



The Captain's Log

The Journal Of The World Airline Historical Society, Inc.

Winter 2006 - Issue 31-3



Air-India Boeing 747-212B VT-ENQ September 1992

Photograph From www.air72.com Collection

India And Her Airlines





*Blue Dart Aviation Boeing 737-25C (F) VT-BDH ~ Photograph by Jeff Johnson ~ Miami 2003
Photographs via the www.air72.com Collection
Indian Airlines Boeing 737-2A8*



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Indian Airlines Viscount VT-DIG. Photograph via Dacre Watson

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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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From The Flight Deck

Welcome Aboard!

This is the time of year to reflect on the past, and look to the future. We all should give thanks for the personal relationships that have blossomed due to the World Airline Historical Society.

We are now implementing our new "Jump Seat Member" program to attract younger members into our Society. Hopefully this will be one way to get them interested in what we do, and better yet, hooked on collecting! More information on the program is in this issue of the *Captains Log*.

I encourage all of you to take a look at our website www.wahsonline.com as soon as you put this issue down. Our "Show Info" section has been expanded and now includes all known shows coming up WORLDWIDE. We have also expanded our "Sales" section to include a shirt and jacket with the official Society Logo. Order yours today by contacting our Vice-President, Mr. Craig Morris, at cmorris@softcom.net. The sales proceeds of all the items listed, will help the Society and keep our Treasurer from going off the deep end of the ledger!

I wish each of you the best Holiday Season ever. May all your flights arrive early, and may you be with the ones you love during this special time of year!

MAY ALL YOUR FLIGHTS BE AT ALTITUDE AND ON TIME !

Duane L. Young

WAHS Board of Director Elections

It is already time to begin thinking about the 2007 to 2010 term of office for part of the WAHS leadership team. This spring's election will determine: the secretary, the treasurer, and two non-officer Board members. Each will serve a three-year term. All positions **require** attendance at three board meetings (one during AI and two others held in conjunction with regional shows).

Have you considered serving WAHS as part of the leadership team? It is another great way to get involved and help chart the future of our Society! If you would like to run for one of the four offices, we need to have your commitment by April 22. Please contact via email William Demarest, Secretary (Editor@WASHOnline.com) or Duane Young, President (President@WAHSONline.com). You can also mail your intent to the WAHS office in Florida. We need your response no later than April 22, 2007. The ballot will be included in the Spring issue of The LOG, with the winners announced at AI 2007 in Kansas City.

Flying Ahead....With The Log

Issue 31-4 ~ The Lockheed Constellation
Issue 32-1 ~ The EL AL Story
Issue 32-2 ~ The Douglas DC-10
Issue 32-3 ~ United Airlines



India And Her Airlines

By Joop Gerritsma

Captain's Log Feature Editor ~ f27f28@hotmail.com

One would think that the first official government airmail flight in the world did take place in North America or Western Europe. Not so! It took place in India. On February 18, 1911 the French flyer Henri Piquet carried mail six miles from the grounds of the United Provinces Exhibition to Naini Junction in his Humber biplane. The flight took 13 minutes.



India Boeing 707-337C at London Heathrow, 1968 (Joop Gerritsma)

Yes, in 1911, just over seven years after Orville Wright made the first heavier-than-air powered flight in history and nearly three years before Tony Jannus flew the world's first scheduled passenger service between St. Petersburg and Tampa in Florida. (India is only one part of the former British India. The other parts are Pakistan, Bangladesh and Myanmar [Burma].

British India with its large population seemed ideal for air transport. It measured nearly 1.8 million square miles, about half the size of the United States. In a straight line from north to south it was 2,000 miles and some 3,000 miles across from the northwest to the southeast. The main cities were separated by hundreds of miles. But already in the 1920s railways connected the major cities and there was no major airline activity in the decade. The Royal Air Force flew a mail service in 1920. It connected with the mail ships in Karachi (Pakistan) and expedited the mail to the important commercial city of Bombay (Mumbai, India), but it lasted only six weeks, from Jan. 24 to March 9. On April 6, 1929 Imperial Airways inaugurated service from London to Karachi. The Dutch airline KLM made several route proving flights via India in 1928-29 on the way to Batavia in the Dutch East

Indies (now Jakarta, Indonesia). Scheduled bi-weekly service began on Sept. 25, 1930, but India was just a rest and refueling stop. In December 1929 Imperial Airways extended its weekly London Karachi service to Jodhpur and Delhi (both in present India) under charter to the government's Indian State Air Service. In 1931 the latter ordered three Avro Tens (Fokker F.VIIb trimotors built in England) for a service between Karachi and Calcutta, but nothing came of it. One Avro was transferred to the use of the Viceroy and the others were sold to the Egyptian Air Force. The Imperial Airways contract for the Karachi - Jodhpur - Delhi service ended on Dec. 29, 1931. It was continued until July 5, 1933 by the Delhi Flying Club with a two-seat de Havilland Gipsy Moth. In that time the club operated 153 of the 158 scheduled flights on the 700-mile route. It carried 15,641 pounds of mail and eight passengers a total distance of 108,720 miles.

On Oct. 15, 1932 the large trading firm of Tata Sons in Bombay began flying from Karachi to Madras (on the south-east coast) via Ahmadabad, Bombay and Bellary. Flown by a single-engine three-seat de Havilland Puss Moth, the service connected with Imperial Airways at Karachi. This

is considered the beginning of commercial air transport in India. Bellary was replaced by Hyderabad in January 1935 to collect an annual subsidy of 20,000 rupies from the local ruler, the Nijam of Hyderabad. The service continued until the outbreak of the war. In 1937 10 WACO YQC-6 four-seaters were added and on Christmas Day the



D.H.86 of Tata Sons of Bombay. (Studio Favourite, Bombay).

route was extended to Colombo, Ceylon (now Sri Lanka). The aviation department of Tata Sons became Tata Air Lines in 1937 and it introduced three twin-engine, eight-passenger de Havilland D.H.89A. In 1938 two four-engine D.H.86 for 12 passengers were acquired from QANTAS to add capacity to the Imperial Air Mail Scheme. In the summer of 1941 Tata bought five Stinson A trimotors from Marquette Airways in the U.S.A. and on Nov. 1 it began non-scheduled service between Karachi and Baghdad with five Douglas DC-2s owned by the government. Despite the war on its eastern borders, British India maintained scheduled domestic services throughout 1941-1945. Tata was even able to acquire DC-3s in 1944 from the government for the weekly Bombay - Calcutta and the twice-weekly Bombay - Karachi routes. Indian Trans-Continental Airways (ITC) began weekly Karachi - Jodhpur - Delhi - Cawnpore - Allahabad - Calcutta service jointly with Imperial Airways on July 7, 1933, each flying the route in alternate weeks. The first service was operated by an Armstrong Whitworth Atalanta of ITC, a four-engined aircraft for nine passengers. It connected at Karachi with the Imperial Airways service from London. The route was extended to Rangoon (Burma) later that year. In early 1939 the fleet included six Atalantas. These Imperial Airways and ITC services were mainly for mail, although passengers were carried. Indian National Airways began weekly multi-stop feeder operations for ITC between Lahore and Karachi on Dec. 4, 1934. Delhi was added a year later and Calcutta in 1940. The frequency was five times a week in 1939 as part of the Empire Air Mail Scheme. The fleet included an

Avro Ten trimotor, two de Havilland D.H.84 Dragons and four single-engine aircraft. Air Services of India was founded in November 1937 and operated from Bombay with four single-engine aircraft.

Two other pre-war operators were Madras Air Taxi Service (1933-34) and Himalayan Air Transport and Service (1934-35). Neither operated any major routes during their short existence. In Burma, Irrawady Flotilla and Airways started north-south service along the Irrawady River between Mandalay and Rangoon via Yenangyuang in June 1936 with a single-engine D.H. Fox Moth biplane for four passengers. Three four-engine Short Scion Seniors floatplanes for 10 passengers were delivered later in the year, but operations ceased in October 1937.

AFTER THE WAR

In 1947 British India was partitioned between mainly Hindu India and Muslim Pakistan. Pakistan included West Pakistan and East Pakistan, separated by India. Buddhist Burma, in the southeast was a province of India, but became independent in 1948. East Pakistan declared itself independent in 1971 under the name Bangladesh. Burma changed its name to Myanmar in 1989. Ceylon was a separate British colony. It became independent in 1948 and in 1972 adopted the name Sri Lanka.



Short Scion Senior of Irrawady Flotilla and Airways. (Short Brothers)

Today India is covered by a dense network of air services reaching hundreds of communities. "The Airline Encyclopedia 1919-2000" (Myron J. Smith, 2002) lists 53 post-war airlines in India. The "jp airline fleets 2006-2007" shows 39 active airlines, from tiny Aerial Services with one Beech King Air to Air India with 60 Boeing and Airbus aircraft and Indian Airlines with a fleet of 46 Boeings and Airbus types. This history looks of necessity only at the major post-war airlines in what is now the Republic of India.

AIR INDIA



Air India L-1049G Super Constellation

Tata Air Lines introduced twelve DC-3s/C-47s on an expanded domestic network in 1945 and on July 29, 1946 it adopted the name Air India. Four Vickers Vikings joined in 1947 and three Lockheed L-749 Constellations in 1948. On March 8, 1948 Air India was designated the national flag carrier for overseas services and officially became Air India International. A weekly Constellation service from Bombay to London via Cairo and Geneva began on June 8. After four L-749As were delivered in 1949-50, an express service to London was started with a stop only at Cairo. By 1953 there were four flights a week to London from Calcutta (via Bombay) and two from Bombay. Two L-1049C Super Constellations were delivered in mid-1954, followed by four "E" and five "G" models in the next four years.

The L-749As inaugurated a new service to Singapore and Hong Kong on Aug. 14, 1954. Jakarta was added once a week in 1958, followed by Sydney and Moscow. On Jan. 22, 1960 Air India became the first Asian airline to fly to the U.S. East Coast, when it started non-stop L-1046G London-New York service. The Boeing 707 replaced the Super Connie in 1960 and the last passenger service to London with "G" was in July. Two "G" were converted to freighters for services to Europe under the name "The Flying Sherpa." The last nine Super Connies were sold to the Indian Air Force in May 1962 for use as long-range patrol aircraft. Air In-



Air India Boeing 747-237B. (Forward Studio, Bombay)

dia had ordered two long-range Comet 3 jetliners in 1953 for delivery in 1957. The order was cancelled after the Comet 1 accidents in 1954. But in 1962-63 a BOAC Comet 4 was chartered for the Madras-Singapore service. They also flew to Jakarta and Kuwait. In 1967 two 747-100 were ordered to begin replacing the nine 707 Intercontinentals. Air India would buy 18 B747s, including 12 Dash 400s and one -400 Combi. The first Airbus A300B2 arrived in October 1976. A total of 41 A300B2 and A310 have operated with the carrier, including several leased ones. They are used mainly on the Asian and East African routes. In early 2007 the airline had 19 Airbus A310-300, sixteen 747 and four 777-200. On order were 22 Boeing 737-800, twenty-three 777-200LR and -300 ER and 27 Boeing 787-8 Dreamliners. The 737-800s will boost domestic and regional services in competition with Indian Airlines and the new Low Cost Carriers formed in the past few years. Air India now serves 14 domestic destinations and 36 international ones, including Chicago, Los Angeles, New York, Newark, San Francisco and Toronto in North America.

INDIAN AIRLINES



Indian Airlines Fokker F27 Friendship. (Fokker)

On May 28, 1953 the Indian Government nationalized the country's seven private airlines. Air India was given responsibility for all overseas air services. The former private carriers all became "lines" of a new carrier, Indian Airlines, which also took over the domestic services of Air India. It also received authority for Karachi (Pakistan), Rangoon (Burma), Kabul (Afghanistan) and Colombo (Ceylon). The fleet included 74 DC-3s, 12 Vickers Vikings and three DC-4s. Operations began Aug. 8. Fleet modernization saw the arrival of eight 17-passenger de Havilland Herons in 1955 for low-density feeder routes. By the end of the year Indian Airlines served 32 domestic destinations and 571,106 passengers were carried that year. The first of 10 Vickers Viscount propjets went into service in August 1957. They first went on the services to Karachi, Rangoon, New Delhi and Co-



Indian Airlines Boeing 737-2A8. (Boeing)

lombo. In 1961 the fleet included 10 Viscounts, 12 Vikings, five DC-4s, 54 DC-3s and 13 Herons. Fifteen Fokker F27 Friendships replaced the Herons and several DC-3s from 1963 on. Indian Airlines bought 12 Sud Aviation Caravelles from France. The first five entered service on Feb. 1, 1964. The first service was between Calcutta and Delhi. The first of 23 Hawker Siddeley (AVRO) HS 748 assembled in India by Hindustan Aeronautics entered service in late 1967 to unimproved airports that the F27 cannot use. As deliveries ramped up, the 23 remaining DC-3s were phased out. In January 1970 seven 737-200s were ordered to begin replacing the Caravelles and remaining Viscounts on trunk routes. In the late 1970s Indian Airlines added 10 Airbus A300 for services that had outgrown the 737. It started international services to countries in SE Asia and the Middle East in the 1990s, but it remained primarily a domestic airline. The 1988 fleet included 10 A300, 25 B737 and 10 F27/HS748. An order for 12 Boeing 757s placed in 1984 was cancelled the following year and replaced by a letter of intent for 31 Airbus A320/321. The first ones entered service in 1989. Services to the Far East, Russia and the Persian Gulf region began in 1988. Today, Indian Airlines flies to 18 international destinations in SE Asia and the Middle East, and 55 domestic ones. The fleet includes 42 Airbus A320-200, four Airbus A300B, 11 B737-200. Twenty A321 are on order and 21 A319 are in the process of delivery.

VAYUDOOT

Vayudoot was formed by Indian Airlines in 1981 to operate to smaller destinations with two F27s. Three HS748s were added the following year and 10 Dornier DO-228 propjets for 16 passengers arrived in 1984-85. Eighty-four communities were served. By 1981 the fleet stood and eight Dorniers, one F27 and eight HS748s. In late 1994 Vayudoot was integrated back into Indian Airlines.

ALLIANCE AIR

Established on April 1, 1996 Alliance Air is a low-cost subsidiary of Indian Airlines. Services started on June 21, 1996 with a 737. Today the airline has eleven 737s and four ATR-42 propjets and serves 44 domestic destinations.

DEREGULATION

Following deregulation of the airline industry in 1994, several privately-owned airlines have started operations. We can mention only the main ones in the space available. Jet Airways began operations on May 5, 1993 with four Boeing 737-300s. The carrier was classified as an air taxi operator under the Air Corporations Act of 1953. This act restricted scheduled operations to government-owned Air India and Indian Airlines. It was repealed in January 1994 and Jet Airways was granted scheduled airline status. Three A340, 42 B737 of various models and eight ATR 72 fly to five international (including London) and 43 domestic destinations. On order are 10 A330, 13 B737-800 and 10 B777-300ER.



Air Deccan Airbus A320. (Air Deccan)

Air Deccan is a low-cost carrier that started flying in August 2003. It operates to 44 domestic destinations with seven A320 and 15 ATR-42/72. On order are 63 A320 and 27 ATR-72.

Air Sahara was founded in 1991 under the name Sahara Indian Airlines. Services started on Dec. 3, 1993 with two leased 737-200 linking Delhi with Calcutta and Bangalore. Bombay was added later. In 2000 the airline changed its name to Sahara Airlines, but there already was a carrier by this name in Algeria (North Africa). The name was changed again, this time to Air Sahara. Eighteen 737 of various models, one 767-300ER, one Boeing Business Jet (BBJ) and four Bombardier CRJ200LR operate to three foreign and 23 domestic destinations.

(Continued on page 11)

Classic Photographs From India

All Photographs From The Dacre Watson Collection



Air-India Lockheed Constellation L-749 VT-DED



Air-India Lockheed Constellation L-1049 VT-DHN



Air Works India Douglas DC-4 VT-CZW at Delhi 1956



Bharat Airways Douglas DC-4 VT-CZT



Indian Airlines Douglas DC-4 VT-CZT



Indian Airlines Fokker F-27 VT-DMD

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Playing Cards

By Fred Chan

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Playing Cards from the Airlines of India

Some historians believe that playing cards originated about a thousand years ago in the area somewhere between India and Persia (Iran). Indeed, playing card games are still very popular in India. In spite of such a rich history, only a few playing cards have been issued by the airlines in India.

The main reason could be that, for many decades, Air-India was the dominant carrier in India. Being its flag carrier on international routes, Air-India had little competition and probably saw little need to provide inflight entertainment items like playing cards. Most of Air-India's decks have been obtained by collectors from the friendly staff in its New York and London offices, which probably is an indication that Air-India has used playing cards mainly for promotional purposes and not so much for inflight entertainment.

Air-India made extensive use of its maharajah mascot/logo over a 30-year period from the 1960s through the 1990s, when many of its colorful card designs featured the maharajah in various forms. Some examples are shown in Fig. #1 through #4. In the 1990s, the card designs became quite plain, showing only its name (Fig. #5). Its latest design is shown in Fig. #6, which must have some cultural significance that is not apparent to people outside of India.

Indian Airlines, the only domestic carrier for many years, has issued one card design, probably in the late 1950s or early 1960s, to promote its Vickers Viscount turboprop aircraft (Fig. #7). This is extremely rare. No decks are known to exist and singles reside in only a few of the major collections.

A number of new carriers emerged in India after airline deregulation, the most prominent being Jet Airways. More market oriented than its competitors, Jet Airways has already issued three different designs. The first featured only its name and logo (Fig. #8) but the two newer designs (Fig. #9 and #10) showed attractive color pictures of the aircraft in its fleet. Jet Airways has also been generous in providing these cards to the public.

As in other parts of the world, air transportation in India is going through major structural changes. Hopefully, some of these changes will have an impact on inflight entertainment and the availability of promotional items. Maybe we will see more airline decks coming out of India.



Fig. #1



Fig. #2

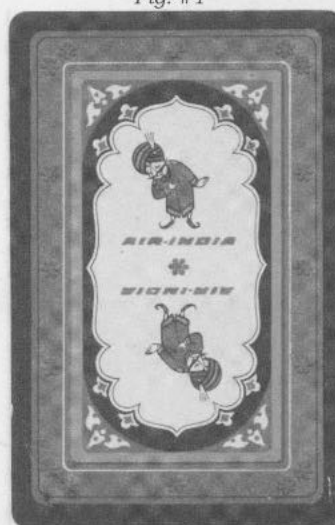


Fig. #3



Fig. #4

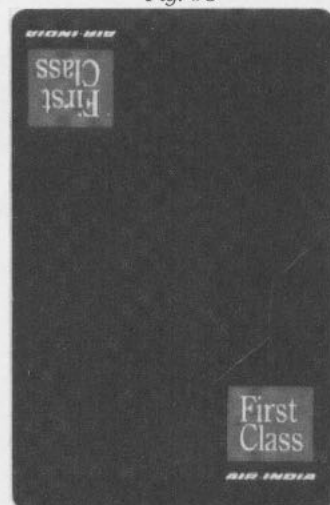


Fig. #5



Fig. #6



Fig. #7

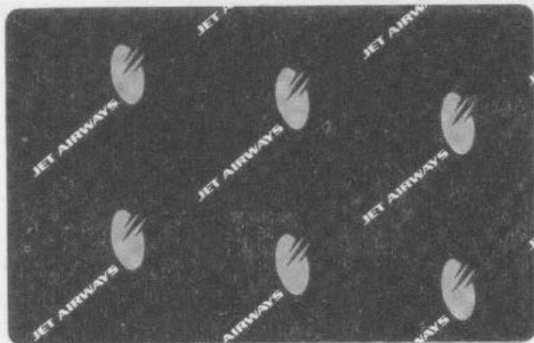


Fig. #8



Fig. #9



Fig. #10

(Continued from page 7)



Kingfisher ATR-72-500. (ATR)

Kingfisher Airlines took delivery of its first Airbus A320 on April 25, 2005 and began operations on May 9. One month later an order was placed for five Airbus A380. The airline now has a fleet of 10 A320, three A319 and four ATR-72 for 17 domestic destinations. Also on order are 35 more A320, five A330 and five A350. International services are planned following delivery of the A330, A350 and A380.

Spicejet is another recent domestic low-cost airline with big plans. Founded in 2005, it was operating five 737-800 at the time of writing, and had 16 B737-800 and five 737-900 on order.

Main Sources: "The Airline Encyclopedia 1919-2000" (Myron J. Smith, 2002); "jp airline fleets 2006-2007;" "Airlines of Asia" (R.E.G. Davies, 1996); Flight International; Airways monthly; Aviation News monthly; Air-Britain "Aviation World" magazine.



Indian Airlines DeHavilland Heron VT-DHH at Bombay
Photograph via Dacre Watson

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ATF : Alcohol, Tobacco and Flying

By Jeffrey Feldman

Feldman.jeffrey@bls.gov

Until the time the Surgeon General's health warning began appearing on tobacco products, adults were welcomed aboard airliners with a smile and a sample pack of cigarettes.

I imagine that back in those days a nicotine-dependent traveler couldn't wait to be seated and rip open the cellophane on the cigarette pack. So I feel fortunate to have found these twelve surviving, sealed packs.

On a personal note, I like anything packaged sample size. So the preservation of this form of airline history is ideal for my collective interest.

Ironically, I have never smoked and I purchased my first pack of airline cigarettes (United) at a non-airline, transportation collectibles venue.

As a young traveler, I remember being forced to endure many smoky, oxygen-deprived flights from Logan Airport! However, I concede that these packs must have afforded smokers some escape during the presentation of numerous safety briefings on a typical, multi-segment Northeast Airlines flight.

When the tax seal remains intact on a cigarette pack, a collector need only refer to any revenue stamp collecting website in order to verify its year of production. A good source to start your search is at www.ericjackson.com.

For the TWA and Northwest packs, pictured with a Constellation and a Stratocruiser respectively, the year in which they were likely provided onboard aircraft is easily recognizable by the years when the aircraft were in service.

With regard to another in-flight vice, alcoholic beverages cost around four dollars today and are normally distributed in plastic. The bottles I have found to be of greatest collectable value were likely presented free of charge and were then, marketed in glass.

The oldest bottle in my collection, Colonial Airlines, square-shaped bottle is also sealed and is dated with year of bottling, as well as season "Spring 1936". This bottle has the no longer used, metal, pry-off cap.

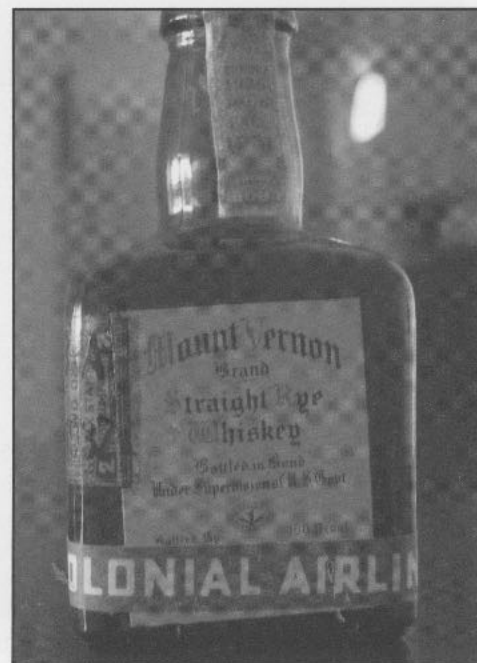
Enjoy this journey into another fascinating area of airline collectibles.



Airline Cigarette Packages



*TWA and Northwest Cigarette Packages
1931 Colonial Airlines Whiskey Bottle With Tax Stamp*



Timetables

By David Keller

dkeller@airlinetimetables.com

Airlines of India

Once again, Dacre Watson has come to my rescue by providing many of the images used in this article!

2007 will mark the 75th anniversary of Air India's founding. As would be expected, the carrier has seen a number of changes along the way!

Air India was established as Tata Airlines, which inaugurated service in 1932 with a flight from Karachi to Bombay. Like many of the early US airlines, Tata Airlines was primarily an Air Mail carrier, and passenger transportation was a secondary consideration. The depicted timetable from the winter of 1935-36 shows the emphasis on Air Mail (Fig. 1). The carrier's route map and schedule are also illustrated. Interestingly, service to Bombay was switched to Poona during the summer months.

In 1946, Tata Airlines was renamed Air India. Late cancellations were evidently a problem for the airline, and the interior of a 1948 timetable makes no bones about how they felt towards anyone who would do such a thing (see the section entitled "No mercy") (Fig. 3). In the timetable dated August 2, 1949, it appears that the only flight numbers used were 1 and 2, to denote multiple frequencies on a given route.

In 1948, a new division, Air India International, was created to operate services to Europe. (The original division would operate as Air India Limited). The Air India International timetable dated February 1, 1952 does show both the International flights to Europe (designated "AI") and the Limited services (which used the code "IL") serving India, Pakistan and Ceylon. This timetable also shows off some of the incredible artwork that graced the covers of Air India timetables from the 50's through the early 1970's. (Fig. 2)

Much as it did in the US, the end of World War II created opportunities for new airlines in India. A number of them began operating with surplus transport aircraft in the late 1940's, among them Indian National Airways, Air Services of India, and Bharat Aviation (Fig. 4, 5, and 6). By 1953, the proliferation of airlines resulted in the entire in-



Fig. 1. (Left) Tata Airlines 1935-36 via Dacre Watson

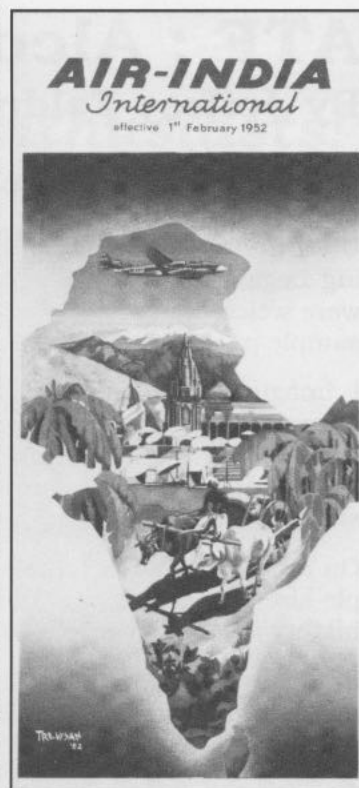


Fig. 2 (Right) Air-India February 1, 1952

dustry being in poor financial condition. Something needed to be done, and the Indian government made the decision to nationalize the nation's airlines. Air India Limited was merged with seven other airlines to create the domestic carrier Indian Airlines, while Air India International emerged basically unscathed as India's international flag carrier. ("International" would be dropped from Air India's name in the early 60's).

As mentioned, Air India's timetables featured very nice graphics, often involving the carrier's mustached mascot, little Maharajah. A selection of timetable images from the mid-1960's gives some examples of these covers. On the route maps, little Maharajah was often depicted in situations based on the part of the world he was in; Sumo wrestling in Japan, dining at a café in France, riding a camel in Egypt, etc. One of the more interesting route maps shows him dressed as a playboy bunny waitress in New York! (This illustration is from an early 1969 timetable.) (Fig. 6, 7, 8 and 9)

As Air India expanded through the 50's and 60's, replacing its Constellations with 707's and later 747's, Indian Airlines was also on the move. As depicted on the cover of the February 1, 1964 timetable, the carrier had introduced its first pure jet aircraft, the Caravelle (Fig. 10).

The world's second largest population, an expanding economy and protection from competition allowed Indian Airlines to grow rapidly. In the timetable dated August 15, 1979, the carrier was operating a fleet of A300's, 737's, Caravelles, HS-748's and F27's to dozens of cities from operational hubs in Bombay, Calcutta, Delhi and Madras (Fig. 11).

After a roughly 40 year moratorium on private airlines, the increased demand for air travel resulted in new airlines being formed in the 1990's. Today, airlines such as Jet Airways, Kingfisher Airlines and Air Sahara are garnering an expanding share of India's air travel market.

Through all of the changes spanning nearly three quarters of a century, Air India remains the constant in India's aviation history, bringing people to India from far-flung destinations around the world.

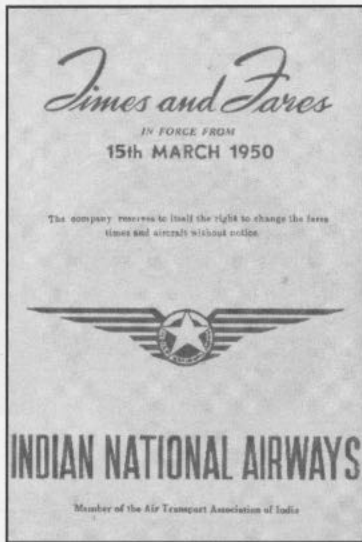


Fig. 4

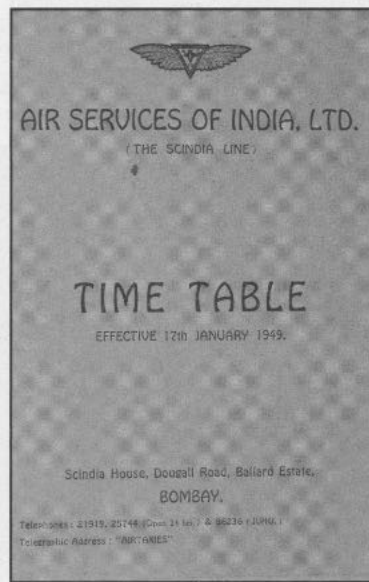


Fig. 5



Fig. 6

6					7				
TIME-TABLE					TIME-TABLE				
BOMBAY-DELHI (Daily)					DELHI BOMBAY (Daily)				
Northbound :		Flt. No. 1	Flt. No. 2		Southbound :		Flt. No. 1	Flt. No. 2	
Bombay	Dep.	08.00 hours	12.30	hours	Delhi	Dep.	13.15 hours	07.30	hours
Ahmedabad	Arr.		14.20	"	Jaipur	Arr.		08.35	"
Ahmedabad	Dep.	Non Stop	14.40	"	Jaipur	Dep.	Non Stop	08.55	"
Jaipur	Arr.		16.50	"	Ahmedabad	Arr.		11.05	"
Jaipur	Dep.		17.10	"	Ahmedabad	Dep.		11.25	"
Delhi	Arr.	11.45 hours	18.20	"	Bombay	Arr.	17.15 hours	13.20	"
COACH SCHEDULE					COACH SCHEDULE				
At Bombay	Taj	Booking Office	Kemp's Corner		At Delhi	Imperial Hotel	Booking Office		
Flt. No. 1	06.20	06.25	06.40		Flt. No. 1 (Palam)	11.40	11.50		
Flt. No. 2	10.50	10.55	11.10		Flt. No. 2 (Palam)	06.00	06.15		
At Ahmedabad (For Delhi)	Booking Office	Delhi Gate		At Ahmedabad (For Bombay)	Booking Office	Delhi Gate			
Flt. No. 2	13.50	Only if required		Flt. No. 2	10.40	Only if required			
At Jaipur (For Delhi)	Booking Office			At Jaipur (For Bombay)	Booking Office				
Flt. No. 2	15.30			Flt. No. 2	07.30				
FARES					NO MERCY.				
From	To	One-way Fare	Round Trip Fare	Excess Baggage per Kilo	We have no time for the man who beats his wife, plays a weak no-trump and overtakes on the left, but he is our buddy compared with the fellow who cancels his passage at the last minute. Where this ghoul is concerned we know no laughter and strong men weep when they see the look in our eyes.				
		Rs.	Rs. a.	Rs. a.	It goes against the grain to exact a penalty on the fare, but if we spare the rod we ruin our passengers. So for everyone's sake please ensure that we get at least 48 hours' notice of cancellation.				
Bombay	Ahmedabad	60	114 0	0 11					
Bombay	Delhi	175	333 0	1 8					
Ahmedabad	Delhi	115	219 0	1 0					
Bombay	Jaipur	140	265 0	1 6					
Ahmedabad	Jaipur	80	152 0	0 11					
Jaipur	Delhi	35	67 0	0 5					

Fig. 3



Fig. 6



Fig. 7



Fig. 8

Winter
Schedules
and
Tariff

1st February to 31st March 1964

INDIAN AIRLINES

MEMBER OF
THE INTERNATIONAL AIR TRANSPORT
ASSOCIATION



Fig. 9 (Above)

Indian Airlines

SCHEDULES
(ALL TIMINGS ARE IN LOCAL TIME-
Subject to change without notice)
(Effective 15th April, 1979)
Updated 15th August, 1979

Happy Landings!
Fine hotels that are
nice to come home to.

The Taj Mahal Inter-Continental, Bombay.	The Taj Mahal Hotel, New Delhi.
Hotel President, Bombay.	Taj Coromandel Hotel, Madras.

The Lake Palace, Udaipur.
The Rambagh Palace, Jaipur.
The Fort Aguada Beach Resort, Goa.
The Fisherman's Cove, Madras.
Pandyan Hotel, Madras.

For bookings, contact: Hotel Reservation Service,
Bombay: 243388, 242524
Delhi: 322333, 322256
Calcutta: 443795, 443721 • Madras: 810441

THE TAJ GROUP OF HOTELS, INDIA

Fig. 10 (Far Left)

Fig. 11 (Near Left)

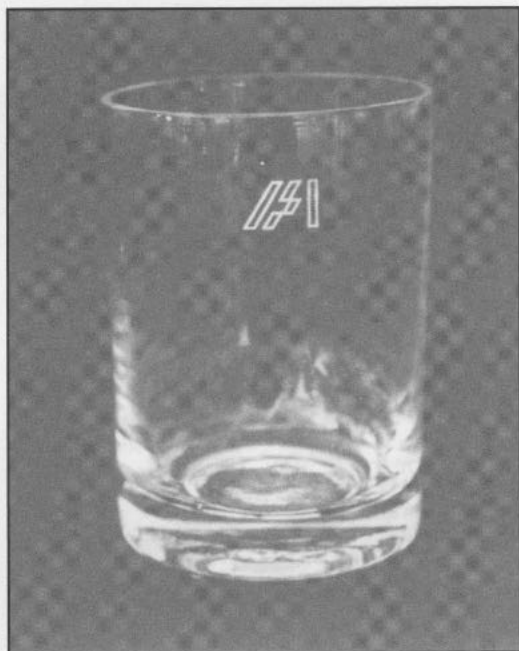
Dining Service

By R. R. "Dick" Wallin

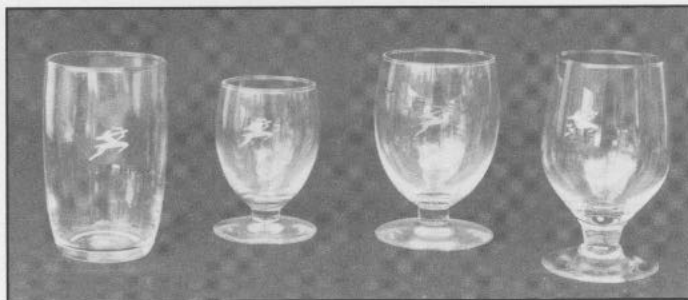
rrwallin@aol.com

AIRLINES OF INDIA

There seems to be only two carriers in India which have marked dinnerware, Air India and Indian Airlines. Hence, I'll take the liberty to include Sri Lanka, an island off the coast of India which seems to be in the news for their perpetual civil war. The flag carrier was originally known as Air Lanka, but was changed a few years ago to Sri Lankan Airlines.



Juice glass bearing the logo of Indian Airlines in white.



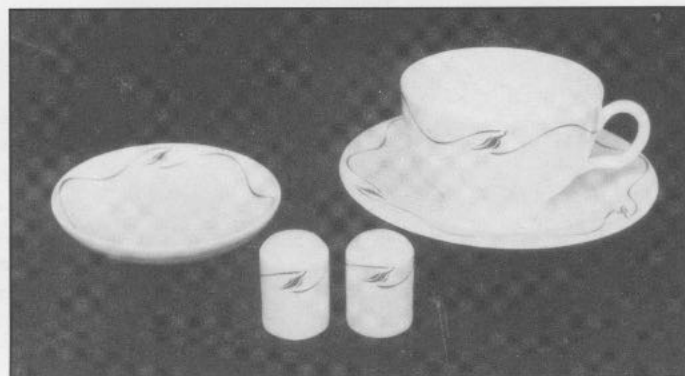
A variety of glasses bearing the logo of Air India, seemingly a half human, half horse poised with a bow and arrow.



What I believe is the current Air India china pattern, featuring a floral design in red, blue & green, with the airline name in black across the center. Made by Royal Doulton.



Several pieces of Air Lanka china, with their former bird logo. These are marked in gold, except for the salt & pepper on the left, which have gray markings. Made by Wedgwood.



The current Sri Lankan Airlines pattern, depicting the red & blue flying bird logo, along with blue striping. Made by Royal Doulton.

Sticker Chatter

By David A. Rowe

Labels From India

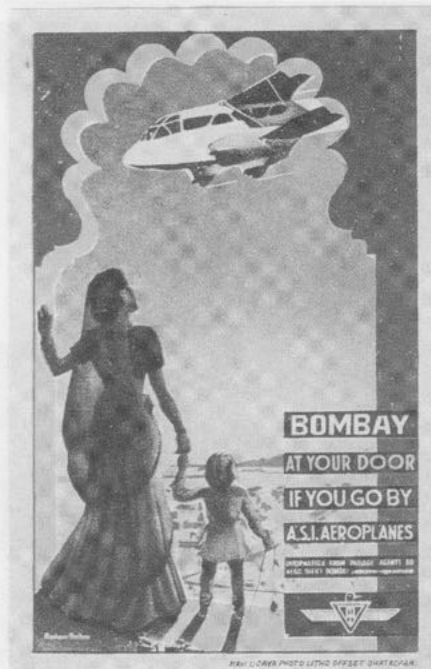
India has had a very rich and colorful aviation history. The same can be said for the labels from the airlines operating in this country. Enjoy these samples from various Indian airlines.



This Air-India Boeing 707 label is a gem! Red titles with blue lower titles on a buff background.



This TATA Air Lines pre-dates Air-India. Multi-colored with dark blue background and a red 'S'.



This Air Services of India (ASI) label is another wonderful example of early airline labels - colorful and a work of art in itself. Brown and yellow background with blue sky and a DeHavilland aircraft.



Indian Airlines is one of the major domestic operators within India. This label from the early days of the Airbus A320 features a tiger in black, blue background, and orange aircraft titles and circle.



The Air-India DC-3 label shown below was used shortly after the airline took over Tata Air Lines in 1946. Red background with a blue sky and DC-3.

Continued on Page 20

What is It?

By Ken Taylor

keebeetay@aol.com

No wings were identified from our last issue. Perhaps you can help us establish the carriers behind these wings?



Fig. 1 - Letters 'SAC' in the middle.

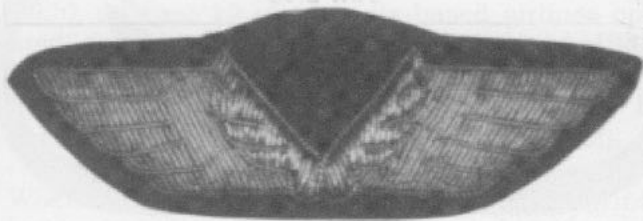


Fig. 2 - Wing made from gold wire.

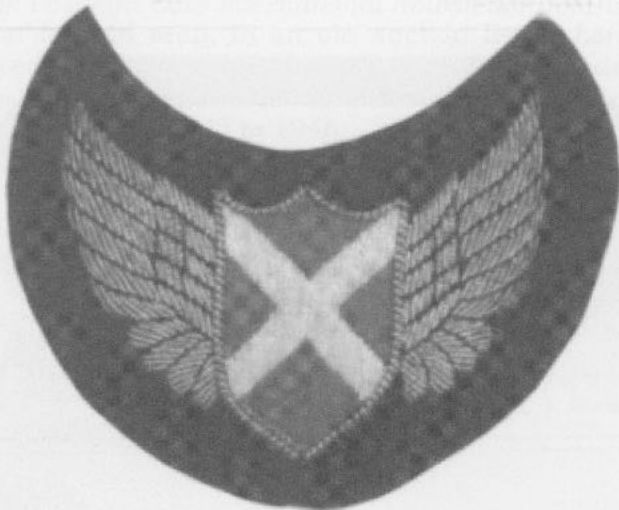


Fig. 3 - Is this a Scottish emblem?



Fig. 4 - Where is 'AGS' from?

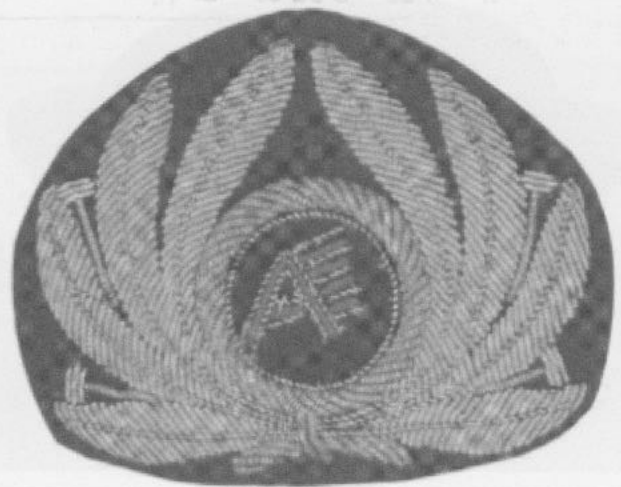


Fig. 5 - Gold wire with a green 'AE' in the middle.



Fig. 6 - Any ideas on this one?



Fig. 7 - Gold wire with red snake shaped emblems.



Fig. 8 - Gold wire with 'LAC' in the middle.

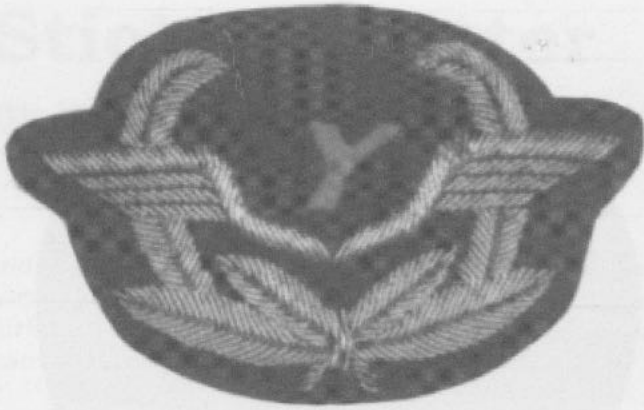


Fig. 9 - Gold wire with a big red 'Y' in the middle.

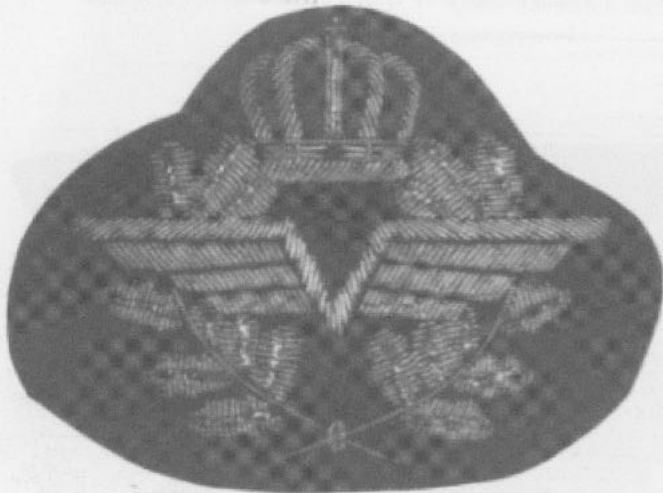


Fig. 10 - British perhaps? Crown in the middle.

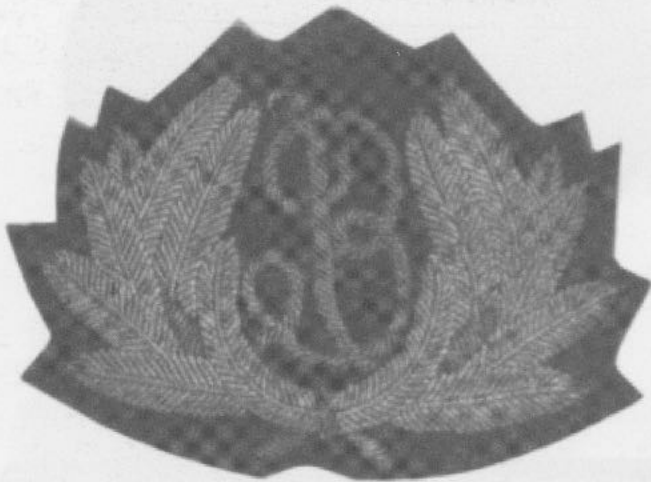
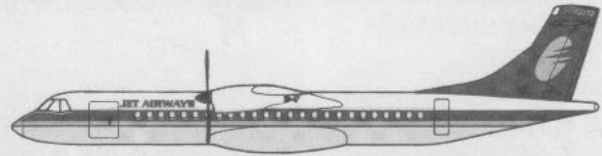


Fig. 11 - Big cursive 'B' in the middle.

Please help us identify the operators behind these pilot emblems. These items came from the collections of Hector Cabezas and Roy Thompson.

ATR 72-500



JET AIRWAYS

Jet Airways has become the second largest carrier in India. This label features the ATR-72 in the airline's dark blue and orange colors.

IndiGo



A320

IndiGo is another new entrant to the Indian skies. This Airbus label shows the A320 in the airline's blue and white colors with the silver border.

KINGFISHER



A320

This is another Airbus label showing the A320 of KingFisher Airlines. Aircraft is red and white with a silver border.



Indian Airlines Viking VT-CKW ~ Photograph via Dacre Watson

Postcard Corner!

By Marvin Goldman

mmgoldman@rcn.com

Airlines of India on Postcards

In reviewing my collection of Indian airline postcards for this article, I realized that the earliest printed card I owned, or had even seen, was of an Air India L749A Constellation from the early 1950s. Yet that leading Indian airline originated in 1932 (as Tata Sons, renamed in 1938 to Tata Airlines and in 1946 to Air-India); and, per Ron Davies' magnificent book, *Airlines of Asia since 1920*, at least 10 other India-based airlines operated domestically during the 1930s and 1940s. (International routes during that period were mainly operated by foreign airlines, primarily Imperial Airways, its successor BOAC, and KLM).

Where are the postcards of Indian airlines printed before 1950? I asked several leading airline postcard collectors, who also confessed to not having any, except that Doug Bastin, editor of the *Aviation Postcard Club International Newsletter*, told me that he had seen, in an old auction list of Larry Myers of Postcard Post, the following amazing postcard of Indian National Airways ("INA") which operated from 1933 to 1946:



INA Beech 17 Staggerwing, entered service 1938 (airline issue - "AI"), original scan provided by Larry Myers.

From the pre-1950 era my own collection contains only reproduction cards of INA, including:



INA DC-3, photo taken about 1944-46 (Propeller postcard, printed 1986).

That brings us to Air India, which in 1948 inaugurated international service from India on the route Bombay (now Mumbai)-Geneva-London with L749A Constellations and in 1953 became India's State-owned flag carrier for international routes.



Air India L749A Constellation Maratha Princess, early 1950s (Jaeger, Geneva, #7679).

Air India included "International" in its name from 1948 to 1962.

The Constellation fleet was successively upgraded with L1049C, E and G Super Constellations.

The Constellations were beautiful aircraft, and I was fortunate to fly to India in June 1960, Rome-Bombay, on a Super Constellation of TWA. Just two months later, when I departed Bombay for my return flight to the U.S., TWA had already introduced Boeing 707 jet aircraft on the route, in part to meet the competition, as Air India introduced 707 service from Bombay in April 1960.



Air India L1049G Super Constellation (VT-DIM) at Dusseldorf (about 1956-61), published by Jos. Kessel, Bonn, courtesy of Allan Van Wickler and his collection.



Air India 707 at Orly Airport, Paris, after 1962, Editions P.I. no. 200 (a similar card is numbered 158).

Starting in May 1971, the Boeing 747 became the long-haul mainstay of Air India's fleet.



Air India 747-200 (VT-EBN, acquired March 1972) at Frankfurt, publisher Hans Huber no. 6000/22.

Turning to airline-issued postcards, Air India has issued more than 25, mostly of aircraft in flight.



Air India Airbus A-310-300 (VT-EJG, acquired April 1986), airline issue, showing revised livery adopted in 1989.

About the same time that the Government of India acquired Air India in 1953, it also consolidated all domestic operations in India into a new State-owned airline for domestic routes, called Indian Airlines. Recently, the Government announced plans to merge Indian Airlines with Air India by sometime in 2007.



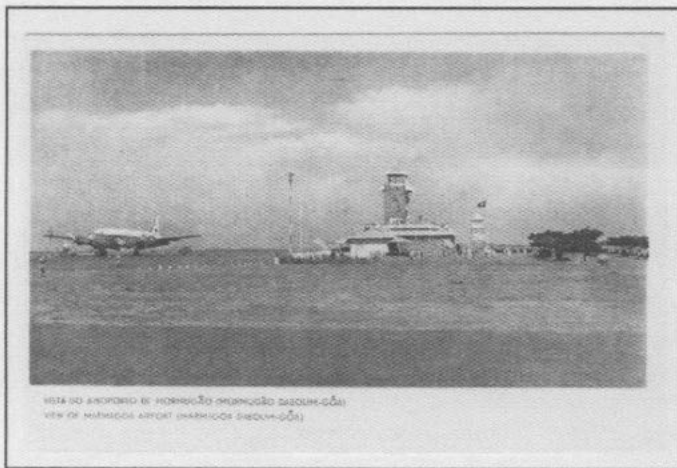
Indian Airlines HS-748 (Top) and Airbus A320 (Below)



I had never seen any postcards clearly showing Indian airports, so I contacted Chris Slimmer, the leading airport postcard collector, and he thankfully came through with four. Here are two of them – rare indeed -- courtesy of Chris and his collection:

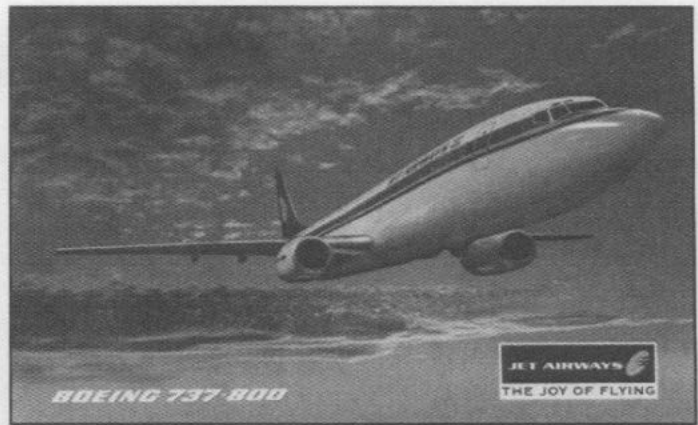


Indian Airlines Viscount 768D, VT-DJA, in fleet 1958-1974, at Bombay.

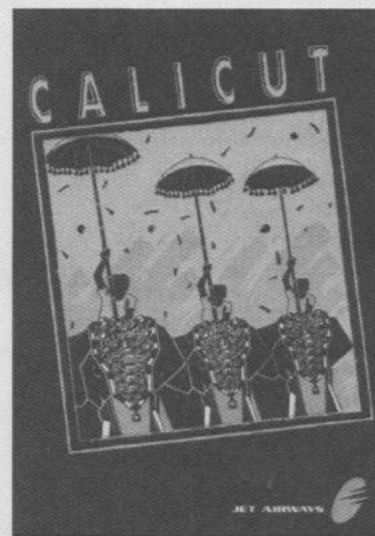


Transportes Aéreos da Índia Portuguesa (TAIP) Douglas DC-4, 1958, at Dabolim Airport, Goa. This airline operated only six years, while Goa was a Portuguese colony enclave on the west coast of India, until 1961 when India took over Goa.

In the 1990s the Government of India finally started to allow significant competition on domestic operations in India. It has also started to allow certain domestic airlines, such as Indian Airlines and Jet Airways, to launch international routes. This liberalization of local aviation policy has finally opened India up to more local airlines and, in turn, to more airline postcards. We will conclude our tour of Indian airlines with the following selections of carriers that started after 1990:



Jet Airways Boeing 737-800, airline issue. Jet Airways, established in 1993, has been particularly successful and now controls almost one-third of India's aviation market.



"Calicut", Kerala State, India, one of a series of beautiful destination postcards issued by Jet Airways.



Air Sahara (also known as Sahara Airlines), established in 1991, Boeing 737-800, VT-SIK, airline issue.

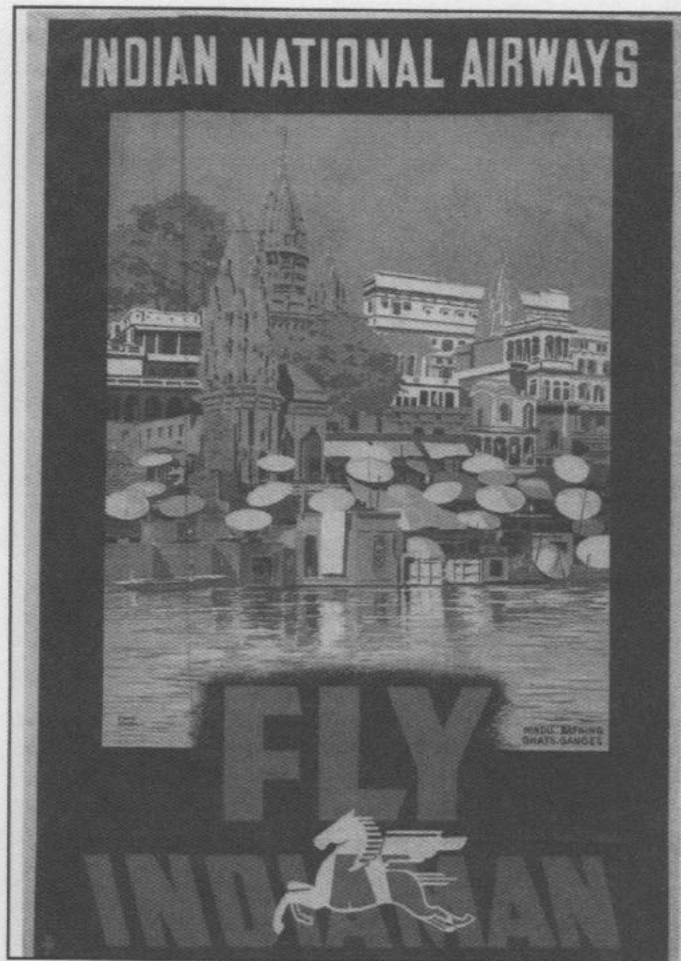


Kingfisher Airlines ATR-72-200, O.K.C. no. A1040. Kingfisher was formed in 2005 by the owners of the same company that sells the popular Indian Kingfisher beer. Kingfisher already operates over 18 Airbus 319/320 aircraft, with numerous larger aircraft, up to the A380, on order.



Air India Express Boeing 737-800, O.K.C. no. A1032. Started operating in 2005 as a low cost carrier subsidiary of Air India.

Notes: The original postcards of the above INA Beech and DC-3, Air India Constellations, and airports are in black and white; all others are in color. The INA Beech card and Bombay and Goa airport cards are rare, the Air India Constellation cards are uncommon, and the remaining cards are fairly common. In general, Indian airline postcards printed pre-1950, and cards that clearly show Indian airports, are quite rare. Except as indicated above, all cards shown are in the author's collection.



INA poster proclaiming "Indiaman" service introduced in 1946 (Drumahoe Graphics reproduction postcard DGA95).

A companion postcard exists (DGA94), reproducing an INA poster of Jodhpur Fort.

Until next time, Happy Collecting!

Marvin

References:

Davies, R.E.G., *Airlines of Asia since 1920*, chs. 1-4 (Paladwr Press 1997); Smith Jr., Myron J., *The Airline Encyclopedia: 1909-2000*, 3 vols. (Scarecrow Press, 2002);

http://en.wikipedia.org/wiki/List_of_commercial_airlines_in_India; www.airindia.com (history: timeline); <http://indian-airlines.nic.in/home.asp> (history: timeline).

Regarding TAIP in Goa, see Davies, *supra*, ch. 11 and www.colaco.net/1/GdeFdabolim1.htm

Aircraft Modeling

By Ken Miller

ozmiller@sbcglobal.net

Minicraft Air India L-1049 Super-G Constellation Model

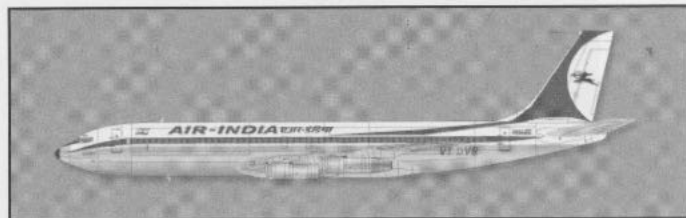


This *Captain's Log* theme "Airlines of India" initially drew another blank for me. I remembered seeing somewhere that Minicraft once offered a Constellation in Air-India markings. A search at my local hobby shop and on-line vendors came up blank. I checked the Minicraft website and found the model listed as a close-out for \$7.99. I ordered one and within the week I was set for my build. I know next to nothing about the airlines of India so the Constellation is a good start for me. A search of the Airline Hobby Supplies website came up with a Liveries Unlimited A310 decal, F-Decal 707 and 747 decals, and a Drawdecal 747 decal. That's all I could find so there are decals available though not a lot. Quoting the X-files "They are out there".

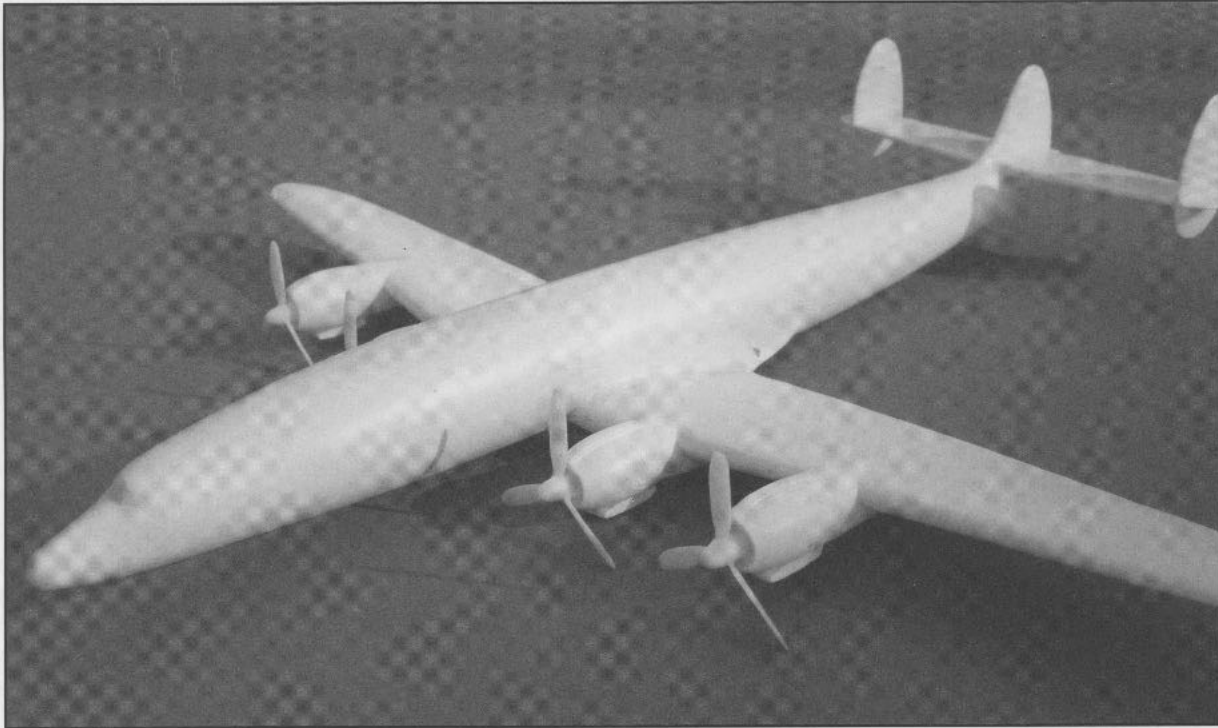
It turns out that the Air-India kit was one of Minicraft's original releases of the Constellation. The box is dated 1999. The box art looks good and there are photos of a completed model on the sides of the box. This Constellation kit has gotten good but not great reviews. It definitely looks like a Connie but has some minor fit and shape issues. The kit instructions do have a half page write up on Air-India and their L-1049G Super Constellations. Quoting the instructions, the airline was formed in 1932 as Tata and Sons and primarily flew airmail until 1938. During World War Two the airline flew DC4/C-54's. In 1948 the airline changed its name to Air-India and at that time the Indian Government owned almost half of the company. The first international operations were from Bombay to London and by 1950 routes were extended to Nairobi. The Super Constellation was

introduced in 1954 with service to Europe. Each of the five Super Constellations was named after a Hindu rajah's wife. By 1956, the airline became simply Air-India and the airline adopted the name "Magic Carpet Ride" for their overnight Constellation service between Bombay and Tokyo. Pretty neat information for someone who knew nothing about Air India before buying a kit.

The kit is molded in white plastic and looks pretty good on the parts trees. The decals look very nice too. Reflecting on the Hindu rajah's wives name the plane is titled "Rani of Ayodhya". The de-icer boots are printed as decals so hopefully I'll have good luck using them. I assembled the major sub-assemblies and started to putty. Fit is neither great or bad and I ended up using a fair amount of putty especially on the engine nacelle to wing joints. I used Testors liquid cement as well as Plastruct Bondene for glues. For filler I used Testors putty as well as super glue in a couple of "spot" areas. I'd been warned but still managed to break two propeller blades off of their hubs when cutting the props off the trees. Breaking a few blades seems to be a rite of passage with this kit. I did manage to glue them back together with Plastruct Bondene. Doing some more web research on the model I found an article by fellow IPMS model club member Bill Dye who built his model in TWA colors. Bill successfully skipped the broken prop/putty the nacelles saga by using white metal nacelles and props from Aeroclub. I've also seen mention that Dana Kopher has cast beautiful resin replacement nacelles and props as well. I'll just deal with my choices of keeping things inexpensive and dealing with the kit parts. The main gear wells have some pretty big gaps in them so I filled them in with styrene sheet. So far, so good. With about a week to go for my article deadline, I shot my first coat of Tamiya primer on the model and realized I wasn't going to be able to



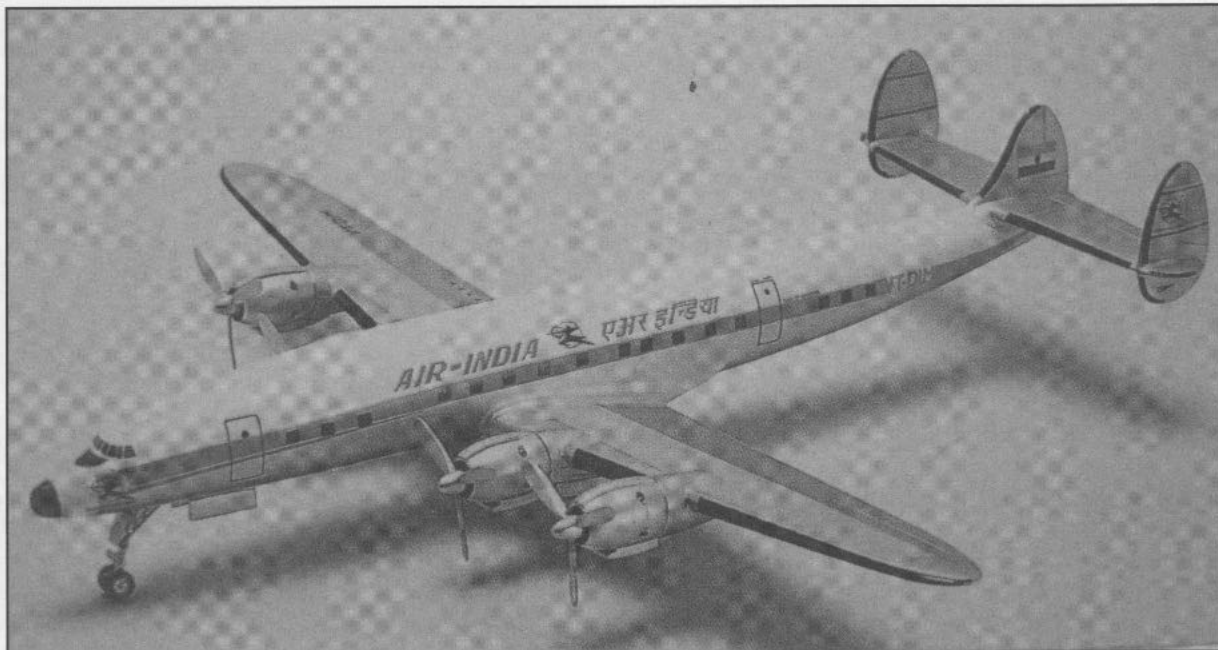
F-Decal Air-India Boeing 707 and 747 Decals



My unfinished Mincraft model

finish for the deadline. Primer sure shows off areas still needing more work. The model seems to be one of those where the putty, sand, prime routine will need to be repeated numerous times. I'll be starting my fourth round with no end yet in sight. Yet again I've failed at building a kit quickly to meet a deadline. I don't think that I will ever learn that it's not possible for me. Stay tuned. The kit is a nice model of an interesting subject.

At the LAX Airliners International Show, I was lucky to spot and photograph an Air-India 747 as well as seeing a similar aircraft at Newark last year. Building the model, reading the kit information, and doing a small amount of research has added to my "big picture" about Air-India. Hopefully I'll have a photo of my completed model for the next *Log* issue on the Lockheed Constellation.



Completed Model from the Mincraft Box Art

Wings! Badges!

By Charles F. Dolan

wingcobda@yahoo.com

Wings of India

India has a huge land mass and one of the largest populations of the world. The country also has one of the largest disparities between the “haves” and “have – nots” within the social structure of the country. Many of the “have – nots” must rely on water, land and rail methods to move within and without the country. The rapidly growing number of better off “haves” created a need for air transport to move between domestic and international destinations. The major carriers of India had been Air India, which concentrated on International routes and Indian Airlines, which provided many domestic services.

I managed to obtain the wings and cap badges of both Air India and Indian Airlines many years ago, while stationed in Canada. Only recently did I acquire the insignia of several smaller carriers, but during the recent relocation to my current duty station, I misplaced the paperwork identifying the airlines. I wish I were able to provide this information as well as show images of current major carriers on the Indian sub-continent, but this is an area which has proved hard to include in my display.

At the moment we are back in the States on “home leave”. We will celebrate Thanksgiving with Julia and Chuck in Baltimore, It will be the first time in many years that will have just the four of us together for the holiday. On the day after Thanksgiving we hope to avoid the holiday crush as we shift to The Villages, FL to check on the retirement home and see what has happened there since our last visit.

I'm looking forward to seeing many of you at AI 2007 in Kansas City next July.



Description of Indian Airline Insignias

Air-India



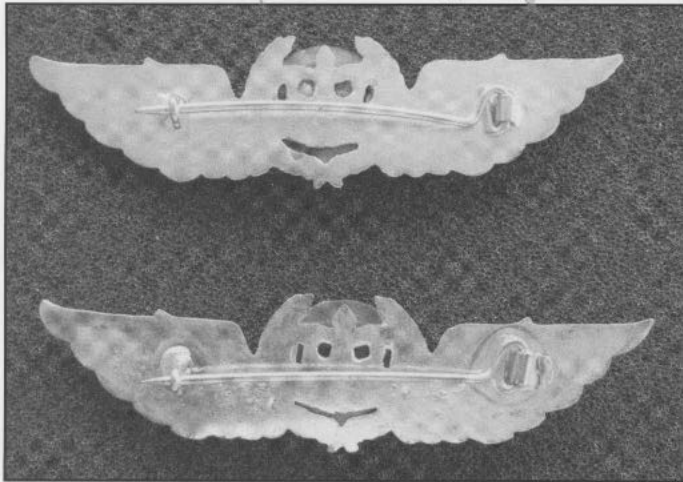
The cap badge and wings of pilot and flight engineer are made of gold color metal, possibly brass. The center disc is of black enamel with gold color letters and logo. The logo depicts a half-horse, half-human archer. These pieces are in storage back home, so I do not have accurate details of the method used to attach them to the uniform.

Deccan Airlines



This carrier operated in India in the years following the end of World War II. The wing is smaller than most, indicating that it might have been attached to a shirt rather than a jacket. The wing is of gold color metal and is pin back. There is no hallmark on the wing.

Back Sides of Recent Airline Wings



This wing design seems to be used by many airlines operating in India during recent years. The wings are pin back and made of gold color metal. Each individual carrier has its logo placed on a gold color disc which has a clear plastic finish and that is attached to the base wing.

Enbee Aviation



The base is the generic wing described above with gold letters on a black background in the center disc.

Indian Airlines Bullion Insignia

Both cap badge and wing are composed of gold bullion thread on blue material. The wing and cap badge are sewn onto the jacket and cap.



Indian Airlines Metal Insignia



The wing is of gold color metal with blue enamel in the center disc. The letters "I" and "A" are in the same gold color metal as the wing.

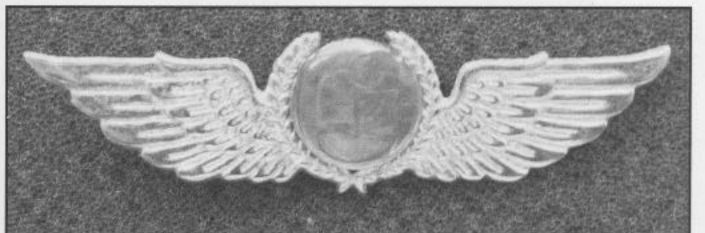
Unknown Airline Wings — Can You Help?.



#1. This wing is of gold color metal and has red and blue colors in the center design.



#2. The wing is of the generic style bases with the center disc in black with gold design. The design seems to include the letters "O" and "H".



#3. This wing has a gold disc in the center with the letter "J" and a globe in light blue color.

Safety Cards

By Fons Schaefers

air.fons@consunet.nl

India and Her Airlines

India, although being a huge country with the second largest population of the world, has had for a long time only two major airlines. Since the nationalization of air carriers in 1953, flag carrier Air India served the international routes whereas Indian Airlines operated domestically. Air transport liberalization in the early 1990s caused a whole spate of new airlines. Some went out of business again such as F27 operator East West, not to be confused with the one time Australian F27 operator of the same name. Others stayed and became successful. An example of the latter is Jet Airways, that also operates internationally and recently became the second Indian airline flying to the USA. Newcomers are low-cost carrier SpiceJet, that leased 737-800s from transavia.com, and the quite ambitious Kingfisher Airlines which is linked to the world's second largest beer brewer. It operates Airbus single aisle products since its start in 2005 but has already ordered the A380!

Air India may have had safety cards before the jet age, but the oldest card now known was introduced with the 707 in 1960 (Fig. 1). It is still in the ditching tradition of the 1950s, putting emphasis on sea survival with little attention for other scenarios, although it does explain escape slides and how to use oxygen. The title page says *Service!* (not Safety) and shows a happy, card-playing family in a mini-raft and two attendants serving drinks and food who appear to stand on water. Inside, preparation instructions for the ditching say that although collars and ties should be loosened, no clothing should be removed, which is quite in contrast to the bathing suits that the happy family is wearing. This card is believed to have been in service for many years and is occasionally offered for sale on the internet.

Another long lasting Air India 707 card is shown in illustration 2. This one is from the 1970s and pays the usual attention to exit operation and land evacuation, but still the ditching scenario is quite prominently displayed with the airplane being surrounded by 7 rafts plus one that is blown up to show details (Fig. 3).

A real collector's item is the Ilyushin Il-62 card bearing Air India's titles. That card can be found on www.planespotter.de, # 1204. It is basically an

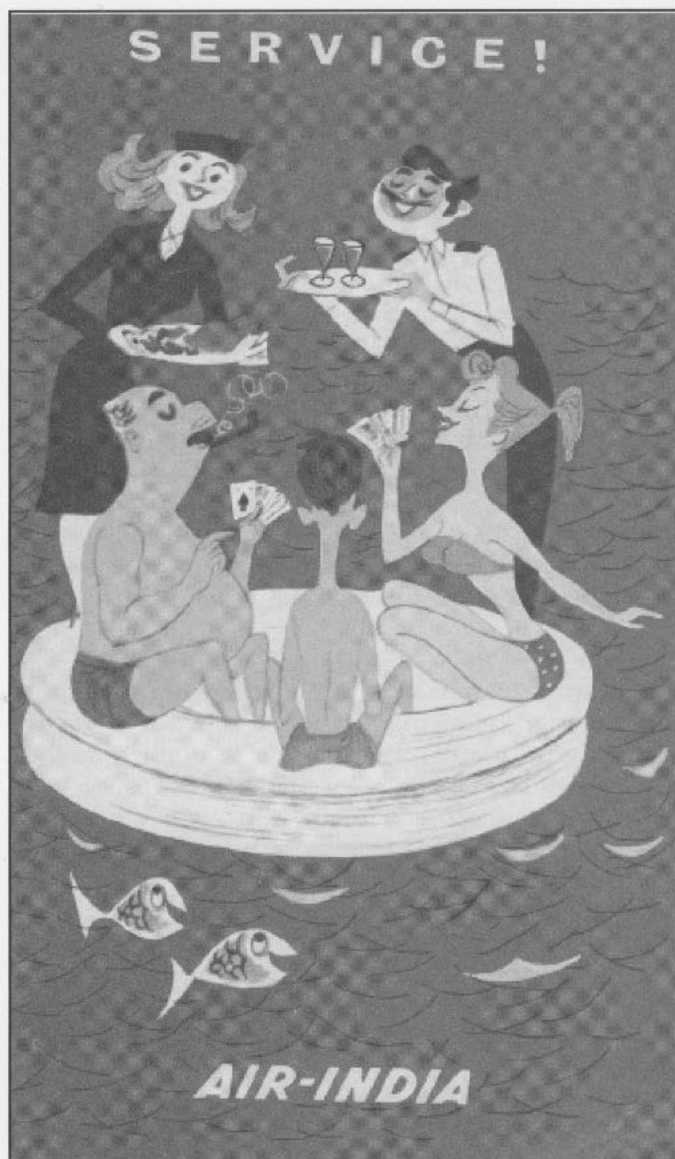


Fig. 1

Aeroflot card and was used when Air India leased the Il-62 for operations between India and Moscow from 1988 to 1991.

Air India's current style is reflected by the 777-200ER card, see Fig. 4. The presentation is traditional. The front of the unfolded card has an explanation of the symbols in 15 languages, together with the seat belt, brace for impact and oxygen use instructions. On the back side, exit layout and operation are shown, plus the wet items. The exit layout shows some intriguing triangles which few passengers will be able to decipher (Fig. 5). They are the emergency illumination areas that Boeing gives in their generic emergency evacuation graphs and which Air India's card illustrator simply copied.

Indian Airlines has seen a number of safety card styles, some of which resemble familiar styles such as that of Lufthansa (early A300B cards) or British

Airways (A320). Indian Airlines' own styles (see Fig. 6 for back side of their A300 card) are all quite usual. Alliance Air is a subsidiary of Indian (the new name for Indian Airlines since last year), which shows when comparing their cards (Fig. 7). However, Alliance Air also issued more distinctive cards, with photos and drawings of traditionally dressed Indian ladies wearing the *bindi*, the red dot between the eyes (Fig. 8), and "tips to provide comfort in the air", about traveling light and seat exercises. Alliance Air warns that "Tea & Coffee are diuretics, should be taken in moderation as they may case dehydration" and advises to drink water or juices "to re-hydrate your body".

Safety card collectors should watch out for next year when Indian will merge with Air India into a new, yet-to-be-named airline. Whatever the name, it is quite sure that new series of safety cards will result!

Jet Airways cards are folded twice and have an original front, showing either their logo or a yellow rose (Fig. 9). Inside, the artwork resembles that of U.S. safety card maker Aero Safety Graphics to a striking extent. Their new A330-200s cards are however of a different format with original artwork. Cabin crew will be pleased to note that this card explains that switching off a mobile phone also means switching off the flight mode. This will strengthen their arguments when passengers argue that keeping on the flight mode would satisfy the mobile phones-off requirement.

The artwork of Kingfisher Airlines is original and so is their motto: *Stay safe*. Interesting on this card is the shape of the A320 overwing exits: not rectangular, but slim-waisted! (Fig. 10).

Although India and her airlines had its share of crashes, few of them fell in the category where safety cards would have helped most, i.e. a survivable crash under life threatening conditions. Air India's first 707 (VT-DJJ) crashed when landing in Bombay in June 1982, causing some fatalities, but little is known about the circumstances. More is known about the Indian Airlines Airbus A320 that crashed against an embankment when approaching Bangalore in February 1990. That accident caused grounding of the type in India for eight months. The extensive accident report by the court of inquiry goes into great detail in describing survivability aspects but does not consider whether or not safety cards contributed to saving lives. A cabin fire started at the front of the airplane, fueled by airplane fuel, interior materials and possible oxygen bottles. The crew and many passengers in the forward cabin suffered impact trauma and were therefore unable to escape. The report sug-

gests that not all passengers had tightened their seat belts snugly, but fails to analyze whether the safety instructions were adequate. It does however recommend a study of backward facing seats equipped with shoulder harnesses! Most of the survivors used the aft exits; some used the overwing exits on the left. The overwing exits on the right had not been opened, possibly because adjacent passengers were seriously injured by impact. Or were the exit opening instructions on the safety card perhaps unclear?

For comments and more information, please contact me at air.fons@consunet.nl

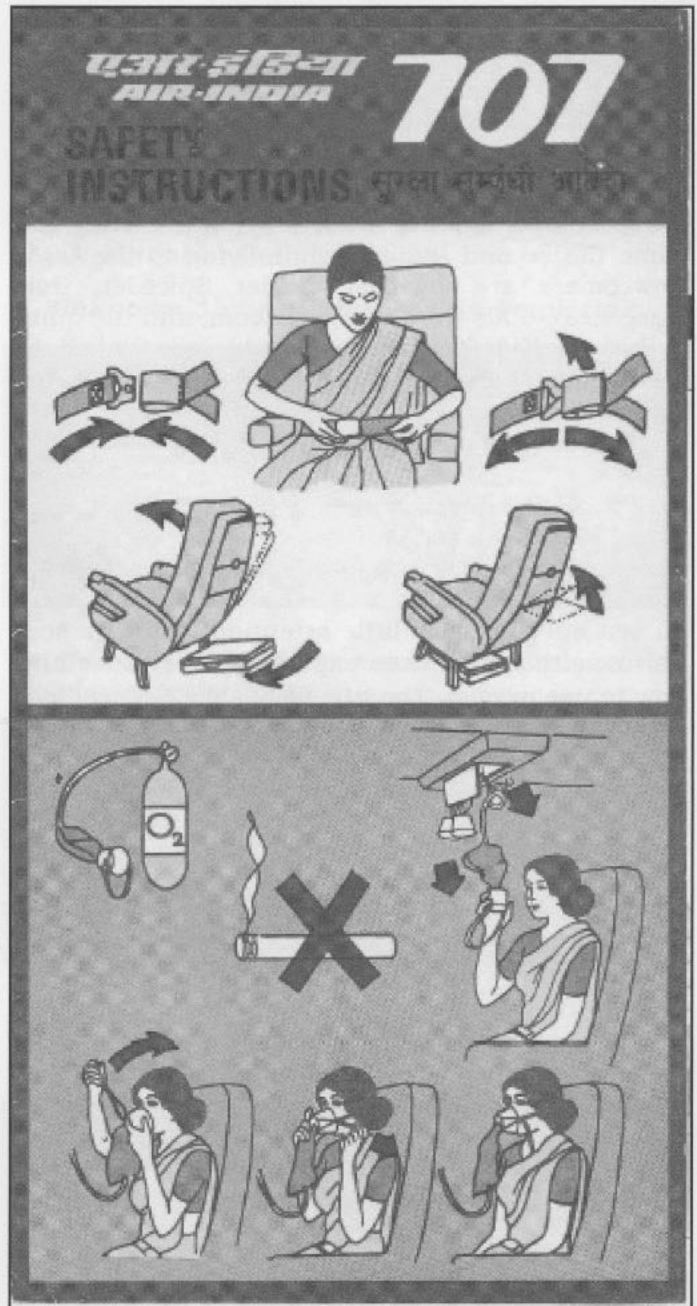


Fig. 2

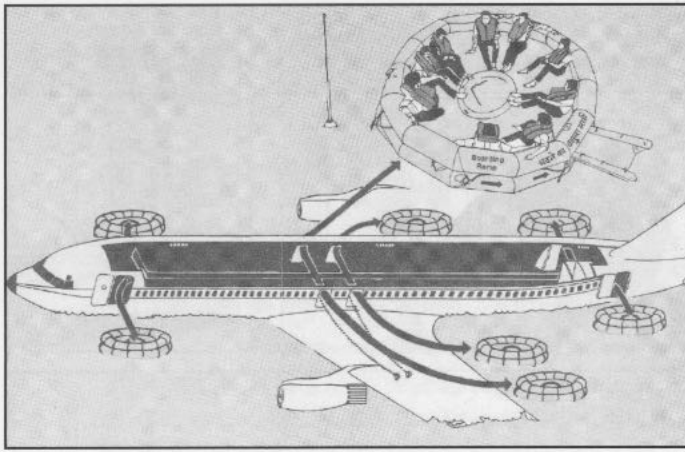


Fig. 3

777-200 ER

एअर इंडिया
AIR-INDIA

विमान में सुरक्षा
SAFETY ON BOARD
SICHERHEIT AN BORD
SECURITE A BORD
SIKUREZZA A BORDO
SEGURIDAD A BORDO
SEGUTANÇA A BORDO
السلامة على متن الطائرة

BEZPIECZENSTWO W SAMOLOCIE
БЕЗОПАСНОСТЬ В ПОЛЕТЕ
ΑΣΦΑΛΕΙΑ ΕΝ ΠΙΠΤΗΣΕΙ
SAKERHET OMBORD
飛行中の安全のために
UÇAKTAKI EMNİYET
机軸安全指引

					OXYGEN
Start and landing Start und Landung Décollage et atterrissage Dekolaj i aterraggi Decolagem e aterrissagem الإقلاع والهبوط Start und Landung Arrivée et départ Start und Landung	Emergency landing Notlandung Atterrissage d'urgence Atterraggio d'emergenza Atterragem de emergência الهبوط الطارئ Landung in Notlage Notlandung Arrivée et départ Notlandung	Landing in water Notlandung Atterrissage Atterraggio Atterragem الهبوط على الماء Landung im Wasser Notlandung Arrivée et départ Landung på vannet	No Smoking No Smoking No Smoking No Smoking No Smoking لا تدخين No Smoking No Smoking No Smoking	No sharp objects No sharp objects No sharp objects No sharp objects No sharp objects لا تحمل أشياء حادة No sharp objects No sharp objects No sharp objects	Oxygen Sauerstoff Oxygen Oxygen Oxygen أكسجين Oxygen Oxygen Oxygen

कृपया इसे विमान से उतरने में न सहायता करें। PLEASE DO NOT REMOVE FROM AIRCRAFT

Fig. 4

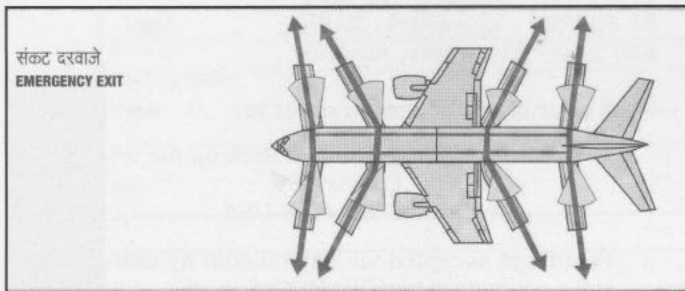


Fig. 5

सुरक्षा की SAFETY ATTITUDE

सुरक्षा की रीढ़ी बांधिये
Fasten seat belt

पुश्कान नियो
No smoking

जूते उतारिये
Remove shoes

थकी ची सामान नियो
No baggage

FRONT-EXIT A

FRONT-EXIT B

FRONT-EXIT C

FRONT-EXIT D

FRONT-EXIT A

FRONT-EXIT B

FRONT-EXIT C

FRONT-EXIT D

FRONT-EXIT A

FRONT-EXIT B

FRONT-EXIT C

FRONT-EXIT D

Fig. 6

लाइंस एयर
ALLIANCE AIR

बोइंग 737
BOEING 737
सुरक्षा निर्देश
SAFETY INFORMATION

लाइंस एयर
ALLIANCE AIR

बोइंग 737
BOEING 737
सुरक्षा निर्देश
SAFETY INFORMATION

इंडियन एयलाइन्स
Indian Airlines


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Indian Airlines


बोइंग 737
BOEING 737
सुरक्षा निर्देश
SAFETY INFORMATION

Fig. 7


आक्सीजन मॉस्क
Oxygen Mask

1. 

वज्राय में कमी के कारण आक्सीजन मास्क आपके सीट के ऊपर लगे पैनल से नीचे आ जाएगा।
In case of less pressure, oxygen mask will come down automatically from the panel above your seat.


2. 

मास्क को अपनी नाक व मुँह की ओर खींचें और सँत लें।
Pull the mask to your nose & mouth to start oxygen.



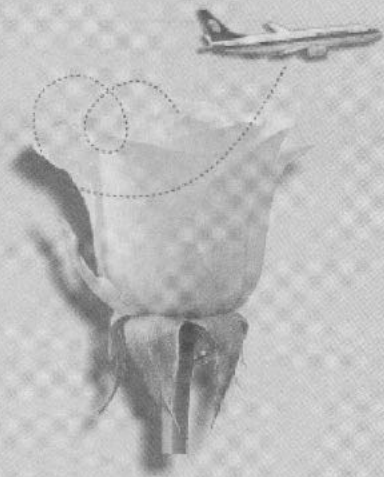
दुसरा को मदद करने से पहले अपना मास्क पहनें।
Wear your mask first before helping other.

Fig. 8



JET AIRWAYS

BOEING 737-700



SAFETY INSTRUCTIONS

For your safety please obey 'Fasten Seat Belt' signs. You are advised to keep your seat belts fastened when seated. Follow all instructions given by crew members. Please do not smoke on board.

DO NOT REMOVE THIS CARD FROM AIRCRAFT.

सुरक्षा - निर्देश

आपकी सुरक्षा के लिए कृपया सुरक्षा-पट्टी बंधाने की सूचनाओं का पालन करें। जब सुरक्षा का संकेत हो तो अपनी पट्टी बंधाएँ। कर्मियों की सभी निर्देशों का पालन करें। कुख्या विमान में धूम्रपान न करें।

इस कार्ड को विमान से बाहर न लें (जाएँ)।

Fig. 9

<p>Throw the window outside विन्डो को बाहर फेंक दें।</p>	<p>Bend low. Exit leg-body-leg. झुक के बाहर निकलें।</p>	<p>Exit quickly. Move away from the aircraft. विमान से जल्द बाहर निकलें और दूर हटें</p>
 <p style="text-align: right;">3</p>	 <p style="text-align: right;">4</p>	 <p style="text-align: right;">5</p>

Fig. 10

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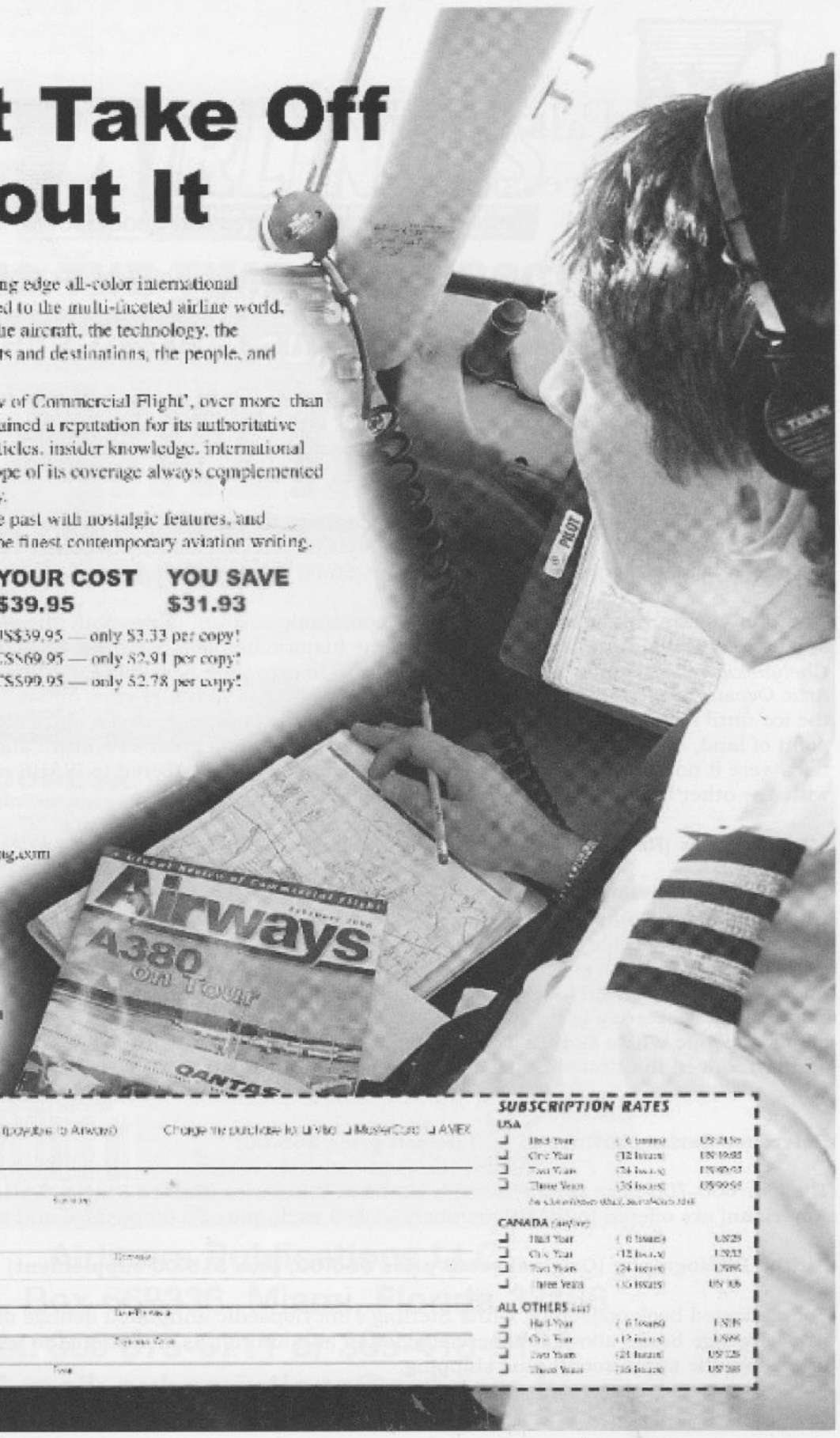
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PROGRESS REPORT - WINTER 2006-2007

For readers of *The Captain's Log*, this is an update of the availability of our books and discounted prices, as stocks are gradually diminishing, and reprints most unlikely.

Pictorial Series (An Airline and its Aircraft) (Retail price \$35.00)

Of the *Great Airlines of the World* series, **Pan Am, Delta, T.W.A., Eastern** and **Saudia** together with **Berlin Airlift**, are out of print. Supplies of **Aeroflot** are limited and we shall not reprint. **Lindbergh, Comet, Lufthansa** in this series are offered to WAHS members at a discounted price of \$20, plus \$5 postage and packing per book.

Our latest in the Pictorial Series is **Howard Hughes, An Airman, His Aircraft, and His Great Flights** (\$35.00). Edited and presented in the same style as our previously published **Charles Lindbergh**, the two are offered as a companion pair for \$50, plus \$6.00 postage and packing.

The Chelyuskin Adventure (\$40.00) is a memorable account of possibly the greatest air-sea rescue ever, and as a tale of endurance, comes close to the historic heroism of Ernest Shackleton. The Soviet ship *Chelyuskin* set off from Murmansk in July 1933 to prove the possibility of a Northeast Passage across the Arctic Ocean, but it sank in the pack-ice on 13 February 1934. 104 crew and researchers camped out on the ice until rescued by seven intrepid airmen who, in April, operated a shuttle service from the nearest point of land, 80 miles away, before the ice melted. This is a great adventure and would make good fiction, were it not all true. The book is in two languages, and is offered to WAHS members at \$25.00, or free with any other book purchase.

Library Series (Retail price \$30.00)

Flights into Oblivion, our first venture, was sold out a long time ago. Also, **Fasten Your Seat Belts, Airline Pasionado, Comets and Concorde**s, and **PanAfrica** are also sold out. Ed Dover's **The Long Way Home** may also be sold out by the end of the year. We have only a few of the **Commuter Airlines** books left. For Pan American specialists, **Skygods, The Company We Keep, Canton Island, Captain Lodi Speaking**, and **Riding The Reef** are available at the discounted price of \$20, plus shipping. **Earhart's Flight Into Yesterday** is an authentic account of her tragic disappearance (without the Japanese flights of fancy), while **White Gloves To Washington** recalls the days when Capital Airlines still operated DC-3s and introduced the United States airline industry to the turbine era. Any two books for \$40, plus shipping.

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The four 600-700-page comprehensive books in this series (**United States, Latin America, Asia** and **Pan American**) are offered to WAHS members at \$40 each, plus \$6.00 postage and shipping.

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Member Tribute - Dick Wallin By Duane Young



Dick Wallin has always been a collector - and once he gets into something, he can't help but go "whole hog" with it. Like most youth of the 1940's, he started out collecting stamps, later graduating to coins, and he then went "full time" into his lifelong love of trains.

He photographed trains and soon accumulated thousands of prints and slides. A retired railroader friend once gave Dick a small piece of dining car china. His first thought was "what the heck am I going to do with this?". He quickly found many others who collect such items, and soon amassed an attractive collection of dining car dinnerware.

Dick did not make his first commercial flight until the summer of 1969 (TWA 727 STL-PIT), and that was to a convention of railroad photographers! However, his job as a utility regulatory accountant soon involved air travel, mostly to Washington, DC.

A railroad friend asked Dick to get airline playing cards on his flights since they were free. After doing that for a couple of years, he decided to keep some cards for himself; soon it escalated into a collection of over 700 decks.

In the mid-1980's, the regional airline shows began; Dick made most of these. His first Airliners International was in 1986 at Hartford and he hasn't missed one since.

The airline shows provided a good source for the playing cards, but soon it became difficult to find new ones, so Dick decided to pick up a "few" pieces of airline dinnerware in order to make it worthwhile to travel to the shows.

As with his prior interests, the dinnerware collection soon grew into a major undertaking.

Today, Dick's airline dinnerware display is recognized as probably the most comprehensive such accumulation in existence. He has dishes, glasses and silverware from about 250 different airlines, including some from places as diverse as Cuba, Iraq, Iran, Nepal, Russia, Libya, etc.

Perhaps his most prized pieces are those from the famous Pan Am flying boats of the 1930's. His collection also includes the elusive DC-3 china from American Airlines, probably the rarest of all airline china. It was ordered by AA two weeks before Pearl Harbor, and just a few pieces were manufactured in early 1942. Today, only about a half dozen pieces are known to exist.

Dick credits WAHS for most of his collecting success, mainly from contacts made with other collectors through the Society and at the Airliners Internationals and regional shows.

Dick says "the fun in this hobby is sharing your collection and information with others. I've had many instances where I thought I had a whole set, and then met someone who had more different pieces. New airlines and new china patterns pop up almost every day, and that keeps it interesting".



Anyone need salt and pepper shakers?

A Sampling Of Dick Wallin's Airline China And Glassware Collection



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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 insure the event is still scheduled as stated before making your travel plans.

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Wednesday, January 10 Through Saturday, January 13, 2007. Comfort Inn & Suites—Miami International Airport, Miami Springs, FL. Contact: Joe Fernandez at n314as@yahoo.com or www.air72.com.

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Saturday, January 27, 2007. Los Angeles, CA. Hacienda Hotel, 525 N. Sepulveda Blvd., El Segundo, CA 90245. Show hours 9am until 3pm. Admission \$5.00. Free shuttle from LAX. Special room rate of \$69/single and \$79/double available by calling 1-800-421-5900. For more info, please contact Dave Cherkis (702) 360-3615 or Marshall Pumphrey (562) 987-1904.

CENTRAL CAROLINA AIRLINE COLLECTIBLE EXPO

Saturday, February 24, 2007. Ramada Airport South, Charlotte Douglas Airport, 212 W. Woodlawn Road, Charlotte, NC 28217. Show hours 8 am until 3 pm. Admission \$5. Special room rate of \$69 by calling the hotel at (704) 525-8350 and mentioning the show name. For more info, contact Tom Reich at tmreich@specialtyexpo.com, 300 Yoakum Pkwy, Suite 1021, Alexandria, VA 22304 Phone (703) 899-3272.

LUTON, UNITED KINGDOM AIRLINE COLLECTIBLE SHOW

Saturday, March 3, 2007. Luton, UK. Vauxhall Recreation Club, Gipsy Lane, Bedfordshire, LU1 3JH. Contact: Keith Manning, londoner657@ukonline.co.uk

SAN FRANCISCO AIRLINE MEMORABILIA SHOW

Saturday, March 10, 2007. Best Western Grosvenor Hotel, 380 South Airport Blvd, South San Francisco, CA 94080. Phone (650) 873-3200. Show hours 9 am to 3 pm. Admission \$5. Special room rate of \$79 by mentioning Airline Memorabilia Show when contacting hotel. For further information, see www.SFOAirlineShow.com or contact Mike Chew, SFOAirlineShow@juno.com, P.O. Box 25494, San Mateo, CA 94402.

MID-AMERICA AIRLINE COLLECTIBLE EXPO—ST. LOUIS

Saturday, March 17, 2007. St. Louis Airport Marriott Hotel, 10700 Peartree Lane, St. Louis, MO 63134. Show hours 8am until 3 pm. Admission \$5. Special room rate of \$79 by contacting the hotel at (314) 423-9700 and mentioning the 'Specialty Expo Airline Show'. For more info, contact Tom Reich at tmreich@specialtyexpo.com, 300 Yoakum Pkwy, Suite 1021, Alexandria, VA 22304 Phone (703) 899-3272.

DALLAS AIRLINE COLLECTIBLE SHOW

Saturday, April 14, 2007 Sheraton Grand DFW Airport, 4440 West John Carpenter Freeway, Irving, Texas 75063. Free shuttle from DFW terminals. Hours: 9am to 4pm. Admission: \$5.00, children under 12 free. For information, contact: Tony Trapp 5343 Teak Wood Drive, Naples, FL 34119. Phone (239) 352-0216. E mail: ttetexpress@earthlink.net.

NATIONAL CAPITAL REGION AIRLINE COLLECTIBLE EXPO—DULLES AIRPORT

Saturday, April 21, 2007. Holiday Inn—Washington Dulles Airport, 1000 Sully Road, Dulles, VA 20166. Show hours 8 am until 3 pm. Admission \$5. Special room rate of \$84 by calling the hotel at (703) 471-7411 and mentioning 'Airline Memorabilia Trade Show'. For more info, contact Tom Reich at tmreich@specialtyexpo.com, 300 Yoakum Pkwy, Suite 1021, Alexandria, VA 22304 Phone (703) 899-3272.

AIRLINE MEMORABILIA SHOW & SALE

Saturday, June 9, 2007. Los Angeles, CA. Hacienda Hotel, 525 N. Sepulveda Blvd., El Segundo, CA 90245. Show hours 9am until 3pm. Admission \$5.00. Free shuttle from LAX. Special room rate of \$69/single and \$79/double available by calling 1-800-421-5900. For more info, please contact Dave Cherkis (702) 360-3615 or Marshall Pumphrey (562) 987-1904.

AIRLINERS INTERNATIONAL 2007

Thursday July 5 Through Saturday, July 7, 2007. Holiday Inn Kansas City Airport, Kansas City, MO. Over 200 tables of airline collectibles. Special Friday night event at the Airline History Museum at Kansas City. See www.ai2007.com for complete show information or email info@ai2007.com.

NATIONAL CAPITAL REGION AIRLINE COLLECTIBLE EXPO—DULLES AIRPORT

Saturday, September 15, 2007. Holiday Inn—Washington Dulles Airport, 1000 Sully Road, Dulles, VA 20166. Show hours 8 am until 3 pm. Admission \$5. Special room rate of \$84 by calling the hotel at (703) 471-7411 and mentioning 'Airline Memorabilia Trade Show'. For more info, contact Tom Reich at tmreich@specialtyexpo.com, 300 Yoakum Pkwy, Suite 1021, Alexandria, VA 22304 Phone (703) 899-3272.



*Air-India Airbus A310 F-WWCB On Delivery ~ Photograph by Reiner Geerds
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Air-India Airbus A300B2-11*





*Air-India Boeing 737-8BK VT-AXB April 2005
Photograph via www.air72.com Collection
Jet Airways Boeing 737-83N N312TZ*

