in that they are very small, spanning 2 ¼ inches from tip to tip and having a height of only 3/8 of an inch at the center point.

With the loss of my good friend, Ken Taylor, I will take a page from Dick Koran's "Wings and Things" column and turn to the members for a "Help, help" request. I misplaced a letter from the company which sent me the wing and cap badge shown in the last image. (One of these days I will place a label on the back of the insignia) As a result, I cannot identify this carrier. I'm fairly certain the insignia came from the UK, but I cannot be positive. Any clues will be greatly appreciated.

Karen and I are looking forward to the AI 2015 convention in Atlanta. See you there.

### *Cathay Pacific • CX • CPA • 1946 – present*

The first three insignia are of an early style, which are of heavy gold bullion thread on dark blue material. The insignia without "wings" might be that of the flight attendant. This insignia is on a black backing material. Each of these wings is sewn to a brass backing plate, which holds a pin used to attach the insignia to the uniform.



### *Later style insignia*

The wing is of gold color metal with diagonal scoring in the wing area. The center square is of black, red, white and blue enamel which form the Swire Group "house flag".

The wing is attached to the uniform by a long split pin which passes through two lugs. There is no hallmark.

The cap badge is of heavy gold bullion thread on padded black fabric. The Swire Group flag is composed of white, red and blue thread. The badge is sewn on to the cap.



### *Dragonair • KA • HAD*

*1985 – present  
(Hong Kong Dragon Airlines, Ltd.)*

The wing insignia is quite small and is made of highly polished gold color metal. The center of the wing is of orange / red paint behind the dragon design.



The wing attaches to the uniform with a split pin which passes through two lugs. There is no hallmark

The cap badge is made of gold bullion thread on grey fabric. There is orange fabric in the center of the badge which has the design of the dragon. Black thread is used to represent the dragon's eye. This badge is sewn to the cap.

Help requested.

The final image is from a carrier which I contacted in the mid-1990s. Over twenty years and three moves, I have lost the correspondence and also the memory of which carrier sent me the items. They are from the UK, I am pretty sure and are of heavy silver bullion thread on black fabric backing.

Any help in retrieving the name will be greatly appreciated.



# Flying Stamps

Cathay Pacific Airways

By Jim Edwards •

Hong Kong issued a series in 1984 to honor aviation in Hong Kong. The first day cover and stamp feature a Cathay Pacific Airway Boeing 747.



Cathay Pacific Boeing 747 at Frankfurt.



Cathay Pacific Airbus 340 at Vancouver

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# Cocktail Time

Cathay Pacific Swizzle Sticks

By Al Tasca • [altasca@bellsouth.net](mailto:altasca@bellsouth.net)



This 6" stick is flat with a cutout logo top and a disc bottom. The raised lettering and logo are on one side only. Colors that I have are dark blue with silver name and logo, chocolate with gold writing and logo and maroon with gold writing and logo.



This stick is also 6" with a cutout top and a disc bottom. The raised writing, but no logo, is on both sides and is the same color as the stick. Color that I have is medium green.



This stick is identical to the one in Fig. 2 but has the raised writing only on one side and also has the logo. Color that I have is a royal blue.



This stick is 5 1/4" long and is also flat and with a cutout top. The flat shank with raised writing on both sides, is also thinner than the previous ones shown. The logo is also different than the previous ones shown, and I don't know which is the earlier one. The bottom is square with the letters TOSYO on both sides. Colors that I have are in dark green and in white.



This stick is identical to the ones in the previous figure but is 6" long, and has an even thinner shank with the raised writing on both sides and the square bottom. Colors that I have are yellow, gold and chartreuse.



This two sided stick is 6" long with a round shank and a contoured heart logo and a bubble end. The raised Cathay Pacific is on both sides in very small writing just below the heart. Color that I have is clear.

# Airline Mini Models

The Boeing 747

By George Shannon • [Geraho@aol.com](mailto:Geraho@aol.com)

This time we are looking into Boeing aircraft mini-models. There have not been many examples made that I am aware of.

First we start with a Pan American B707 with a stand. It's made of hard plastic, gray in color, 2-1/2" long and has a wing span of 2-3/8". Not sure if it was airline issued or not. I don't think so.

Next is a blank un-marked B707 with a hole for a stand made of soft plastic and gray in color, 3-1/8" long and has a wing span of 3".

Then we come to a strange one a Braniff International Airways B707 or is it a Convair 880? Some say "yes" then others say "no". I'm saying this is a B707 since Braniff never flew the Convair 880. The Braniff aircraft is made of hard plastic and gray in color, 2-5/8" long and with a wing span of 2-3/8".

Finally we have the only B727 mini model to be made, the Alaska Airlines B727. It's made of soft plastic and white in color, 3" long, a wing span of 2-1/8", and their famous Eskimo face logo on the tail.



That's all for this article. My next issue will cover the Douglas DC-8. There are a lot of mini models out there so it should be a great article.

Also starting in future articles, I will start a master list of all known models with their colors, type of aircraft, airline and any other markings. So I'm asking you fellow collectors to send me your list of planes so I can put together a complete list of all the mini models out there.

Until next time,  
Take care and happy collecting,  
George Shannon

# Dining Service

Cathay Pacific Airways

By Dick Wallin • [rwallin@aol.com](mailto:rwallin@aol.com)

Cathay Pacific is renowned for their excellent flight service. The airline has used a variety of china patterns over the years with most of them made by Noritake.



From the late 1990s, this double swirl pattern has markings in red.



This is a 1980s pattern with gold spires and rim.



From the early 2000s, this pattern features muted light gray markings.



This is a Business Class pattern from the 1980s. The First Class counterpart has the same markings in an off-white color.



Believed to be from Business Class, this pattern has irregular markings in a very light blue. From around 2000?

Enjoy!



# Dining Service

By Dick Wallin • [rwallin@aol.com](mailto:rwallin@aol.com)

*Editor's Note - Dick's article from our Winter 2015, Captain's Log 39-4, was omitted in error from the final publication. Our apologies!*

For this article, we're focusing on airlines with a major presence in Atlanta. Delta Air Lines and Eastern Air Lines come to mind when you think of 'ATL'. Here are a few examples of dining ware from these carriers.



[1] This very rare "Flying D" logo Delta dish was produced by the Inca Ware division of Shenango China Co. The color is light tan; this style was often referred to as a "dog dish" by flight attendants.



[2] Delta called this their "Dogwood" pattern. The leaves are a medium gray color. The pattern is heavyweight and made by Mayer China Co in the 1980's.



[3] Delta's "Signature" pattern, a 1990s heavyweight design.



[4] Although similar to the so-called "Widget" pattern, this cup and saucer comes from Delta's Crown Room Club in Seoul, Korea. Note that the cup is left-handed. Delta personnel in Atlanta HQ say this was an unauthorized pattern ordered by the Seoul CRC manager about 2005.



[5] These pieces were used by Delta for their Asia service. Made in Japan by unknown manufacturer. Early 2000's.



[6] This Delta cup and saucer with gold markings was a collaboration with Dream Vacations, apparently about 2005.



[7] Here is an early 1950's example of an Eastern meal setting and tray. Mostly light yellow plastic, but the flatware is silverplate and the large glass dish in the center is light green with Eastern's Skyhawk logo embossed in the center. Courtesy of Dan Uscian.

# UPCOMING AIRLINE COLLECTIBLE SHOWS!!

The World Airline Historical Society is not responsible for the accuracy of the following show listings.

See WAHSONline.com for a complete show listing.

Always check with the individual show promoter to ensure the event is still scheduled as stated before making your travel plans.

Please send your show listing to WorldAirSociety@aol.com or to WAHS headquarters.

## PARIS AIRLINERS SHOW 2015

Saturday, June 6, 2015. Marriott CDG Airport Hotel, 5 allée du Verger, 95700 Roissy-en-France. Show hours : 9am until 6pm. Free car park and shuttle from CDG. Admission : 5 €. Display table : 25 €. Special hotel rates. For more information, contact Emmanuel Frochewajg, 114 rue de Bellevue, 92700 Colombes, France. Email : frochewajg@aol.com. <http://manupostcards.weebly.com/>

## AIRLINERS INTERNATIONAL 2015 ATLANTA

Thursday, Friday, Saturday, June 18 - 20, 2015. Delta Flight Museum, Atlanta Hartsfield-Jackson International Airport, Atlanta, GA. Special show hotel rates available at the Renaissance Concourse Atlanta Airport Hotel for \$84/night. For full information, please see our website [www.AI2015ATL.com](http://www.AI2015ATL.com) or via email at [registration@ai2015atl.com](mailto:registration@ai2015atl.com). Airlines International 2015 ATL LLC, P.O. Box 747, Ocoee FL 34761. Registration questions? Bill Demarest @ +1.407.496-9668.

## LONG BEACH / LOS ANGELES AIRLINER EXPO

The Los Angeles Airliner Expo has moved to Long Beach! Saturday, August 15, 2015. Long Beach, CA. Holiday Inn-Long Beach Airport, 2640 Lakewood Blvd., Long Beach CA 90815. Show Hours: 9:00am until 3:00pm. For special hotel rates, call the Holiday Inn at +1.562.597.4401 and mention the LAX Airliner Expo Rate. Free shuttle to/from LGB. Free parking at the hotel. For additional information, contact Dave Cherkis +1.702.360.3615 or Marshall Pumphrey +1.562.987.1904. <http://www.laxairlinerexpo.com>.

## CLEVELAND AIRLINE COLLECTIBLE SHOW

Saturday, August 22, 2015. Sheraton Cleveland-Hopkins Airport Hotel (site of AI 2013). 5300 Riverside Drive. Cleveland, Ohio 44135. Show hours: 9am until 3pm. For additional information, please contact: Bob Palermo. Phone: 216-551-4549, Email: [rpalermo@msn.com](mailto:rpalermo@msn.com).

## TORONTO AVIATION & AIRLINE COLLECTIBLES SHOW

Sunday, October 4, 2015. Hilton Garden Inn, 3311 Caroga Avenue, Mississauga, Ontario. It is less than 15 minutes from YYZ. For more show information, including table availability, please contact Steve Emmins via email at [aitor@sympatico.ca](mailto:aitor@sympatico.ca).

## MINNEAPOLIS AIRLINE SHOW SALE & GET TOGETHER

Saturday, October 10, 2015. Best Western Plus Hotel, 1901 Killebrew Drive, Bloomington, Mn, Phone: 952-854-8200. For more information, please contact Bill Rosenbloom, 612-386-5080 or via email at [bill@airlineposters.com](mailto:bill@airlineposters.com).

## 24th ANNUAL HOUSTON AIRLINE COLLECTIBLES SHOW \*\*\*\*\* NOTE THE NEW DATE \*\*\*\*\*

Saturday, October 31, 2015. 1940 Air Terminal Museum @ Houston Hobby Airport (8325 Travelair Street, Houston TX 77061). Show Hours: 9am until 3pm. Ramp tours. For more information, please contact Duane Young, [jetduane@att.net](mailto:jetduane@att.net) or phone +1 (504) 458- 7106.

## AVIATION WEEKEND FRANKFURT

Saturday and Sunday, November 7-8, 9:30 - 17:30 each day. Turnhalle Frankfurt-Schwanheim, 10 minutes from Frankfurt Airport, Saarbrucker Strasse 4, 60529 Frankfurt, Germany. [www.aviation-weekend.com](http://www.aviation-weekend.com). This year's show is dedicated to the memory of Lothar Grim.

## LONG BEACH / LOS ANGELES AIRLINER EXPO

The Los Angeles Airliner Expo has moved to Long Beach! Saturday, January 9, 2016. Long Beach, CA. Holiday Inn-Long Beach Airport, 2640 Lakewood Blvd., Long Beach CA 90815. Show Hours: 9:00am until 3:00pm. For special hotel rates, call the Holiday Inn at +1.562.597.4401 and mention the LAX Airliner Expo Rate. Free shuttle to/from LGB. Free parking at the hotel. For additional information, contact Dave Cherkis +1.702.360.3615 or Marshall Pumphrey +1.562.987.1904. <http://www.laxairlinerexpo.com>.

## AIRLINERS INTERNATIONAL 2016

New Orleans, LA – July 20-24, 2016 – Hilton New Orleans Airport Hotel More information will be available at AI 2015 in Atlanta.

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



Cathay Pacific Lockheed 188A, MSN 1002, VR-HFN at Tokyo Haneda, May 1961.  
Photograph by Mel Lawrence via Joe Fernandez Collection.



Cathay Pacific Boeing 747-267B, MSN 21966, B-HIA, at Hong Kong Kai Tak Airport, November 1997.  
Photograph via Joe Fernandez Collection.



Cathay Pacific Convair 880-22-M, MSN 22-7-8-60, VR-HGG, at Miami, 1971.  
Photograph courtesy of Bruce Drum/AirlinersGallery.com



Cathay Pacific Airways Douglas DC6-B, VR-HFK, at Tokyo Haneda, early 1960s.  
Photograph by Mel Lawrence from Aviation Photography of Miami Files via Bryan Petit Collection.

