



The Captain's Log

The Journal Of The World Airline Historical Society, Inc.

Spring 2007 - Issue 31-4



TWA Trans World Airlines Lockheed L-749 Constellation N6104C Courtesy Of www.air72.com Collection

The Lockheed Constellation





Aerofletes Lockheed Constellation

Photographs via Aviation Photography of Miami Collection

Eastern Air Lines Lockheed Constellation



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Panair do Brasil Advertising Card ~ WAHS Collection

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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
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International	\$35 Surface Mail; \$45 Air Mail

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

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From The Flight Deck

Welcome Aboard!

I am pleased to report that some of our advertising is starting to pay off. Due to the philanthropy of one of our lifetime members, we are running a membership advertisement in *Antique Week* newspaper for the entire year. I am happy to report that we have already signed up a new member from that advertisement.

Our membership is also starting to grow with our newly implemented "Jump-Seat Member" program. Hopefully both of these endeavors will bring us many new members in the future.

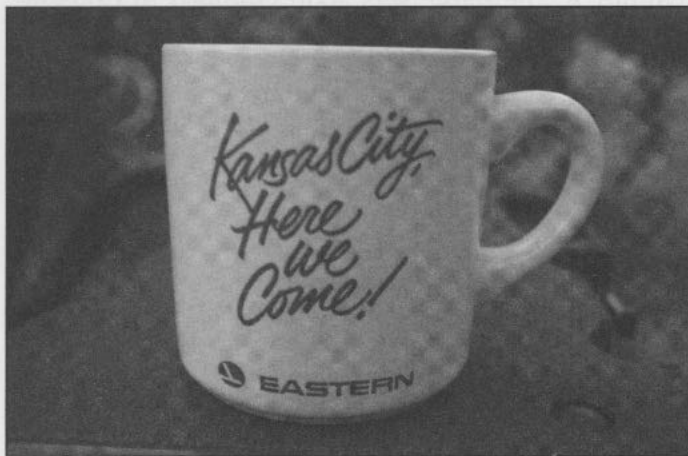
Airliners International 2007 in Kansas City is turning out to be a **TREMENDOUS SUCCESS**. The host hotel is now sold out for the nights of July 5th and 6th 2007. However, plenty of rooms are still available at our overflow hotel, Four Points by Sheraton, which is adjacent to the convention hall. Display tables are still available, and tours will be activated on the website after April, 1st. Midwest Airlines is offering a 10% discount for all tickets purchased 60 days prior to the convention. All the details and information on the hotel, airfare, and convention activities are on the website www.ai2007.com. Check it out, today!

As a reminder from our last issue, we have four board positions up for election this year - two board members at large, treasurer and secretary. All current members are encouraged to vote. Please return your ballot to WAHS headquarters by June 1, 2007. If you are planning to make a presentation for hosting a future Airliners International Convention, please notify us also by June 1st.

I ask each of you to think of what you can do to help promote the Society. Help us grow with positive talk, referring people to our website www.wahsonline.com, our new "Jump-Seat Member" program, as well as, our annual conventions.

Kansas City "Here We Come"

Daare L. Young



Editor's Notes

The Editorial Staff of *The Captain's Log* hope you enjoy reading about the magnificent Lockheed Constellation and the many collectibles available to aviation historians such as ourselves. Our next issue will detail the history of EL AL Israel Airlines and memorabilia from this carrier.

Bill



Flying Ahead....With The Log

Issue 32-1 ~ The EL AL Story
Issue 32-2 ~ The Douglas DC-10
Issue 32-3 ~ United Airlines
Issue 32-4 ~ Air of Luxury

"Connie" - A Lady Of The Airways

By Joop Gerritsma

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

Most historians claim Howard Hughes designed the Lockheed Constellation. This is stretching the truth. Hughes drew up the original specifications, but design it he did not. However, everyone agrees the Constellation and its successors were the most-advanced and most-elegant airliners of their day. They forced Douglas to play catch up twice. To this day the aircraft is affectionately known simply as "Connie."



"Connie" is a lady seen from any angle. (Joop Gerritsma)

In the mid-30s, the Lockheed Aircraft Corporation was studying a four-engined successor to its series of twins. Douglas was developing the DC-4 and Boeing the 307. The Germans had their four-engined FW-200 Condor and the British were also working on long-range airliners with four engines.

Lockheed's first proposal was the Model 44 Excalibur of 1939, a scaled up Model 10 Electra, also with a tail wheel and twin fins. It would carry 30-32 passengers over 2,000 miles at a maximum speed of 250-275 mph. The slightly larger pressurized Model 144 for 36-40 passengers was proposed to Pan American. It would have had a nose wheel and triple fins.

In the late 1930s Howard Hughes was the majority owner of Trans Continental & Western Air (Trans World Airlines from May 1950 on). He wanted an aircraft that could cross the American continent nonstop to replace the multi-stop DC-3 service. But Hughes wanted something bigger and faster than the 44 or the 144. In early 1939 TWA (read: Hughes) issued a specification for a pressurized transcontinental aircraft that could fly the 2,450 miles between New York and Los Angeles nonstop or with only one stop against a headwind, in 8-10 hours. The payload was to be 6,000 pounds and the engines would be the new Wright R-3350 Double Cyclone of 2,000 hp each. From this resulted

in July 1939 the Lockheed Model 49 for 44 passengers. The aircraft was designed by Lockheed designers Hall Hibbard and Kelly Johnson and project engineer Don Palmer. First called the Excalibur A, the name was soon changed to Constellation.

TWA placed an order for nine and construction of the first aircraft started in 1940. Pan American ordered 30 Model 49 (often called the 049) and 10 Model 149 with trans-Atlantic range. (Lockheed used the term Model, not the prefix L-, but the latter is so widely accepted that we are using it here.) The order was later changed to 22 L-049 and 18 L-149. TWA increased its order to 40 L-049. KLM of Holland wanted four L-049 for its Amsterdam - Batavia (now Jakarta) service. Lockheed tested the R-3350 installation in a second World War B-34 Ventura bomber, which promptly acquired the name "Ventelation."

After December 7, 1941, the U.S. Army Air Force (USAAF) took over all orders for commercial airliners and the Constellation became the C-69 strategic transport. The first civilian TWA Connie would not enter domestic service until February 15, 1946 when TWA introduced it on the New York - Los Angeles route. The flight took 8 hrs 38 minutes. Howard Hughes was at the controls. In July 1940 Lockheed even proposed a strategic heavy bomber,

the Model 51, also Model 249 (USAAF XB-30), based on the Constellation. It would have the same wing, empennage and center fuselage, but with a "bomber nose" and a gunner in a slightly extended tail section. There would be two gun positions on top of the fuselage and two in the bottom. But the USAAF selected the Boeing B-29 instead.



Early Trans World Airline (no 's' yet) L-049 at Kansas City. (TWA)

The first Constellation was rolled out at Burbank on November 16, 1942. A young USAAF officer freshly posted to Lockheed as a liaison, took one look at it while it was standing on the ramp and pronounced it "too big to fly." After a series of engine and system ground tests, Eddy Allen took her up on her first flight on January 9, 1943. Connie did not look like a lady at all on this first flight. She wore olive drab camouflage on the upper fuselage and gray on the bottom. The USAAF white star in a blue circle stood on the rear fuselage, but she had the civil registration NX25800. She was officially handed over to the USAAF at Las Vegas, Nevada, on July 28, 1943, but went back to Lockheed at Burbank for further development flying and because Lockheed had encountered major problems with the Wright Cyclones during test flights. And indeed, during the entire career of the Constellation, Super Constellation and Starliner, the Wright engines would remain a weak link, especially the Turbo-Compound versions in the Super Connie. Frequent in-flight engine failures would earn the aircraft the title "the best three-engined airliner in the world." On April 17, 1944 the second prototype was delivered to the USAAF. It flew nonstop from Burbank to Washington, DC in two minutes under seven hours and was piloted by Howard Hughes and TWA president Jack Frye. The flight was a triumph for Hughes. The aircraft was painted in TWA colors with the slogan "The TRANSCONTINENTAL Line" along the fuselage, much to the chagrin of the military brass welcoming her.

In 1944 Orville Wright, the first person in the world to fly a powered-aircraft, was treated to a 50-minute flight in a C-69 out of Wright Field. He was 72 years old and it was his first flight since 1919.

The USAAF ordered 260 L-49 as the C-69, but this order was reduced to 110 as the war was nearing its end and an order for 150 C-69C was cancelled. On VJ Day the USAAF had taken delivery of only 15 Constellations. Another seven were ready but had not been delivered yet and 12 more were in an advanced stage of production.

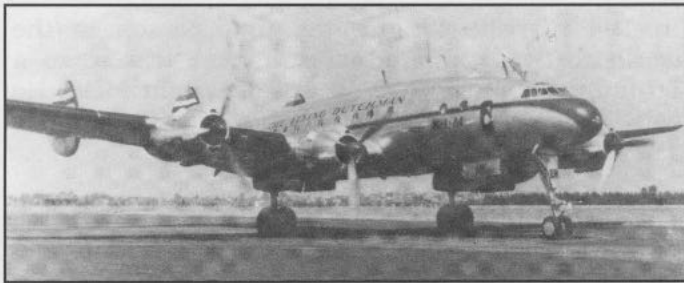
This brings us back to TWA, Pan American and KLM. After inaugurating coast-to-coast Constellation service, TWA flew a "preview" flight from New York (La Guardia) to Paris (Orly) with the L-049 NC86505, modified for "over water" flight on December 3, 1946. The first scheduled commercial passenger service on the route was flown on February 5-6, 1946 in 19 hours 46 minutes, including fuel stops at Gander and Shannon. Flying time was 16 hours 38 minutes. Rome was added on February 11, 1946 and Chicago - New York - Paris - Cairo service without a change of aircraft began in May.



Early Pan American L-749, still with bare-back. (Pan American)

Pan American received its first L-049 on January 5, 1946 and operated a charter flight between New York and Bermuda on the 14th. The first scheduled passenger service was between New York and Lisbon on January 29, followed by London (Hurn) on February 3.

On July 11, 1946 TWA's Constellation "Star of Lisbon" was lost at Reading, Pennsylvania, on a crew training flight. Only one of the six on board survived. An electrical short-circuit had ignited part of the cargo hold insulation, filling the fuselage with smoke. All 58 Constellations already delivered were grounded for six weeks until August 23 for modifications. TWA would buy 82 Constellations and Pan American 35. Toward the end of the war both had already operated a small number of C-69s on behalf of the USAAF.



KLM L-049 PH-TAV was delivered in June 1946. It was still operating with Quisqueyana at San Juan, PR, in 1977. (KLM)



Thirty years after its delivery to KLM, this Quisqueyana L-049 was operating at San Juan, PR, in 1977. Note the radar nose. (Jorge Suarez)

KLM had ordered four L-049 in October 1941, later increased to six. The first one, PH-TAV was handed over on May 28, 1946 and arrived at Amsterdam on September 4. They went into service to New York in November and to Batavia soon after. With 26 bought, KLM would be one of the largest Constellation operators in the world. Other large operators included Eastern Air Lines (33), Air France (28) and BOAC (25), all new from Lockheed. The civil Constellation was built in many versions and sub-versions. The five major ones are: the L-049-51, a conversion of the military C-69; the L-149, a long-range L-049; the L-649 with strengthened fuselage and wings, which was the first truly commercial Connie; the L-749 and L-749A with increased landing weights, stronger landing gear, more-powerful engines and other modifications.



KLM used a number of "Speedpacks" not only for cargo, but also to transport flesh cut flowers to North America. (via Harm Hazewinkel)

The "Speedpack" was a novel feature to increase the cargo capacity of the Constellation. It was a bathtub-like container that could contain 8,000 pounds and could be winched against the underside of the fuselage between the wings. It was sealed from the outside by an inflatable rubber collar and could be raised or lowered in about one minute. Since it could be loaded independently of the aircraft, it also reduced cargo loading times. TWA, Eastern, Western, KLM, Aer Lingus, C&S (Chicago and Southern) and QANTAS are among those who have used them.



Aerlinte Eireann of Ireland operated five L-749 to London and Rome for less than a year. (Aer Lingus)

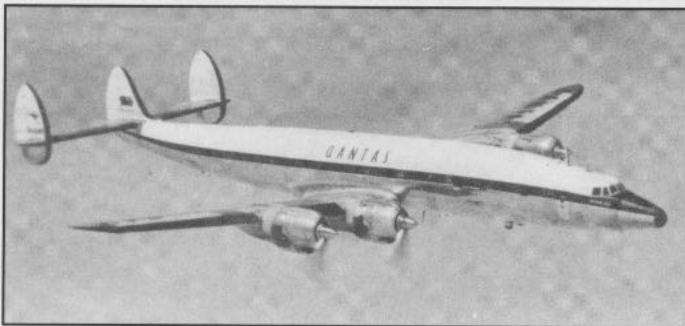
By 1950 the L-049 had become dated. It was superior to the DC-4, but was outperformed by the DC-6. The latest Connie models, the L-649 and L-749, had leapfrogged over the DC-6 and Douglas had responded with the DC-6B, which overtook them. Lockheed had anticipated this and in 1949 it had started work on a stretched, more-powerful Constellation. In January 1950 it took back the original prototype and added fuselage sections both before and aft of the wing. This increased the length from 95 ft 2 in to 113 ft 7 in (29 m to 34.62 m) and the aircraft became the L-1049 Super Constellation. It first flew on October 13, 1950. The first production L-1049 first flew on April 4, 1951. It seated 92 in coach class. Beside the extra length, the fuselage was strengthened, it had rectangular cabin windows instead of the Connie's circular ones, and had stiffer outer wing panels. Power was provided by four 2,500 hp Wright Double Cyclones but later models had the 2,700 hp Double Cyclone.



Royal Air Burundi was a short-lived operator of U.S.-registered second-hand Connies. L-049 at Amsterdam, 1963. (Joop Gerritsma)

Eastern Air Lines bought 14 for 88 passengers. They went into service between New York and Miami on December 15, 1951. TWA bought 10, equipped with an extra wing center section fuel tank for increased range. They could carry 65 passengers on international services, but were used mainly on transcontinental domestic services for 75-passengers, beginning with two daily return flights New York – Los Angeles and two New York – San Francisco. TWA would buy 47 Super Connies in three versions, Eastern had 46.

Douglas fought back with the DC-7 and DC-7B. Foreign airlines were also quick to acquire the L-1049 and KLM again was one of the largest with 22. Air France had 24, Flying Tiger Line 21 freighters, QANTAS 16, Lufthansa and Trans-Canada 10 each. Other carriers had smaller numbers. The L-1049C, L-1049D freighter; L1049E, L-1049G were all improved models with higher weights and more powerful engines, including the infamous Wright Double Cyclone Turbo-Compound. The L-1049G had wing-tip fuel tanks for added range and entered service with Northwest Airlines to Japan in January 1955. The L-1049H was a convertible passenger/cargo model of the “G.”



QANTAS of Australia was a major L-1049G and -H (shown) operator on its Pacific and London services. (QANTAS)

Attempts by Lockheed and the USAF to modernize the Super Constellation with the installation of propjet engines bore no fruit. The majestic L-1649 “Starliner” was the ultimate Connie. It first flew on October 11, 1956. But the days of the piston-powered airliner were ending. In the U.S. the Boeing 707 prototype (the 367-80) had made its first flight on July 15, 1954, the DC-8 was under development and Convair was in the market with the CV-880 and 990; the Soviet TU-104 jet had started trans-Siberian commercial service on September 15, 1956; in Britain the long-range Bristol Britannia propjet entered service with BOAC on February 1, 1957 and the Comet jetliner was making a comeback in 1958 after its false start in 1952.

The L-1649, called the “Jetstream” by TWA, was virtually a new design and was built for TWA as

the answer to the long-range Douglas DC-7C ordered by Pan American. The stretched fuselage was based on the L-1049H, with a new, long-range wing. The aircraft could seat 99 in all-coach. Including the prototype only 44 L-1649 were built: TWA had 29 (including four cancelled by LAI of Italy), Air France 10 and Lufthansa 4. The L-1649’s maximum payload range of 5,400 miles and maximum fuel range of 6,280 miles were far superior to the 3,610 miles and 5,642 miles of the DC-7C. Both could comfortably cross the Atlantic nonstop from New York to Paris, but the DC-7C cruised at 355 mph and the L-1649 managed only 323 mph. Speed counts and 121 DC-7Cs were built, including the prototype. TWA operated its final L-1649 passenger service on October 28, 1961. Its final cargo flight was on May 11, 1967, only five weeks(!) after its final L-749A service on April 6.

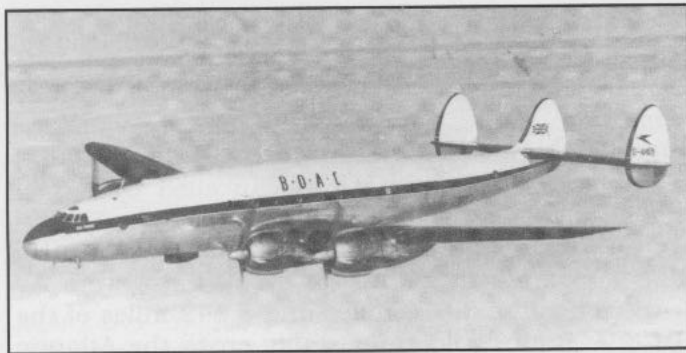
Many Constellations were picked up by small airlines after their service with the majors. For many they were their first pressurized equipment. But few small carriers wanted the surplus Super Connies because of their operating economics and their troublesome engines.

Lockheed also built many military transport and Aerial Early Warning Connies and Super Connies, but they fall outside the scope of this article.

“Air Classics” of April 2004 gave details of 17 surviving L-047/747, 40 L-1049 and five L-1649. Most were on static display in a museum or stood derelict in some aircraft graveyard. Only a few remain in flying condition today, including the L-749A of the Aviodrome Museum in Holland in 1950s KLM colors, the L-1049H of the Airline History Museum (formerly Save-A-Connie) in Kansas City in TWA colors; one with the Super Constellation Flyers Association of Switzerland, and one with the Historical Aircraft Restoration Society of Australia in QANTAS colors but without the name. Not surprisingly, most remaining aircraft are former USAF or US Navy. They were placed in desert storage at the end of their useful lives. Civilian aircraft were scrapped in the 1960s because no one wanted them.



Eastern’s third L-1049, still without a white top.



BOAC C-69/L-049 G-AHEN overshot on landing at Filton, England, Jan. 8, 1951 due to brake failure. She was repaired at New York and sold to Los Angeles Air Service for lease to California Hawaiian Airlines. (BOAC)



CAUSA of Uruguay also operated ex-KLM Connies, their first landplanes. This L-749A is seen at Montevideo in the early 1960s. (del Rio Fotos via Paulo F. Laux)



While with Air France, L-1049 C was converted to an 'E' and then a 'G' before going to cargo carrier Catalina. Seen at Le Bourget, Paris in the early 1970s. Next-generation aircraft are behind, DC-8 and the tail of the Concorde. (Nico Terlouw)



Miami Airline L-749A at Rotterdam on a very rainy day, ca. 1960. (Joop Gerritsma)



KLM operated a large fleet of L-1049C (shown) and L 1049-G on its trans-Atlantic and Asian services in the 1950s and early 1960s. (Lockheed)



L-1049D freighter of cargo carrier Seaboard & Western. (Lockheed)



The second L-1649A built was the first for TWA. Here seen over the Atlantic off New York City. (TWA)



Save-A-Connie's L-1049H was carefully towed into a hole dug in the desert to masquerade as a crashed airliner of fictitious "South American Continental" for a movie. (Terry Anderson)

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A Deck Of Connies

Since Howard Hughes had such a huge influence on the development and commercialization of the *Constellation*, it is only befitting that this aircraft and all its variants would have a prominent role with the TWA fleet through the years.

The first TWA cards featuring a *Constellation* appeared in the late 1940s or early 1950s (Fig. 1 & 2, the latter being a children's travel game rather than a traditional deck of playing cards). Until the Boeing 707 was put into service, TWA issued a number of decks throughout the 1950s which showed inflight photographs of different *Connie* variants, as seen in Fig. 3 through 6.

The *Connie* did not appear again in TWA's cards until 1971 when it issued a 16-deck collector series featuring pictures of all the different aircraft it had flown in its history. Fig. 7 through 10 show the *Connie* decks in this series. In 1994, TWA issued a deck with a picture of a 1649 (Fig. 11) but there was no apparent reason why this aircraft was selected.

TWA was a very customer service oriented airline, so it had always been very generous in providing passengers and collectors with playing cards as well as other promotional items. Decks were usually available on their flights and flight attendants (stewardesses in the old days) were more than happy to give out multiple decks and even participated in card games with passengers when they had idle time on long flights. (Those were really the good old days!). The airline was also good in responding to letter requests for playing cards. As an aside, one such request sent by me in 1987 was answered by Jon Proctor, who was working in TWA's Marketing Department at that time, and that was how I came to be acquainted with Jon.

Because of the ready availability of TWA cards, prices are quite low even for the older decks. The decks from the 1950s can usually be found for about \$15 while the collector series go for less than \$5 each.

In its hey day in the 1950s, the *Constellation* was also featured prominently on a deck from Chicago & Southern (Fig. 12) as well as a few non-U.S. car-

riers - Aer Lingus (Fig. 13), Avianca (Fig. 14), and Cubana (Fig. 15). Figure 16 shows a deck from VARIG with a small *Connie* profile in the background.

The cards from these airlines are very much more difficult to find and are priced at over \$50 each. Only one deck of the Cubana cards is known to exist, and I would venture a guess that it could fetch over \$300 if it is ever sold again.

Naturally, the Save-the-Connie organization has also issued a deck showing its prized restoration, and this is shown in Fig. 17.



Fig. 1



Fig. 2 ~ Above Fig. 3 ~ Below





Fig. 4



LOCKHEED 1049 - 1952

Fig. 8



Fig. 5



LOCKHEED 1049G - 1955

Fig. 9



Fig. 6



LOCKHEED 1649 - 1957

Fig. 10



LOCKHEED 749 - 1950

Fig. 7

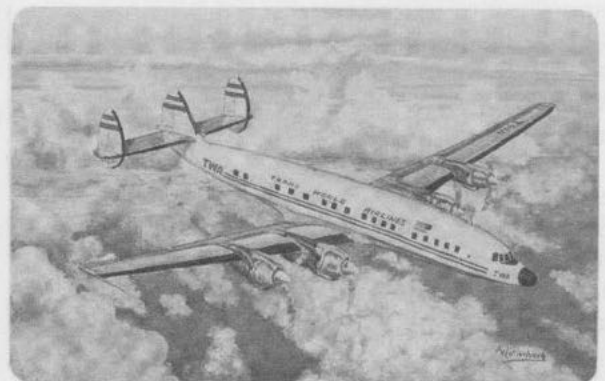


Fig. 11



Fig. 12



Fig. 13



Fig. 14



Fig. 15

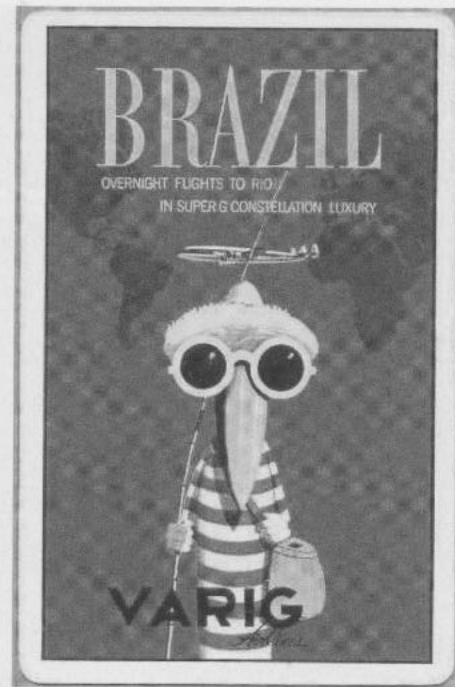


Fig. 16



Fig. 17

World Airways L-1049H Super Constellation



*Mike Roberts Postcard SC7590 - Oakland Airport
Postcard via the WAHS Collection*

Flying Stamps

By Jim Edwards

A Philatelic View of the Lockheed Constellation



Germany issued this stamp in 2005 to commemorate the 50th anniversary of regular air service since World War II. A Lufthansa Super Constellation is pictured here.



The Portuguese colonies of Cabo Verde, Guinea, Angola, Mozambique and St. Tome Principe issued stamps in 1963 to celebrate TAP's 10 anniversary.



This QANTAS Super Constellation celebrates the airline's Around-The-World Service on this stamp issued in 1958 by Australia.



This stamp was issued in 1948 by the Government of India in recognition of Air-India's first flight from Bombay to London.



This BOAC Constellation was featured on this stamped issued by Gibraltar in 1982 as part of a series of with different aircraft types.



This stamp with a Lufthansa Super Constellation was issued in 1994 by the Maldives to celebrate the 50th anniversary of I.C.A.O.

Timetables

By David Keller

dkeller@airlinetimetables.com

On Schedule With The "Connie"

As I was deciding what timetables to use in this article, it occurred to me that Constellations probably appeared on more timetable covers during the 1950's than any other aircraft. In retrospect, that impression might be due to the fact that the Connie's unique profile makes it instantly recognizable, as opposed to other types that might not be so easily identified in timetable artwork. Regardless, it does seem that the Constellation's profile provided inspiration to many of the photographers and artists whose work is featured on timetables of that era.

No mention of the Constellation would be complete without reference to TWA and Howard Hughes. Hughes gained controlling interest in TWA in 1939, and under his direction the airline placed orders for the Constellation in 1940. As aircraft production shifted to wartime needs, the initial Constellations were delivered to the military as C-69 transports, and TWA was chosen to operate training and proving flights, as well as contract services on behalf of the Air Transport Command.

This put TWA in the enviable position of being poised for expansion as a result of its experience with both the Constellation and the international routes it was operating for the military. The TWA timetable dated December 1, 1944 displays what I assume is the first image of a Constellation ever to appear on an airline timetable, as scheduled service was over a year away. With World War II still in full swing, TWA was looking forward to developing a worldwide network operated by Constellations. (While TWA and Hughes didn't get everything on their "wish list", TWA would be granted routes to Europe and became one of the leading carriers on the North Atlantic.)

The TWA timetable dated April 1, 1948 has an attractive cover photo of a Constellation with the tail of a sister ship in the foreground. This is one of many examples where the unusual tail design of the aircraft proved to be an intriguing subject for artists and photographers alike.



Using Lockheed Constellation Skyliners, TWA's "Trans-World" Air Route, applied for June 10, 1944, will link together the peoples in ten areas of the world—the farthest point only 38 hours from the United States.

TWA December 1, 1944

TWA operated a number of models of the Constellation, starting with the 049's, followed by the 749's and 1049's. The next major improvement after the model 1049's was the model 1049G, referred to as "Super-G's" by the airline. The timetable dated April 1, 1955 shows the inauguration of "Super-G" Constellation service with TWA, with a single daily roundtrip between New York and Los Angeles.

APRIL 1, 1948

TRANS WORLD AIRLINE

TWA

U.S.A. • EUROPE • AFRICA • ASIA

Only TWA offers you
300 MPH CONSTELLATION SERVICE
 coast-to-coast and overseas, too!
(see back cover)

TWA April 1, 1948

EFFECTIVE APRIL 1, 1955

TWA

TRANS WORLD AIRLINES
 U.S.A. • EUROPE • AFRICA

NOW!
FLY THE NEW TWA
SUPER-G CONSTELLATION
 the most luxurious airliner in the skies

TWA April 1, 1955

EFFECTIVE JUNE 1, 1957

TWA

TRANS WORLD AIRLINES
 U.S.A. • EUROPE • AFRICA • ASIA

*Newest...
 finest in the skies!*

**Now in service
 the magnificent
 TWA JETSTREAM***
(see back cover)
*JETSTREAM is a service mark owned and used by TWA

Fly the Finest... FLY TWA

TWA June 1, 1957

EFFECTIVE DECEMBER 1, 1949

AMERICAN AIRLINES

AMERICAN AIRLINES, INC. • AMERICAN OVERSEAS AIRLINES, INC.
 AMERICAN AIRLINES DE MEXICO, S.A.

COMPLETE SYSTEM TIMETABLE

Ask about the
Mexico City
SIDE TRIP
 ONLY \$59 EXTRA

ROUTE OF THE *Flagships*

AOA December 1, 1949

EFFECTIVE JUNE 1, 1952

C & S

CHICAGO & SOUTHERN AIR LINES

FLY **C&S** CONSTELLATIONS

C & S June 1, 1952

C&S
 CHICAGO & SOUTHERN AIR LINES

EFFECTIVE APRIL 1, 1953

*Fly the New
 Luxury* ☆

ConStellations ☆

C & S April 1, 1953

The pinnacle of Constellation development was the model 1649, which went into service with TWA in the spring of 1957. The June 1, 1957 timetable was the first to show this type in operation. TWA dubbed this aircraft the "Jetstream", but it would reign supreme for less than 2 years before being supplanted by the 707 in 1959.

While the 1649 had a minimal speed advantage over the "Super G" model (a 7 minute reduction on a 10 hours transcontinental flight), it did boast a considerable increase in range, allowing nonstop flights of over 6,000 miles. One of the longest regularly scheduled nonstop flights ever operated (in terms of hours), was TWA's nonstop "Jetstream" service between Paris and San Francisco. As the timetable illustrates, this flight required over 13 hours on the clock, plus a time zone difference of 9 hours, meaning the flight required over 22 hours! (The timetable does have a symbol attached to this flight indicating that "Fuel stop(s) may be necessary", and one has to wonder how many of these flights were actually completed without them.)

While a number of US airlines operated Constellations, possibly one of the lesser known is American Airlines, which operated the type in its American Overseas Airlines division for a few years after the conclusion of World War II. The timetable dated December 1, 1949 shows Constellations in service to Northern Europe. Within a year, both the European routes and the Constellations would become part of Pan American World Airways.

U. S. A. - Scandinavia				
	C 140 Sun.	C 144 Tue.	C 144 Thur.	170 Sat.
NEW YORK International Airport (EST) La Guardia Airport	Lv	Lv	Lv	3:00
BOSTON (EST)	Lv 4:30	4:30	4:30	
GANDER (LT)	Ar 6:10			
REYKJAVIK (KEFLAVIK)	Ar 11:10			
SHANNON	Ar 8:55			
LONDON		Ar 8:50	Ar 8:50	7:50
				SK 522
LONDON				1:24
OSLO	Lv 4:45			
COPENHAGEN	Ar 2:25	2:25	2:25	
STOCKHOLM	Ar 6:40	4:40	4:40	6:45
STOCKHOLM	Lv 8:30	8:30	8:30	
HELSINKI (LT)	Ar 11:30	11:30	11:30	
	Tue.	Thur.	Sat.	Sun.

AOA December 1, 1949

Due to the tapered fuselage of the Constellation, the earlier models had the capability to lift more cargo than could physically fit inside. This led to the development of the "Speedpak", which was a removable container that was connected to the belly of the aircraft with a capacity of 8,000 pounds. Most airlines did not make much mention of this capability in their timetables, although Chicago and Southern Airlines was an exception.

In the timetable dated June 1, 1952, the airline has a separate section showing its scheduled passenger flights that carried the "Speedpak".

The Speedpak is a separate cargo pod which is attached to the underside of the Constellation. It can carry 8,000 lbs. of payload, or as much as the entire capacity of a cargo type DC-3. Speedpak service is also available between other C & S cities. Ask your nearest C & S office for information.

CARGO SPEEDPAK SCHEDULES					
501 Daily except Sun.	109 Daily except Su. Mo.	← Read Down Read Up →		114 Daily except Su. Mo.	500 Daily except Mo.*
2:30 PM	12:15 AM	Lv. CHICAGO	Ar.	8:30 AM	11:18 PM
4:02 PM	1:45 AM	Lv. ST LOUIS	Lv.	7:20 AM	10:08 PM
5:14 PM	2:57 AM	Ar. MEMPHIS	Lv.	5:50 AM	8:40 PM
5:49 PM		Lv. MEMPHIS	Ar.		8:19 PM
7:22 PM		Lv. NEW ORLEANS	Lv.		6:20 PM
12:40 AM		Lv. HAVANA	Lv.		3:30 PM
3:17 AM		Lv. KINGSTON	Lv.		12:49 PM
7:00 AM		Ar. CARACAS	Lv.		9:30 AM

*Only the Caracas-Memphis portion will operate on Saturday.

C & S June 1, 1952

The Chicago and Southern timetable dated April 1, 1953 has a nice depiction of the Constellations' distinctive triple tail. This was the final C&S timetable prior to its merger into Delta Air Lines, who would operate the Connie's for a few years despite being a loyal customer of Douglas Aircraft.

Pacific Northern Airlines (PNA) operated a small fleet of Constellations between the Pacific Northwest and Alaska. The illustration of their route map and Constellation aircraft is from the gatefold of their June 1, 1958 timetable. PNA would be merged into Western in 1967, and the Constellations would continue with the surviving carrier for a short time.

The Capital Airlines timetable dated April 26, 1953 shows a photo of a Constellation, which at the time was the pride of their fleet. Despite the purchase of a large number of Viscounts a few years later, the Connie's would continue in service into the early 1960's.

While the Stratocruisers got top billing and appeared on most of Northwest's timetable covers in the 1950's, the October 1, 1955 timetable is one of a handful to display the Constellation.

The Trans-Canada Air Lines timetable (North American edition) dated June 1, 1959, illustrates the point that even the smallest image of a Constellation on a timetable is unmistakable. TCA primarily used the type on its services from Toronto to Western Canada.

Constellations also found work south of the border, with Guest Airways operating them on their daily Mexico City to Miami service. Still farther

EFFECTIVE JUNE 1, 1958



FOR AIR TRAVEL
OR SHIPPING
TO
ALASKA

**PACIFIC
NORTHERN
AIRLINES**

The Alaska Flag Line

PNA June 1, 1958

Capital
AIRLINES
26 years
OF DEPENDABLE SERVICE

APRIL 26, 1953

THE TREAT IS HOURS
.. YOURS TO ENJOY
WHEN YOU FLY
CAPITAL AIRLINES



Jack Neale
Constellation
Captain

Capital April 26, 1953

NOVEMBER 1, 1955
(Effective October 30, 1955)

NORTHWEST



Orient **AIRLINES**



**NORTHWEST
AIRLINES**
Alaska Book Bag


"Experienced Travelers
Like Northwest"

Northwest November 1, 1955

EFFECTIVE JUNE 1, 1959

**TRANS-
CANADA
AIR LINES**

NORTH AMERICAN EDITION



See ...
BRITAIN and EUROPE
TCA Atlantic Schedules Page 12

Serving
CANADA • U.S.A.
UNITED KINGDOM and EUROPE
BERMUDA-CARIBBEAN
and NASSAU

Trans-Canada June 1, 1959


AIR FRANCE
THE WORLD'S LARGEST AIRLINE



SCHEDULE and FARES

EFFECTIVE JUNE 1, 1955
SCHEDULE 72

Air France June 1, 1955

 **EL AL**
ISRAEL AIRLINES

**EL
AL**

ISRAEL AIRLINES

Routes
Schedules
Fares

EFFECTIVE FROM OCTOBER 1, 1951

EL AL October 1, 1955

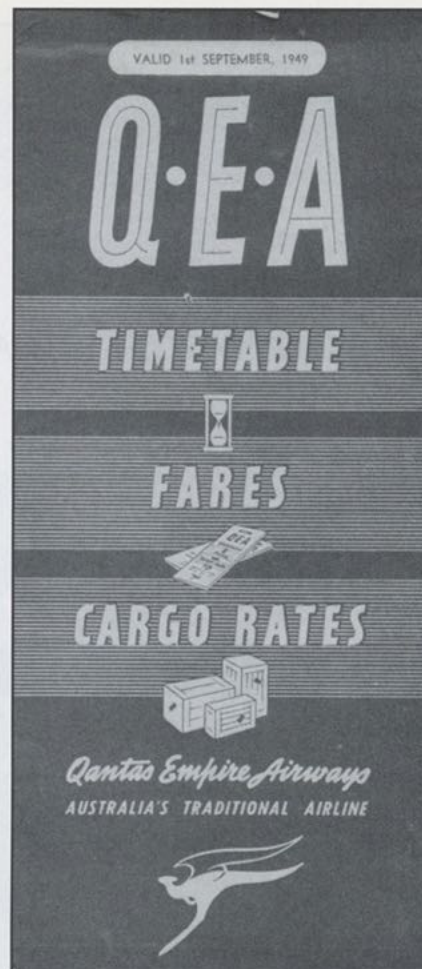
south, LAV operated "Connies" from Caracas to Miami and New York, while Panair do Brasil used them on its South Atlantic services to Africa and Europe.

A number of European carriers operated the Constellation, including KLM, Lufthansa and BOAC. The Air France timetable dated June 1, 1955 shows Constellations operating from North America to Paris, with continuing services to the Middle and Far East.

The El Al timetable from October 1, 1951 finds Constellations operating the New York to Tel Aviv services, with intermediate stops in London, Paris and Rome. Pakistan International Airlines' Constellations were also visitors to London, being utilized on three weekly operations to Karachi.

Lastly, the Qantas Empire Airways timetable dated September 1, 1949 shows the Constellation operating twice weekly between Sydney and London. The trip required over 4 days, with stops in Darwin, Singapore, Calcutta, Karachi, Cairo and Rome. (Some of these stopovers were in excess of 8 hours.)

The designers of the Lockheed Constellation created an aircraft that many consider the most attractive of its era. Despite having been retired from airline fleets for a number of years, the "Connie" lives on in the hearts and minds of those who loved her.



QANTAS September 1, 1949

KANGAROO SERVICES					
PASSENGER SERVICE					
EM501 TO LONDON		CONSTELLATION	EM502 TO SYDNEY		
G.M.T.	L.S.T.		L.S.T.	G.M.T.	
Mon. and Fri.	11.30 21.30	dep. SYDNEY	arr.	09.00 23.00	
Tues. and Sat.	19.45 05.15	arr. DARWIN	dep.	00.30 15.00	
				Mon. and Thu.	
	22.30 08.00	dep. DARWIN	arr.	21.25 11.55	
	07.00 14.30	arr. SINGAPORE	dep.	10.55 03.25	
Wed. and Sun.	23.30 07.00	dep. SINGAPORE	arr.	16.15 08.45	Sun. and Wed.
	06.45 12.15	arr. CALCUTTA	dep.	07.00 01.30	
	08.15 13.45	dep. CALCUTTA	arr.	05.30 00.01	
	14.05 19.35	arr. KARACHI	dep.	00.01 18.30	
Thu. and Mon.	02.30 08.00	dep. KARACHI	arr.	20.30 15.00	Sat. and Tue.
	12.30 14.30	arr. CAIRO	dep.	08.00 06.00	
Fri. and Tues.	04.00 06.00	dep. CAIRO	arr.	20.05 18.05	Fri. and Mon.
	10.00 11.00	arr. ROME	dep.	13.35 12.35	
	11.30 12.30	dep. ROME	arr.	12.00 11.00	
	16.05 17.05	arr. LONDON	dep.	08.00 07.00	
					Thu. and Sun.

EM501/502 Services operated by Q.E.A.
 Traffic not accepted to/from Rome EM501/502 Services.

ACROSS THE WORLD
 ON THE KANGAROO SERVICE

TRAVEL BY CONSTELLATION. Greatest airliner on world routes today, the Constellation offers speed and range combined. Cruising speed is near the 300 m.p.h. mark; four 2,500 h.p. engines provide power to spare (the Constellation can operate on any two of the four engines); the pressurised cabin enables this airliner to fly up where the air is smooth; interiors are carefully planned and the design is spacious.

Q.E.A. and B.O.A.C. Constellations provide a fast direct air service between Australia and England.

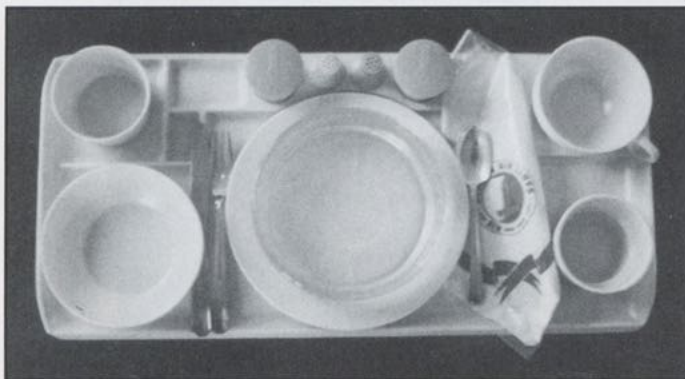
Dining Service

By R. R. "Dick" Wallin

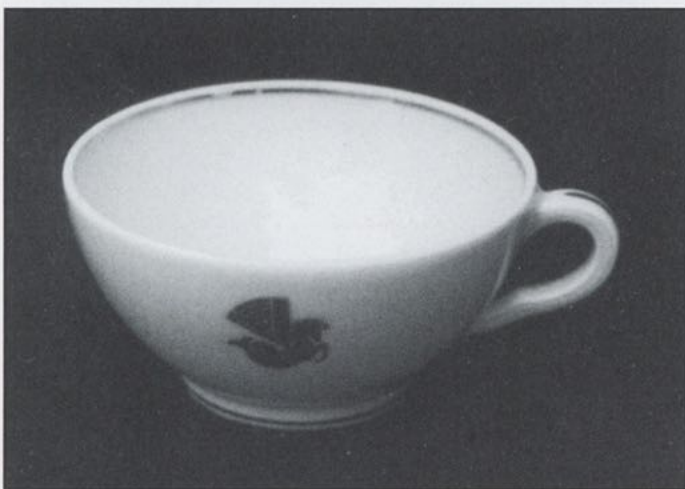
rrwallin@aol.com

THE LOCKHEED CONSTELLATION

Ah yes, the popular "Connie", arguably the most beautiful prop aircraft ever built. While it's hard to tie dinnerware to specific craft, I was able to locate a few Connie-specific items, and to give some variety, will illustrate a couple Connies on the popular metal plane ashtrays.



Early Connie-era Eastern dinnerware setting. The center round plate is glass, with a light green border and EAL's duck hawk logo embossed in the center. The tray and other pieces are plastic, pale yellow, except for the two green sauce cups at the top center. Courtesy of Dan Uscian.



Air France cup, made by Haviland China, with a gold rim and dark brown logo.



Set of TWA promotional glassware from about 1990. TWA's Connie fleet was the largest, numbering about 100.



"Passing of the Props" is the title shown on this 10-1/2 inch plate, with a full color Connie depicted. On reverse; "Constellation Flight #249 TWA's last propeller plane will terminate this date April 6, 1967 at St. Louis, Missouri. The flight originated at Kennedy Airport, New York and operated to Philadelphia, Pa, Pittsburgh, Pa, Columbus, Ohio and Louisville, Ky enroute. Today TWA becomes the first pure jet airline in the United States. Decorated especially for TWA by Laura K. Firth, American Decorators, Inc., Trenton, NJ."



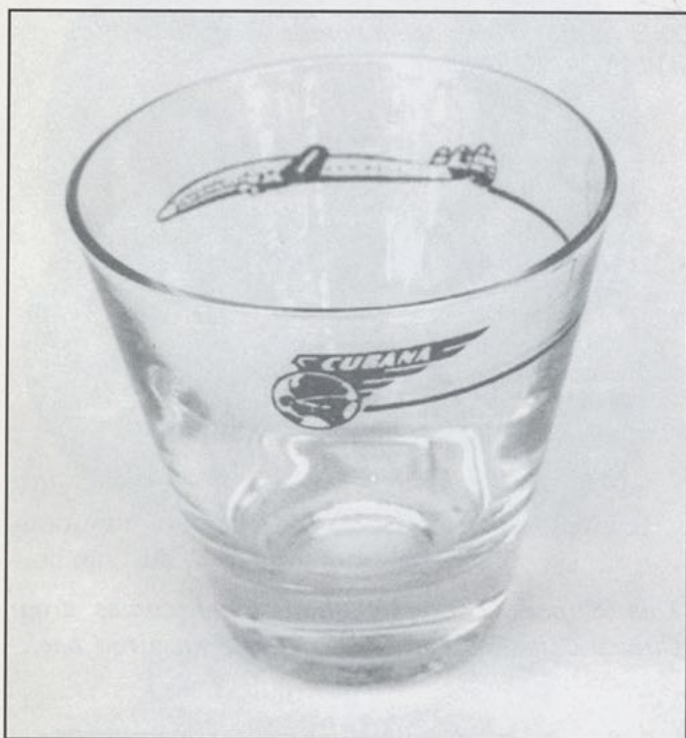
Chicago & Southern may have been one of the country's smallest Connie operators. This glass depicts their name, logo & a Connie in dark green.



This black glass ashtray features a gold TWA Constellation.



Fig. 8



Cuba's Cubana issued this cocktail glass with their logo and a Connie in blue.

(Fig. 8) An early bare metal TWA Connie is on this aluminum ashtray model made by Riffe Models of Shawnee Mission, KS.

(Fig. 9) A Seaboard & Western Connie is on this chrome ashtray.



That's it.

DICK

Sticker Chatter

By David A. Rowe

The LOCKHEED CONSTELLATION was considered the 'grand dame' of the prop-airliners during the Golden Age of Aviation. Accordingly, a number of colorful labels were produced over the years of this classic aircraft. Here are a few examples for your enjoyment!



This lovely issue comes from LAV of Venezuela. The colors are black and brown on buff yellow.



TUNIS AIR from Tunisia produced this label, red and white with a black border.



This multi-colored label comes from Colombia's AVIANCA. Beautiful!



This Super G Constellation label comes from Cuba's CUBANA - black and white on a red back-



Classic! TWA Super G Constellation. Red, black and blue on white background.



Another classic label from TWA. Also red, blue and black on a white background.



CAPITAL AIRLINES of the USA produced this fine Constellation label. Red on white background.



This AIR FRANCE label evokes images of the grandeur of flying aboard their new Constellation aircraft. Red/orange background.



Brazil's VARIG printed this colorful label with the New York skyline.



KLM exemplified the tradition of the 'Flying Dutchman' with this red, white and blue label.



AER LINGUS used their Constellations on trans-Atlantic flights. Green (of course!) and black on a white background.

Memories of Flying the L-1049H Super Constellation

Captain LeRoy H. Brown
National / Pan Am Retired, 1981



National Airlines L-1049H Super Constellation ~ Airline Issued Postcard

After more than 10 years of agricultural flying (crop dusting), I was hired as copilot by National Airlines on January 7, 1952. I was checked out as a Captain on the Lockheed Lodestar after a little over 2 years of service. My last flight in the Lodestar was February 28, 1959. During this period of time, I also flew the Convair 340s, 440s, DC-6s and DC-7s. In 1957, National purchased 4 Lockheed 1049H Super Constellations. They retired them in April, 1963. These Super Hs came with wing tip tanks which made it a very beautiful airplane. In 1959, I had the opportunity to fly this airplane. I ended my training on June 4, 1959. I was really excited about flying what I thought was the most beautiful airplane ever built and I could hardly wait to start flying it on the line. At the time I checked out on the Constellation, I was flying many other types of airplanes. I enjoyed flying the Constellation, even though it was not as spirited as the DC-7. I had a couple of engine failures, which was not the Connie's fault. Other items that did not impress me about the Connie were: the windshield being divided in so many sections, the hydraulic system, rubber boots on the wings, and the radar scope retracted into the floor between the pilots which made it rather inconvenient. And, of course, the flight engineer was rather busy with cowl flaps on take-off between maintaining engine temperature and flight capability. I heard some of the pilots say rather derogatory things like: "a lead sled", "gets ice on the belly", "wouldn't fly if the earth wasn't round", and the "Lockheed Constipation". The cockpit was rather narrow compared to

the Douglas airplanes and it only required one set of throttles for both pilots. Another thing that I remember was that it has a master fire warning light on the panel, and when it turned red along with the bells, you knew that you had a fire, but you didn't know where. It required an engineer's report to access the problem. This master fire warning cover was easily removed for bulb replacement; however, someone with a sense of humor wrote "oh s__t" that showed up when lit. One other thing I remember is "St. Elmo's Fire" putting on quite a display on the windshield and propellers.

I really enjoyed flying the Constellation. It was very passenger friendly and was all in coach configuration. I was always proud to be seen walking out to this fantastic looking airplane. The few things I mentioned about this airplane that were disliked, by no means implies that this was not one great airplane. I would have liked to have flown it for a longer period of time; however along came the Lockheed Electra and jets and that made all the other airplanes including the Constellation even less sprightly. I qualified on the Electra in late 1959 and I only flew the Constellation on rare occasions thereafter. It has been a little less than 50 years since I flew the Constellation and I still say that it is the most beautiful airplane ever built.

Editor's Note: Captain Brown is currently president of the U.S. Airline Industry Museum Foundation (www.airlinemuseum.org). He can be reached via email at ox5robin@earthlink.net

1959	TRIP NUMBER	FROM	TO	TYPE AIRCRAFT	AIRCRAFT NUMBER	TOTAL
5-18	119	BOS	MIA	DC6B	284	6:30
5-20	372	MIA	MSY	CV340	151	6:30
5-21	373	MSY	MIA	CV340	13H	5:54
5-22	PVT	ORL	CHT	Beech C45-2	7652L	2:30
5-23	PVT	CHT	DEL	B-17	4840C	3:00
5-28	494	MIA	IDL	DC6	97	7:26
5-29	803	EWR	MIA	DC6B	25H	6:05
5-31	965	MIA	BTR	DC6B	27	4:08
5-21	966	BTR	MSY	DC6B	21H	1:43
5-21	968	MSY	MIA	DC7B	49L	3:20
6-3	917	MIA	MSY	DC6B	95	3:26
6-3	918	MSY	MIA	DC6	92	3:27
6-4	4T	IDL	IDL	1049H	31C	2:25
6-10	806	MIA	EWR	DC6B	25H	5:31
6-11	493	IDL	MIA	DC6	97	6:35
6-13	502	MIA	IDL	1049H	32C	4:29
5-14	527	IDL	MIA	1049H	32C	4:23
5-12	331	MIA	EYW	CV340	16H	4:4
5-12	320	EYW	MIA	CV340	16H	5:2
5-11	302	MIA	IDL	1049H	31C	4:23
5-11	331	MIA	EYW	CV340	14H	5:7

DRYDEN'S SIGNATURE _____ CERTIFIED BY _____

A Portion of Captain Brown's Logbook from 1959.



National Super Constellation Photographs
LeRoy Brown Collection

NORTHBOUND—HAVANA—MIAMI—TAMPA—JACKSONVILLE

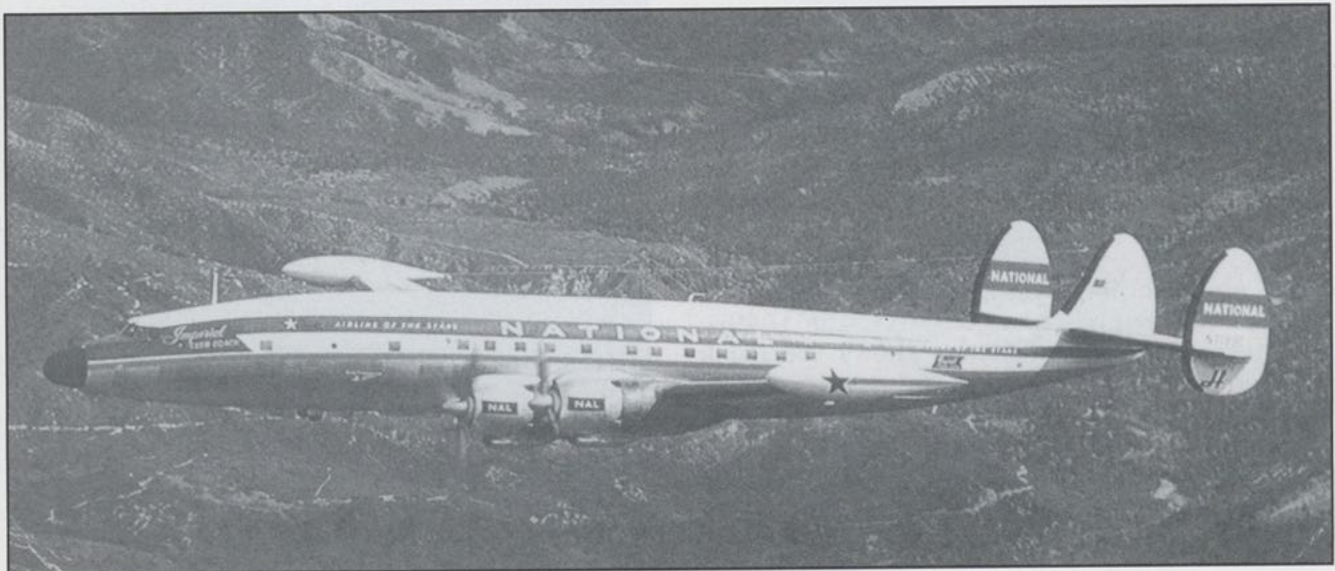
TABLE 2 Lockheed Constellation

FLIGHT NUMBERS	320		376		907		DC-7B 700		Electra 217		Super H T 500	
	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
HAVANA.....(EST) Lv												
KEY WEST.....Lv	7 10	7 10										
MARATHON.....Lv												
MARATHON.....Lv												
MIAMI.....(EST) Lv	7 52	7 52										
MIAMI.....(EST) Lv	8 15	8 15										
FORT LAUDERDALE.....Lv		Sun. only										
FORT LAUDERDALE.....Lv												
WEST PALM BEACH.....Lv												
WEST PALM BEACH.....Lv												
MELBOURNE.....Lv												
MELBOURNE.....Lv												
FORT MYERS.....Lv												
FORT MYERS.....Lv												
SARASOTA/BRADENTON.....Lv												
SARASOTA/BRADENTON.....Lv												
ST. PETERSBURG/CLEARWATER.....Lv												
TAMPA.....Lv												
TAMPA.....Lv												
LAKELAND.....Lv												
LAKELAND.....Lv												
ORLANDO.....Lv												
ORLANDO.....Lv												
DAYTONA BEACH.....Lv												
DAYTONA BEACH.....Lv												
JACKSONVILLE.....Lv	9 58	9 58										
JACKSONVILLE.....Lv	10 35	10 35										
SAVANNAH.....Lv	11 20	11 20										
SAVANNAH.....Lv	11 30	11 30										
CHARLESTON.....Lv	12 08	12 08										
CHARLESTON.....Lv	12 20	12 20										
WILMINGTON.....Lv	1 14	1 14										
WILMINGTON.....Lv	1 28	1 28										
FAYETTEVILLE.....Lv												
FAYETTEVILLE.....Lv												
NEW BERN.....Lv	1 58	1 58										
NEW BERN.....Lv	2 12	2 12										
NORFOLK/PORTSMOUTH.....Lv												
NORFOLK/PORTSMOUTH.....Lv												
NEWPORT NEWS/HAMPTON.....Lv												
WILLIAMSBURG.....Lv												
RICHMOND.....Lv												
RICHMOND.....Lv												
WASHINGTON.....Lv	3 37	3 37										
WASHINGTON.....Lv	4 05	4 05										
BALTIMORE.....Lv												
BALTIMORE.....Lv												
PHILADELPHIA.....Lv	4 50	4 50										
PHILADELPHIA.....Lv	5 00	5 00										
NEW YORK (Newark).....(EST) Lv												
NEW YORK (Newark).....(EST) Lv												
NEW YORK (Idlewild).....(EST) Lv	5 40	5 40										
NEW YORK (Idlewild).....(EST) Lv												
PROVIDENCE.....Lv												
PROVIDENCE.....Lv												
BOSTON.....(EST) Lv												

* Flight 320 will not operate Key West-Jacksonville on Sunday

A portion of National's Dec. 1, 1959 timetable with "Super H"

"The Most Beautiful Airplane Ever Built!"
The Lockheed Constellation



Jr. Wings

By Stan Baumwald

stanwing@bellsouth.net

The Constellation Jr. Wings

When we talk about Constellations and Junior Crew Wings, we have that same problem of trying to match up the theme of *The Captain's Log* with Junior Wings. It is a lot easier to go with geographic areas or particular airlines but we will do the best we can. My approach will be with those airlines that flew Connies and the possible Junior that was used in that era. And I know that I am not including every airline that flew the Constellation.



Fig. 1

With that being my approach, we can start with Northwest Orient Airlines (Fig. 1) which at one time owned five Constellation aircraft and used them to fly to Asia. An early NWA Junior would be a metal wing for the Junior Pilot. There was also a metal wing for the Junior Stewardess. NWA did not have much luck with this airplane and finally let it go in exchange for the Boeing Stratocruiser.



Fig. 2

Eastern, on the other hand really liked the Connie and they had them all from the 049 to the 1049H. One of their early Junior Wings shows the Duck Hawk logo and there were three of this type. One is depicted and that is a Junior Test Pilot wing (Fig. 2) which is the only Junior Wing I know of with that designation. Of the other two wings, one is a Junior Pilot and the other is a half wing for the Junior Stewardess.



Fig. 3



Fig. 4

National Airlines flew Connies (Fig. 3) also so I will include their first wings as well as Seaboard World Airlines (Fig. 4).



Fig. 5



Fig. 6



Fig. 7

(Continued on page 42)

What is It?

By Ken Taylor

keebeetay@aol.com

Wings & Badges

Greetings from the northern reaches of Canada! Unfortunately, I don't have any wings or badges directly related to the Lockheed Constellation, the theme of this issue, but I hope you can help us identify these wings, never the less.

Jaime Rojo asks if anyone can identify this 'GAC' wing. The metal is silver and the background color behind the letters is blue (Fig. 1).



Fig. 1

This next wing (Fig. 2) is also unknown. The metal is a dull silver. No idea what the logo is. Do you know?

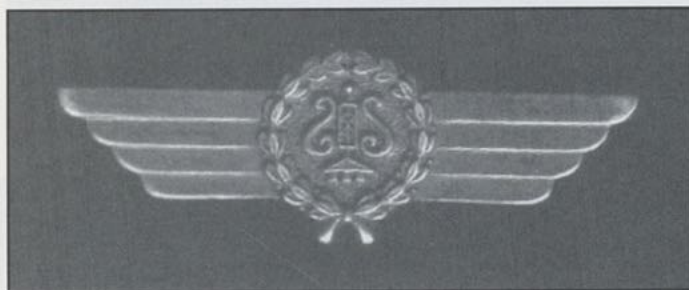


Fig. 2

Fig. 3 (below) is also a mystery. 'A B A E' or is it 'B A E A' in the middle? Gold metal. Does anyone have this wing in their collection?



Fig. 4

Larry Kizer submitted this unusual emblem (Fig. 4) for identification. He says "I received it along with other Pan Am items from the daughter of a former Pan Am mechanic who worked in Panama during the 1940s". There are no markings on the reverse. It also has a blue metal outer ring with 5 pearls and 13 stars. 1-1/4" wide, 7/8" high. The pearls are glued on.

The following two wings come from a Calgary, Canada based organization called "Dreams Take Flight." Fig. 5 has a gold colored wing and used during 2003, 2004 and 2005. Fig. 6 has a silver colored wing and was issued for the 2006 event. This great organization allows handicapped children the opportunity to fulfill their dream by visiting Disneyland for a day. The aircraft and crew are supplied by Air Canada. The children are accompanied by volunteers who supply their time and pocket money to make this very long day a success.



Fig. 5



Fig. 6

Do you have answers to any of the above questions? Please drop me a line or send me an email at the address above.

Postcard Corner!

By Marvin Goldman

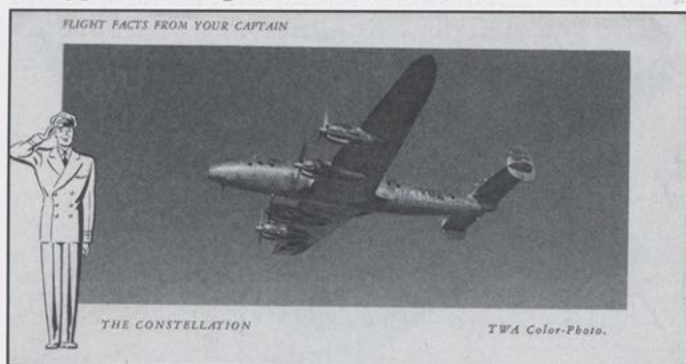
mmgoldman@rcn.com

Constellations on Postcards

The Lockheed Constellation initiated a new generation of airliners, with much faster speed, a pressurized cabin and an elegant appearance. When the Constellation first graced the scheduled airways in January 1946, it was so superior to the competition that all the major airlines had to have it. With a beautiful modern aircraft for airlines to attract passengers, it's no surprise that wonderful new postcards immediately came on the scene.

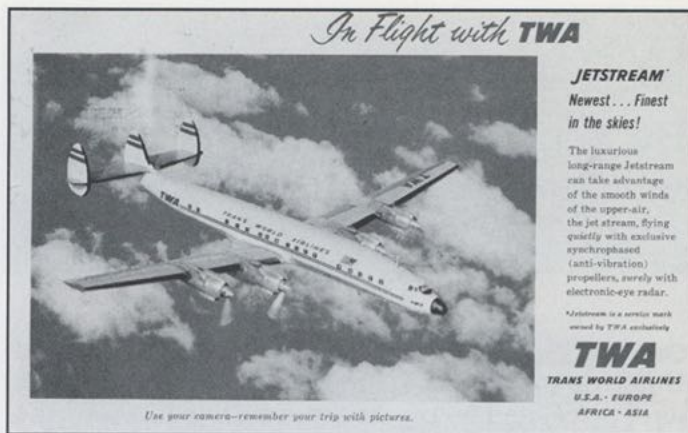
Nearly 300 airlines operated Constellations, and 26 of these had 10 or more in their fleets. Space allows me to include only a few highlights of the gorgeous array of "Connie" postcards, so please excuse me if your favorite airline or card is not pictured here. If you enjoy this article, however, you may also wish to view hundreds of airline-issued Constellation postcards, in sparkling full color, at the magnificent website of Gregory Smith, <http://imageevent.com/constellationpostcards>.

Let's begin with the airline that started it all - TWA. Howard Hughes, TWA's then-owner, promoted the early development of the Lockheed Constellation for airline service, and in February 1946 TWA became the second to fly the Constellation in scheduled service (shortly after Pan Am) and ultimately its largest operator -- with 156 Connies of all types starting with the 049 model:



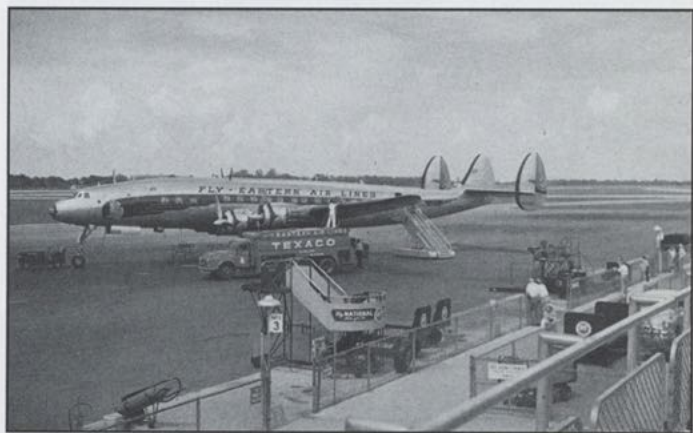
TWA 049 Constellation, airline issue ("AI") dated 1-46; double-size foldover card with a fill-in flight record inside and a postcard back.

TWA upgraded to most of the Constellation's improved models as they were introduced. My first and only Constellation flight was in July 1960 on TWA, Rome-Cairo-Daharan-Bombay, on the very type shown on the following postcard that I took from the onboard seat flight packet and mailed home:



TWA Super Constellation 1649A, AI, issued late 1950s.

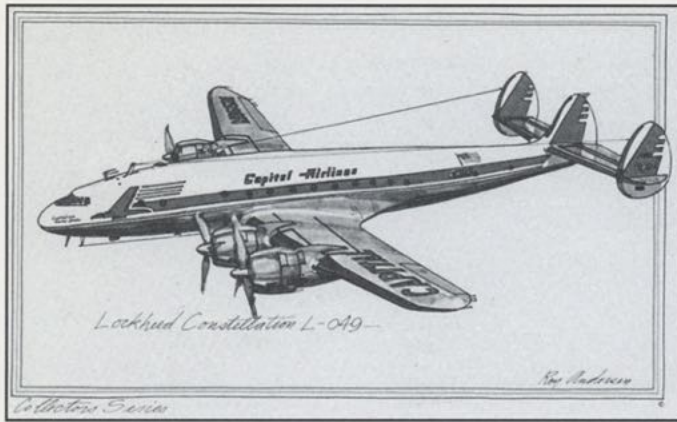
Now let's take a round the world postcard tour of selected airlines that operated Constellations, starting in the U.S. After TWA, the three leading U.S. airlines in order of fleet size of passenger Connies were Eastern, Pan Am and Capital, with Flying Tiger operating the most Connie freighters:



Eastern Super Constellation 1049, N6208C, at Tampa, Florida, late 1950s or early 1960s; Florida PreVues, New Port Richey FL, card no. 15881.



Pan Am 749 over Central Park, New York City, AI, late 1940s.



Capital 049, part of a series of art postcards by Roy Anderson issued about 1973 by Capital's successor United Airlines through Johns-Byrne Co., Chicago.

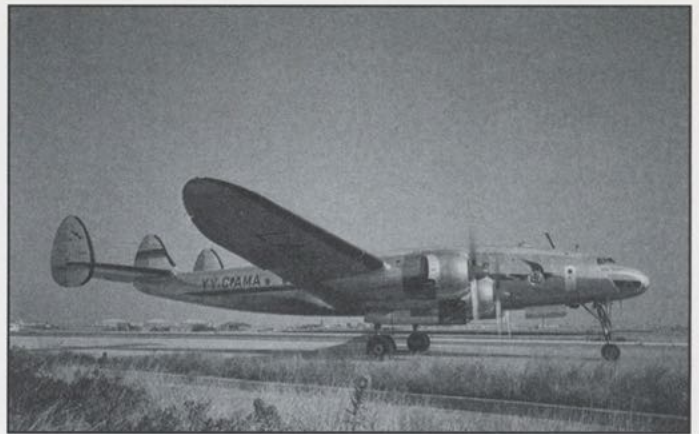


Flying Tiger Line 1049H, N6922C, AI, late 1950s or early 1960s, printed by Major Photo Service, NY, card no. 3890; reverse has printed thank you message for shipment with Flying Tigers.

Elsewhere in the Americas, the Constellation became very popular in Canada and throughout Latin America. Here are examples:



Trans-Canada Air Lines 1049 type interior, AI, late 1950s or early 1960s.



Linea Aeropostal Venezolana 049, YV-CAMA, possibly at Idlewild Airport, NY, late 1940s or early 1950s; AI by its New York office; Louis Dormand, Riverhead NY, no. 4147. LAV was an early Constellation operator, starting Caracas-NY in March 1947.



Panair 049, B&W real photo, possibly AI, late 1940s or early 1950s. Panair of Brazil was one of the first Constellation operators, starting March 1946.



Avianca (Colombia) 749 at Bogota, 1954-1960s; Movi-foto no. HK-650-1.

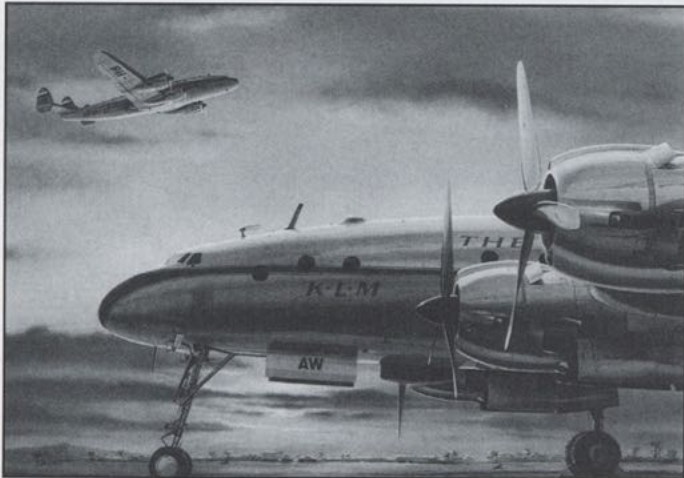


Aerochago 1049F, HI-548, at its Santo Domingo base, issued 1990, Buchair 9046. Aerochago, a cargo operation, was one of the last operators of Constellations. I enjoyed seeing several in operation during 1987-1990 while on business in the Dominican Republic.

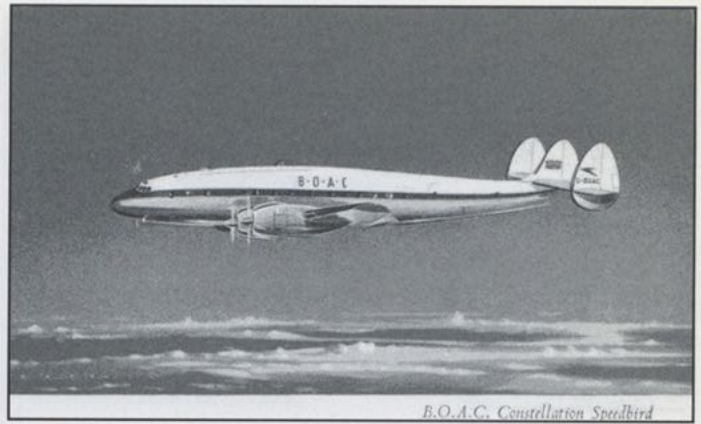
Turning to Europe, the principal Constellation operators, in order of fleet size, were Air France, KLM, BOAC and Lufthansa.



Air France 049, F-BAZB, over Paris, printed 11/50; Havas.



KLM 049, one of my favorite paintings by noted Dutch artist Thijs Postma; published by Dave Prins' Skyliner Graphics, card no. 7.



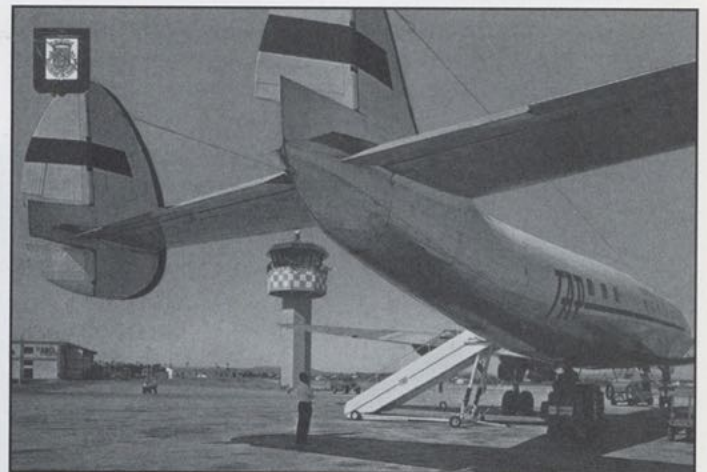
B.O.A.C. Constellation Speedbird

BOAC 049, G-BOAC, late 1940s or early 1950s, artwork, AI.



Lufthansa 1049G, D-ALAP, at Frankfurt, during 1956-66, B&W real photo, AI.

Those were the days you could sit outside, have a drink and watch the planes close-up.



Transportes Aereas Portugueses (TAP) 1049G at Faro, Portugal, late 1950s or 1960s; Ediciones FISA, Barcelona, no. 437.

Continuing to the Middle East and Asia:



El Al Israel Airlines 049, 4X-AKA, during 1954-62, at Zurich, B&W real photo; WBZ, Zurich, card no. VF19. This is a rare card that I managed to acquire from Chris Slimmer in a great trade at the Airliners International 2005 show.



Air-India 1049C, VT-DGL, late 1950s to 1962, AI (Courtesy of Larry Myers). Oversized Postcard.



Air Ceylon 749, late 1950s to early 1960s, AI.

All too soon, our round the world Constellation tour concludes with Australia's QANTAS, linking Sydney and London with its "Kangaroo" service:



QEA (QANTAS and BOAC) 749 interior, about 1949; Post-Age, Sydney, modern reproduction, no. PC166.

Until next time, Happy Collecting! *Marvin.*

Notes: Original postcards of the above are in color except as noted. All (except for the Air-India card) are from the author's collection. My estimate of their availability: the El Al card--rare; the Capital, Avianca, Aerochago, KLM, and QANTAS cards--fairly common, and the balance--uncommon.

References: Dominique Breffort, *Lockheed Constellation: From Excalibur to Starliner*, (Histoire & Collections 2006) (this book is a feast for the eyes); Curtis K. Stringfellow and Peter M. Bowers, *Lockheed Constellation* (Motorbooks International 1992); Kenneth E. Wixey, *Lockheed Constellation, Classic Civil Aircraft:1* (Ian Allan 1987); Peter J. Marson, *The Lockheed Constellation Series* (Air Britain 1982);

Website on Constellation postcards by Gregory Smith:
<http://imageevent.com/constellationpostcards>

(A Constellation postcard reference manual in CD format by Greg Smith is also available by contacting him at gccj@att.net.)

Aircraft Modeling

By Ken Miller

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Connies, Connies and more Connies!

There is no shortage of Constellation model kits. Doing a quick count I come up with seven different models with another new kit just being released in February of this year. Trying to make sense of the kits I'll try to keep them in chronological order.

The Hawk kit was released first. I'll share as much detail as I have though it isn't much. The Hawk kit was the first post WWII plastic airliner kit produced. The Kader is a copy of the Hawk kit. The model is an early C-69 and did not come with landing gear or decals. The shape is good with the exception of the engine nacelles. The Constellation has very distinctive engine nacelles and many kit makers did not get the engines "just right". The Hawk/Kader kit scales out closely to 1/144 scale. A trivial point about the kit is that the kit comes in a very small box. It is almost impossible to replace the parts in the box once it is opened.



Kader Kit

I don't know much about the Dubena kit other than it is a 1649 Starliner. It was originally released as pre-built toy by Siku in the 1960's. The scale is about 1/240.

Heller makes the two "big boy" 1/72 scale kits. The first is an L749 Constellation. Heller later developed the kit to a 1049G as well. The kits are big and impressive. Just as with the Kader kit Heller didn't get the engines "just right". People also may or may not know that Heller is currently in limbo as the parent company Humbrol has filed

for bankruptcy in France. Airfix was a part of this bankruptcy but has been bought by Hornby. Keep your fingers crossed for the well-being of both Airfix and Heller.



Heller L-749 Kit



Heller L-1049 Kit

Back to smaller scales both Revell and Monogram released their own 1049G models in box scales that were close to 1/144 scale. I've yet to see a Revell kit up close but I did build the Monogram kit as a youth. The good parts of the Monogram kit are the air stair and stewardess figures that came with the kit. The bad part of either the Monogram and/or Revell kits is that they are peppered with the typical rivets that came with kits from this early era. Speaking of engine nacelles I've heard that the Monogram engine nacelles are "just right".



Revell L-1049G Kit

Minicraft released their 1049G kit in 1999. As I mentioned in my Airlines of India article the kit has gotten good but not great reviews. My Air India kit is almost done. My kit was a little rough to build at times but nothing a fair amount of time and effort couldn't fix. Minicraft has been very prolific in releasing their kit in many different markings. I counted at least 8 different airline and military markings for the model.

The latest and greatest news is that Revell Germany has just released a newly tooled 1049 kit in Lufthansa markings. It's too early to get people's comments on the build but the in-the-box reviews give it high marks. A big difference between the new Revell and other small-scale kits is that there is a considerable amount of scribed detail on the new kit.



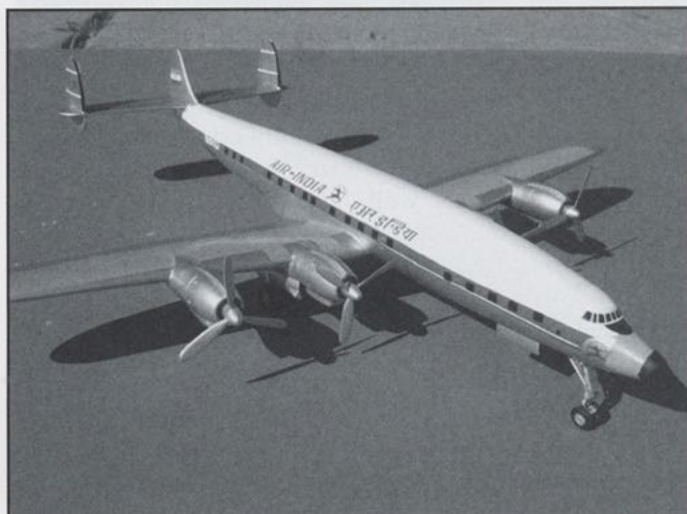
Revell L-1049 Super Constellation Kits

Lest I forget Welsh has also released a 1649 Starliner kit and an L-749. The L-749 allegedly comes with a Speedpack cargo carrier as well.

I've included a photo of my almost finished Air India Minicraft 1649 model. Tom Kalina also graciously sent me photos of four of his Constellation models. Tom used both the early Revell and Monogram kits as well as a Welsh vacuform. Tom's work shows that it is possible to build beautiful models from almost any kit. He put the airstairs provided in the Monogram kit to good use.

As one can see there is no shortage of Constellation Model kits out there. With time and effort one can build a model of pretty much any Constellation variant.

Thank you to Tom Kalina for providing photos of his models as well as to Christian Bryan of the Yahoo Boxart Den group for providing many of the old model box art illustrations.



My Air-India Super Constellation mentioned in Issue 31-3 - Now completed and ready for flight!



(Above) Tom Kalina's Revell L-1049 Model

(Below) Tom Kalina's Monogram L-1649G Model



Wings! Badges!

By Charles F. Dolan

wingcobda@yahoo.com

Lockheed Constellation Insignias

For ages, ships have been referred to as "she". If ever an aircraft deserved to be referred to as "she", it would have to be the Lockheed Constellation. The aircraft had lots of curves and was a long-legged creature as well. Like the female human, "she" began life somewhat round and short, but grew to be quite sleek and thin looking. Of course, the Air Force came up with the RC-121 and we all know what that looked like.

As I was thinking about growing up (I decided against it) on Long Island, I had the good fortune to be living under one of the approaches to New York International Airport - Idlewild (NYC / IDL). In the late fifties to early sixties, the jet age was just spooling up and the skies were still filled with Douglas DC-6s and DC-7s, Boeing Stratocruisers and the Lockheed Constellation. The Boeing was a bit (a good bit) pudgy in appearance. The Douglas transports looked very much like one another until the props wound down and the blades could be counted. The Constellation was different. The triple vertical stabilizers were the first to be noticed. After that, you checked the nose to see whether there was a radome, then the wings to look for rounded or squared off tips or the tip tanks of the Super G. Lockheed had been naming its products after stars for many years. They were right in naming this model the Constellation because there were many "stars" in its production run.

The problem I found in selecting the wings and cap badges to feature in this article was that many of the operators of the "Connie" have been featured in recent articles. Those include BOAC, Lufthansa, Northwest, Eastern, TWA, National, Royal Air Maroc, Pan American World Airways, Air India, Avianca, South African and TAP.

I checked in the dark back corners of my "goodie boxes" and came up with the included images. There are some people carriers and some freight haulers. I hope you enjoy looking at the insignia of these operators of the Lockheed Constellation.

CUBANA



The PAA style cap badge is of gold color metal with blue enamel surrounding the outline of Cuba. It is hallmarked "BALFOUR 1/10 10KGF". The badge mounts to the cap with a single screw post and has a disc on the post with two prongs that prevent the badge from rotating. The owner of the badge has scratched the initials "R B H" to the top of the back of the badge.

Metal PAA style pilot and flight engineer wings. Pilot wing is of gold color metal with blue enamel behind the stars and outline of Cuba. The wing is pin back and hallmarked "ANTIGUA VILARDEBO Y RIERA HECHO EN CUBA"

The flight engineer wing is also of gold color metal with the blue enamel in the oblong box and in the oval center device behind the outline of Cuba. It is also pin back and is hallmarked "LGB". This wing is of much thicker metal and has finer detailing than the pilot wing.

The PAA style cap badge was made by the same Cuban manufacturer. It also has a single screw post, but lacks the pronged disc to prevent movement on the cap. The screw post is thinner than that of the Balfour made badge and it lacks a hallmark. The badge came on a paper card with the name "ANTIGUA VILARDEBO Y RIERA MERITO COMERCIAL" "LA HABANA, CUBA"



Cubana bullion wing with Pan American World Airways style cap badge

Wing is a sew-on style with gold bullion thread on black felt material. The shield in the center has red on the top with white and blue stripes below. There are two screw posts to attach the wing to the uniform jacket.

KLM Royal Dutch Airlines

The cap badge is of gold bullion thread on black material. The badge is sewn to the cap.

All of the wings are of gold color metal, perhaps brass with a gold wash over the base metal. There is blue enamel behind the letters "KLM" and within the crowns. The wing for the flight engineer had a three bladed propeller above the KLM and the radio operator wing has the lightning design both above and below the letters.

All three wings are attached to the uniform with split pins passing through two lugs on the back of the wing. The pilot wing has a thin plate which

would be placed between the fabric and the split pin. I suspect that the other wings had a similar plate when they were issued. None of the wings are hallmarked.



LAV Linea Aeropostal Venezolana

The cap badge is of gold bullion thread on black material. There is medium blue material behind the letters "LAV". The cap badge is attached to a black band which goes around the headband of the cap.

The LAV wing is of gold bullion thread on black material. It is clutch back and has no hallmark or manufacturers tag. The center disc is of gold color metal with light and dark blue enamel. The wing is difficult to photograph and a separate image was taken of the center device.

(Photograph on the next page.)



Center Emblem of the LAV Pilot Wing



LAV Cap Badge (Top) and Pilot Wing (Bottom)

Seaboard and Western Airlines

Cap badge is of silver metal with gray, white and red enamel in the center logo. It mounts to the cap with two screw posts. The badge is hallmarked "DELTA UNIFORMS"

The wing is of the same silver metal and the colors are the same as the cap badge. The wing is pin back and is not hallmarked.



Seaboard & Western Cap Badge and Wing

Slick Airways

The cap badge is of silver with dark red, almost maroon color enamel. It has a single screwpost and two positioning pins on the back. The hallmark reads "A MEYERS CO STERLING"

The two wings are pin back. They also are silver metal. The plain wing is hallmarked "ENTENMANN STERLING". The wing with the star is hallmarked "ENTENMANN - ROVIN CL P?C? RIVERA CALIFORNIA" The enamel in the center of each wing is darker than that of the cap badge and looks more maroon than red.

Flying Tiger Line

The cap badge is of silver metal, possibly sterling. It is hallmarked "LGB S". The center disc has blue enamel in the circle with the shark mouth in red enamel. "Flying Tiger Line" is in silver on red enamel. The cap badge is screw post with two positioning pins.

The wing is pinback with the same color enamel. The hallmark is "LGB STERLING"

(Photographs on the next page.)



Slick Airways Cap Badge and Wings



Flying Tiger Line Cap Badge and Wing

As always, I appreciate hearing your comments and feedback concerning the items shown in this column.

Happy Collecting!

Charlie



Remembering Paul Andes (1942 - 2007)

WAHS lost one of our long-time members and strongest supporters when Paul Andes of Littleton, Colorado passed away on February 14, 2007.

Al Minich, fellow WAHS member and long time friend, remembers Paul:

A sad occurrence on Valentine's Day this year, as a long time member of WAHS passed on into the Western Skies for his "final check".

Many of you knew, or met Paul Andes, from the Denver area. His death was caused by cancer. He is survived by his wife, 3 daughters and many grandchildren. He was 64.

Paul was my best friend for nearly 25 years. He, along with Fred Beardslee (Manager of Colpar , Aurora, Colorado), and I founded Colorado Airliners International Club (CAI) in the mid 1980's. We also co-chaired Airliner's International '88 Convention, held in Denver.

Paul served in the U.S. Air Force for several years before joining the Federal Aviation Administration, as an Air Traffic Controller. He started controlling at Santa Rosa Tower in California, before setting up and controlling the tower at Arapahoe County, now Centennial Airport (APA) for 20+ years.

He enjoyed the many facets of aviation, from airliners, to the military and general aviation airplanes. Just like many of us.

He also enjoyed railroading, especially the Monon line, now long gone from the Indiana area. As we made several trips to Europe together, we had problems deciding how to make visits to airports as well as rail stations.

Paul was a native of the Washington DC area, and spent many hours at that airport in his growing up years, as I have seen many of his photos taken from even the old control tower.

He will be missed by all of us, as he always had a smile on his face, and was always eager to assist anyone for any reason.

Our thoughts and prayers go out to Paul's family.

Safety Cards

By Fons Schaefer

air.fons@consunet.nl

The Lockheed Constellation Lessons On Inflight Safety

The Constellation is a pre-safety card airplane type. When safety cards became mandatory, in the mid 1960s (at least in the United States), most Constellations had retired from passenger service. Constellation safety cards are therefore quite rare and I can thus only review a few. Yet, this column gives me some space to explain cabin safety features of the Connie that were typical for those days. You will be surprised to see how things were different then.

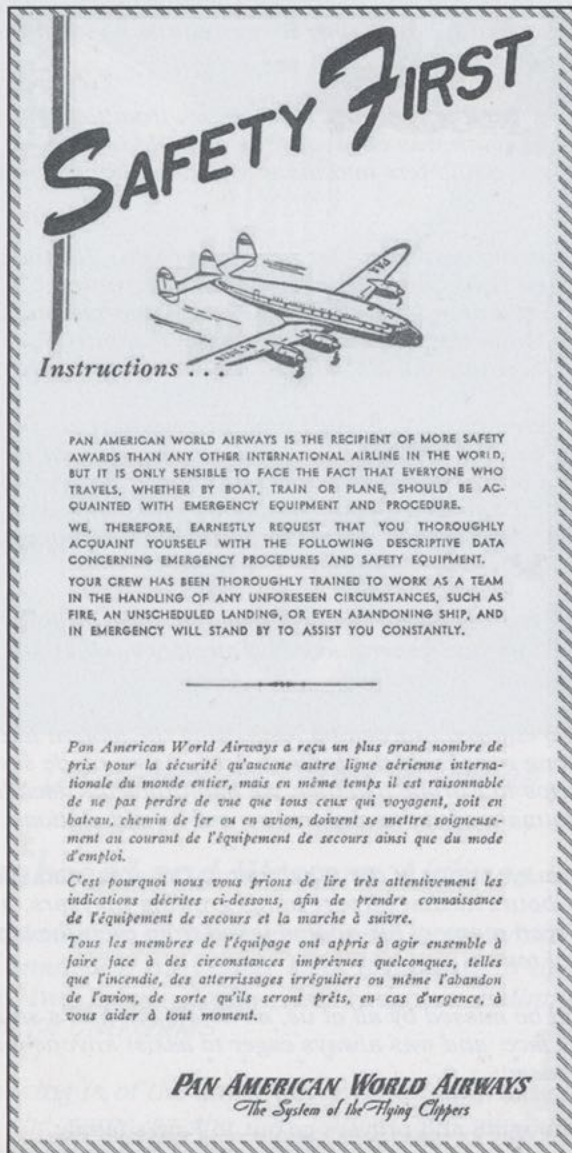


Fig. 1

An early, and very nice Constellation card is a Pan Am folder for the L-049 called "Safety First". It is undated but must stem from the second half of the 1940s as Pan Am operated L-049's from 1946 until the mid-1950s. It is in two languages (English and French) and, apart from an introduction on the front panel (Fig. 1), has three topics:

Emergency Procedures, describing in six steps personal preparation for an emergency landing, with a strong emphasis on water landings. It stresses the authority of the captain (Fig. 2) and that of "the plane's officers", each of whom "is the captain's representative and in complete authority". (So how many captains were there on the ship?). Also of interest is the brace for impact attitude, which requires full *recline* of the seat (see Fig. 3)

Keep calm, giving an extensive description of the life raft and the contents of the accessory kit, such as a fishing kit, a bailing bucket, a police whistle and... a bible.

Diagram of emergency equipment aboard your Clipper. This panel gives a cabin layout drawing (in the right orientation for seated passengers) outlining the location of the exits and emergency equipment (Fig. 4).

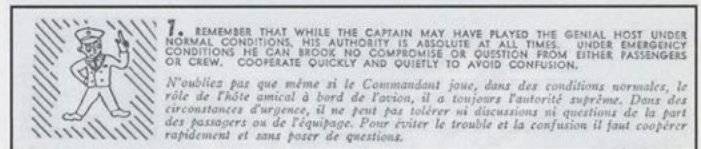


Fig. 2

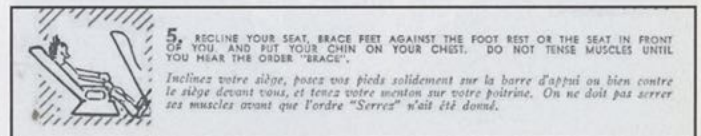


Fig. 3

The 1949 TWA booklet "How to ditch without a hitch" (in English and French, too) also includes a properly oriented Constellation cabin layout which is clearly based on an engineering drawing (Fig. 5). It shows a crew rest compartment of four seats, or about 10% of the total seating capacity of this airplane! Exits are indicated by arrows but the 12-page booklet contains not a word or picture about how to operate those, as it focuses completely on the vests and rafts. The chances of an emergency were then so high that the matter needed to be brought lightheartedly. Boarding a raft was shown with class and under a canopy (Fig. 6). In the preparation for ditching section it recommends that passengers on the front row should "sit down on the floor of the plane, facing the rear, and brace your back against the wall with your arms on your knees and your head in your arms". Others were

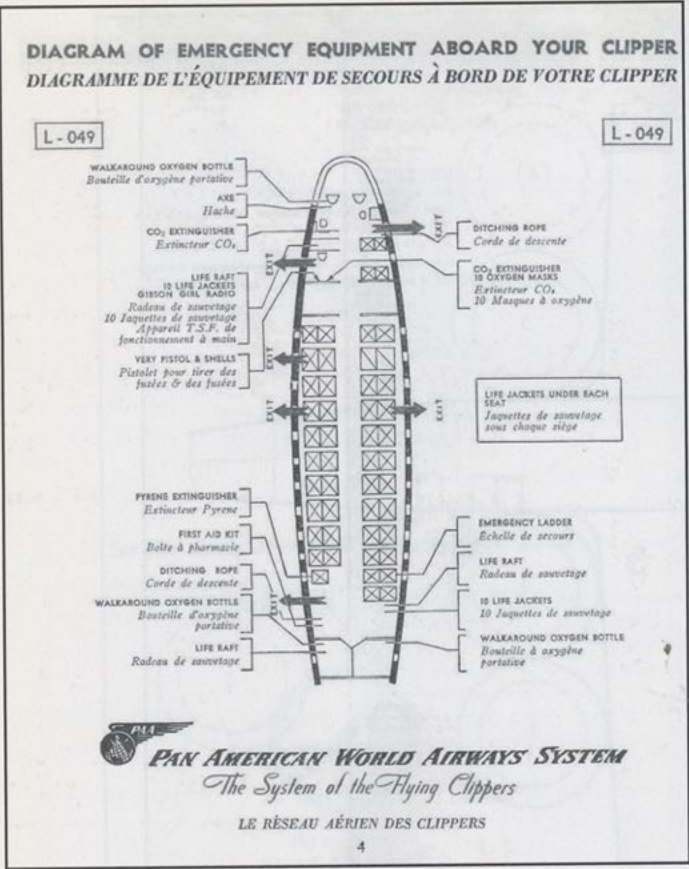


Fig. 4

asked to put their seat in the upright position, lean forward and cross their arms on the back of the seat ahead, and brace the head on their arms, which is the brace for impact attitude that is also promoted today.

Survivable emergencies in those days were considered to involve a landing on water and come announced, giving the crew and passengers ample time to prepare. In 1953, an Air France Constellation suffered loss of power on both right engines (one had fallen off), and a night ditching was made off the coast of Turkey, close to a lighthouse. The airplane remained afloat for over 2 hours and was evacuated in 10 minutes, thanks to the fact that "all instructions regarding allocation of tasks and stationing of flight personnel were scrupulously carried out" and, hence, "at no time was there any panic inside the cabin". There were life jackets but no rafts. Some of the occupants swam to shore. Others were rescued by a rowing boat from the lighthouse. Only four did not survive.

But not all emergencies that ended in water could be premeditated. In the early hours of 5 September 1954 aviation writer and KLM's famous commodore (senior to captain) Adriaan Viruly misjudged the instruments of a Constellation named "Triton" which was losing height shortly after take-off due.

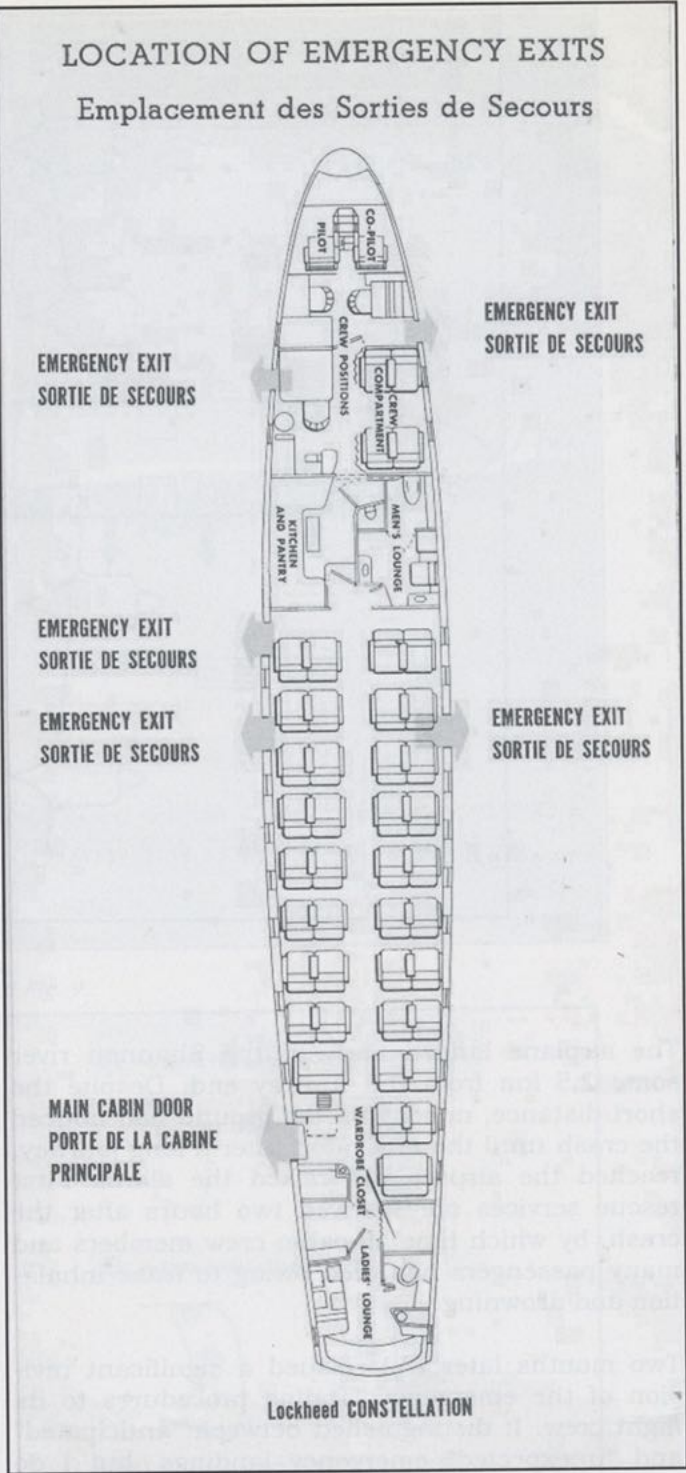
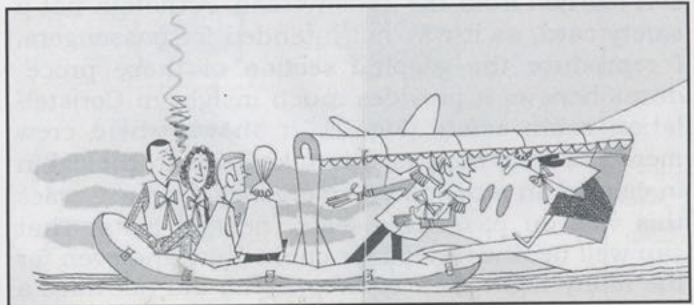


Fig. 5 ~ Above Fig. 6 ~ Below



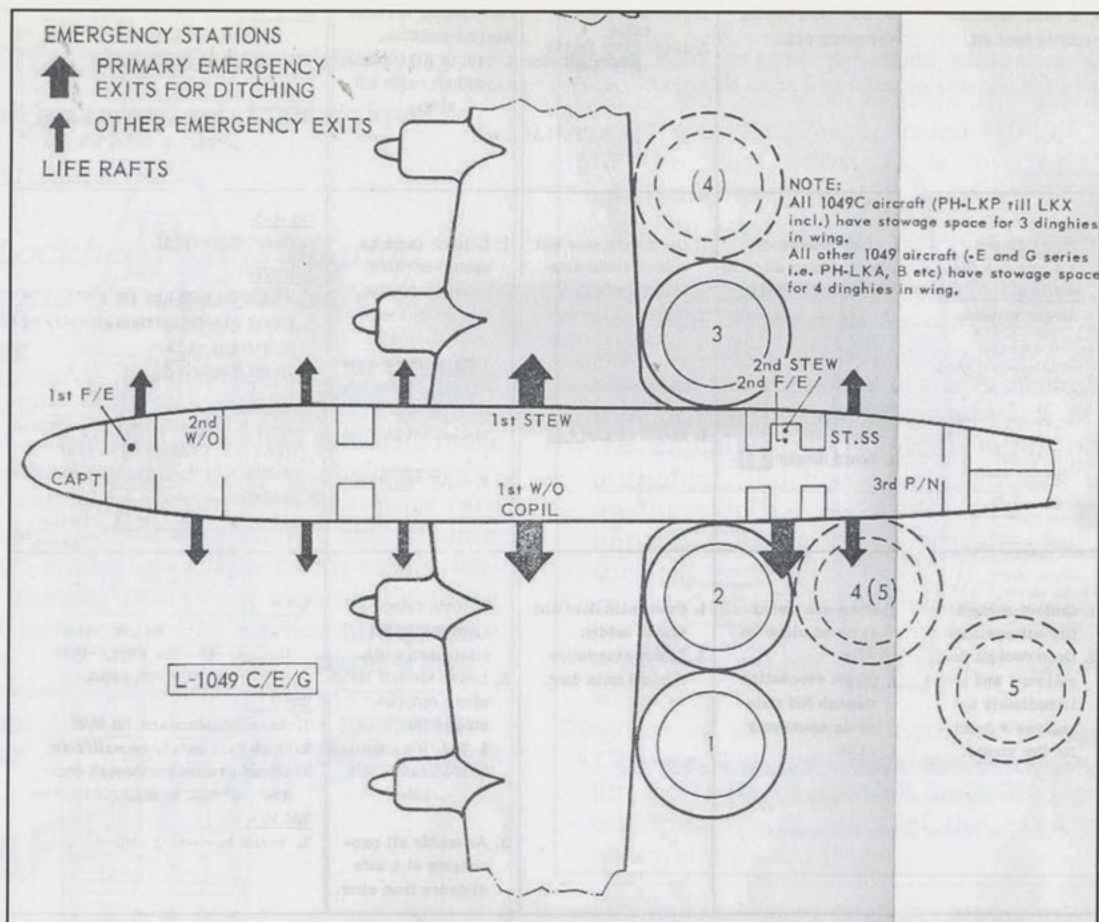


Fig. 7

The airplane landed flatly in the Shannon river some 2.5 km from the runway end. Despite the short distance, nobody on the ground had noticed the crash until the navigator, after a long journey, reached the airport and raised the alarm. First rescue services only arrived two hours after the crash, by which time all cabin crew members and many passengers had died owing to fume inhalation and drowning.

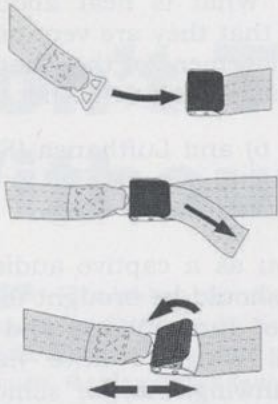
Two months later KLM issued a significant revision of the emergency landing procedures to its flight crew. It distinguished between "anticipated" and "unexpected" emergency landings, but I do not know whether that distinction was new with that revision. If so, then that was apparently a lesson learned from the Triton crash. Although not a safety card, as it was not intended for passengers, I reproduce the graphic section of those procedures here as it provides much insight in Constellation cabin safety (Fig. 7). It shows where crew members were supposed to take seats in the cabin in case of an anticipated emergency. In most cases this was on passenger seats, next to exits. That can well be understood for cabin crew and even for the many flight crew members who did not have a

flying task in those days (third pilot/navigator, second flight engineer, first and second radio operator), but it is quite surprising to see that the co-pilot's place was not in the cockpit but in the cabin. Crew Resource Management did not exist then and captains, let alone commodores, could of course fly airplanes alone, particularly in cases of emergency.

Also of interest in this graph is the note about the location of the rafts: stowed in the wing.

One of the last controlled ditchings of a piston-engine airliner (and possibly of any major airliner, apart from the 1970 Overseas National DC-9 and 1996 Ethiopian 767 ditchings) was that of a Flying Tiger Line Super Constellation in September 1962. Again it was dark when engine trouble developed, eventually causing the loss of power on 3 out of 4 engines. The airplane was ditched some 560 NM west of Shannon. The report notes that "as there were differences between the instructions given by the stewardesses and those contained on the ditching folder inside the pocket behind each seat regarding the correct position to be assumed for ditching, some passengers became confused and

Seatbelts



For your safety: always fasten seatbelt while seated



No smoking
aboard this aircraft
at any time

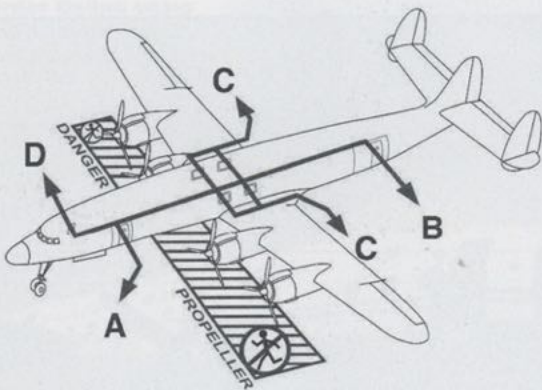
SUPER CONSTELLATION FLYERS



Lockheed Super Constellation L-1049
SAFETY INSTRUCTIONS

Fig. 8 and Fig. 9

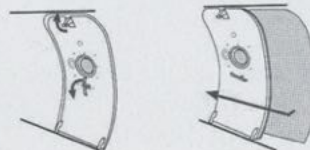
EMERGENCY EXITS



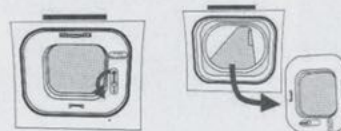
A Forward Passenger Door



B Rear Passenger Door



C Emergency Exits



D Crew Door



when the aircraft ditched they did not assume the correct ditching position." Yet, all occupants survived the impact and managed to evacuate, but subsequently 28 perished. Of the five 25-man life rafts on board, only one was used. It was occupied by 51 persons, including some crew members. Two wing mounted rafts got lost when the left wing broke away on impact.

This was possibly the first time that an accident reports mentioned aircraft safety cards or, as they called it then, the ditching folder. That there was confusion on the brace for impact attitude is not a surprise. I have hinted in this article at the differences in attitudes that were promoted and still today, opinions differ as to what position is best. Maybe that is the reason why the last Constellation card shown here (Fig. 8 and 9), does not give one at all. It is the safety card from the Breitling sponsored Connie, N73544, that is operated since 2004 by the Swiss Super Constellation Flyers Association. It is a modern style card, only showing seat belts and exit locations and their operation. Yet, if the illustrator had a sense of history, he would have added something yellow to relive the Connie days of ditchings and water survival.

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

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(Continued from page 26)

As for the foreign airlines, we can start off with Aer Lingus (Fig. 5). What is neat about their three Junior Wings is that they are very much the same except for the placement of the Shamrock. One is upright, one on its side and another upside down.

Air France (Fig. 6) and Lufthansa (Fig. 7) are two other airlines that I would like to mention and show one each of their early wings.

While I have you as a captive audience, there is something that should be brought to the attention of all collectors of Junior Wings and for that matter, of the real wings. I have had a website ([Http://www.stanwing.com](http://www.stanwing.com)) for some time that is finally getting to where I can be proud about it. The Junior Wing display was finished just the other day (last week of February). Because of this, I will no longer be putting out a book which really took too much work and I had to charge for the book. Now that is no longer the case as all the known junior wings of the world are at your finger tips at no charge.

If anyone has Junior Wings that you feel should be included, just send me a scan of the wing with the basic details that I will put on the website. While on the website, check out what I like to call "U.S. Commercial Aviation Insignia". I include not only airlines but corporations as well as a few others such as rare pilot wings from police and sheriff departments. As there are lots of medic and police wings, I have not even attempted to show them all. It is kind of like showing every Junior Wing made for radio stations, events, airports, etc. All constructive criticism is appreciated.

Happy collecting, *Stan*



TWA Trans World Airlines Super Constellation at Miami ~ Postcard via the WAHS Collection

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Airline Happy Hour

By Al S. Tasca

alstasca@bellsouth.net

Stirring Times With The "Connie"

The most common of the Constellation aircraft sticks, and the only one that I am aware of is the TWA Connie stick that we all see at our conventions. This stick comes in so many variations, that I have no idea of how many different ones there are. If you have an example not shown in this article, please feel free to let me know, either a description, a good picture showing both sides or the actual stick if you want to part with it.

The stick is 6 1/4" long (15.9cm) and is all white and has a raised TWA on both sides of the shank just below the top. The stick itself is 1/8" thick and has a bubble end. On the round top of the stick, around the circle it says "FLY THE FINEST - FLY TWA" also in raised red writing and also on both sides. The shape of the actual "Connie" is in the center of the round top with the top showing the three vertical stabilizers and the bottom showing the bottom of the aircraft and engines. On the top of both of the wings, outboard of the outboard engines, is very small white raised writing that says "TWA". Incidentally, the area around the aircraft to the inside of the circle is cut out.

The image above (Fig. 1) shows the basic plain

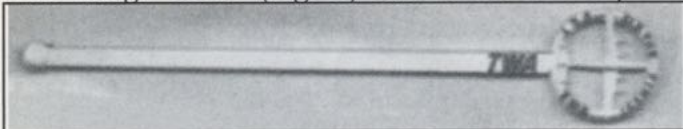


Fig. 1

white stick with just the raised red "TWA" and the raised red writing around the top on both sides. This stick has no message written on either side. Incidentally, all of the messages on the shanks of the rest of the sticks that I will show is in bronze (or gold?) color and is hot stamped rather than being raised.

Fig. 2. to 5. All these sticks say "ONE AIRLINE TO CALIFORNIA". On Fig. 2, it is written on the bottom of the stick, with the top blank. On Fig. 3 the text is written on the top of the stick, with Fig. 4, "THE COLUMBUS" and Fig. 5, "THE MACLLISTER HOTEL" appearing on the bottom of these same sticks.

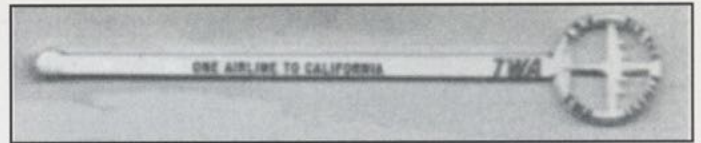


Fig. 2

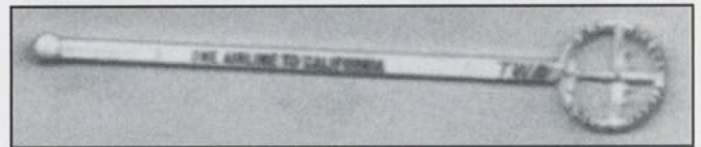


Fig. 3

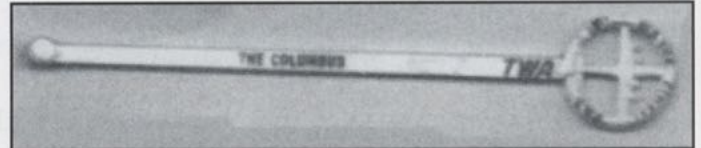


Fig. 4

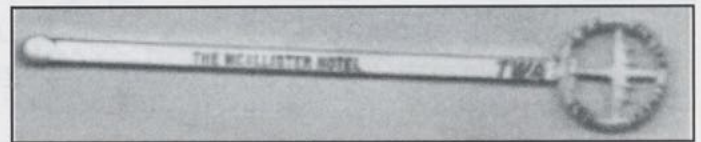


Fig. 5

Fig. 6. This stick just shows "U.S.A. . EUROPE . AFRICA . ASIA" written on the top of the stick, with the bottom plain. Another variations of this stick is Fig. 7. with "DONNYBROOK LODGE" written on the bottom, and Fig. 8, which is just the shank of "THE GEORGE V - LOUIS", probably also written on the bottom. One other stick to this set, and not shown says "LA RUE", probably also written on the bottom.

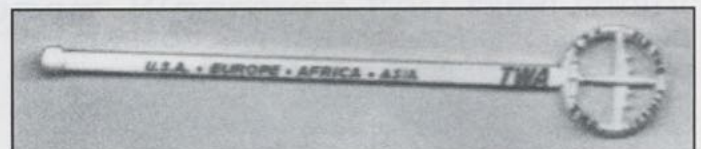


Fig. 6

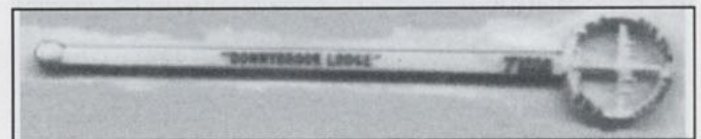


Fig. 7

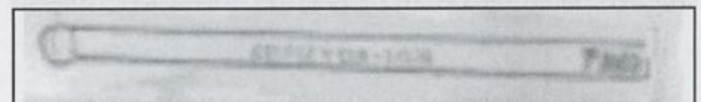


Fig. 8

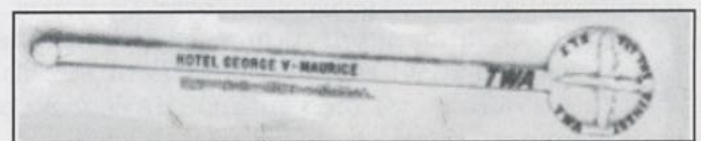


Fig. 9

Another set of sticks says "FLY THE JET STREAM" (not shown because I don't have a picture of it). Variations to this stick include Fig. 9. "CAMP BUSSAC * OFFICERS' OPEN MESS" written on the top of the stick and Fig. 10. "HOTEL GEORGE V - MAURICE". I was also told of a stick that is with this set that says "HOTEL CLARIDGE". I was also told that this one had the word "JETSTREAM" in italics. I myself have never seen this stick, so I can't really comment on it.

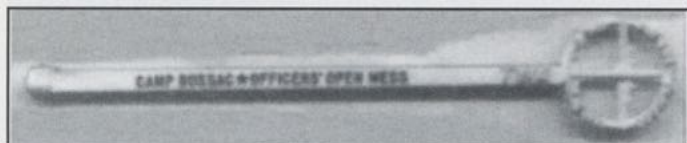


Fig. 9

Fig. 11. says "FLY THE FINEST - FLY TWA" on the

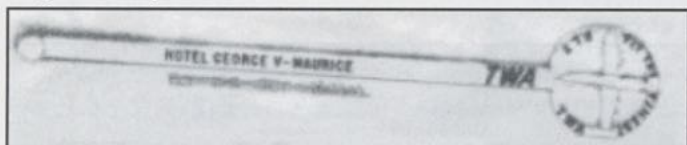


Fig. 10

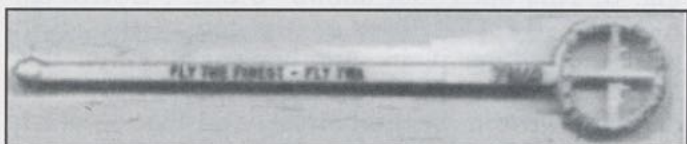


Fig. 11

top with the bottom saying "PETIT JEAN-GEORGE V HOTEL PARIS".

Fig. 12. says "FLY THE FINEST TWA BOEING JET"

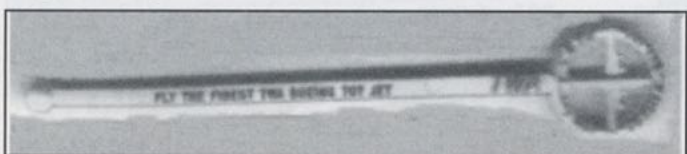


Fig. 12

on the top with a plain back.

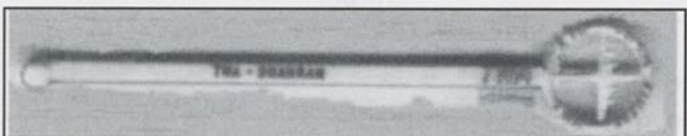


Fig. 13

Fig. 13. says "TWA - DHAHRAN" with a plain back.

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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.

LONDON-GATWICK INTERNATIONAL ENTHUSISTS FAIR

Sunday, April 22, 2007. K2 Leisure Centre, Pease Pottage Hill, Crawley, West Sussex RH11 9BQ. Contact: Tom Singfield. Email: tom@singfield.freeserve.co.uk.

CHICAGO AIRLINE COLLECTIBLE SHOW

Saturday, April 28, 2007. Holiday Inn, Elk Grove Village, IL. Contact: Steve Mazanek. Phone: (773) 594-1906.

LONDON-HEATHROW AIRCRAFT ENTHUSISTS FAIR

Saturday, May 12, 2007. Feltham Community College, Feltham, Middlesex, UK. Contact: Keith Manning. Email: london-er657@ukonline.co.uk

PARIS-CDG AIRLINERS CONVENTION

Saturday, June 2, 2007. Holiday-Inn Roissy-CDG Airport, Paris, France. See www.avimage.org or email: avim.mp@wanadoo.fr

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SEATTLE MUSEUM OF FLIGHT

Saturday, October 13, 2007. Museum of Flight, Boeing Field, Seattle, WA. For more information, contact Greg Mattocks, P.O. Box 1455, Bothel, WA 98041 (425) 485-8780. Mattocks@verizon.net or www.seattleairlineshow.com

ATLANTA AIRLINE COLLECTIBLE SHOW

Saturday, October 20, 2007. Delta Air Transportation Heritage Museum, Atlanta Airport, Atlanta, GA. For more information, contact John Joiner, 130 Peninsula Circle, Newnan, GA 30263, (770) 502-9565. propjj@numail.org

HOUSTON-INTERCONTINENTAL AIRLINE COLLECTIBLE SHOW

Saturday, October 27, 2007. Holiday Inn-Intercontinental Airport, Houston, TX. Contact: Duane Young. Email: jet-duane@bellsouth.net.



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