



The Captain's Log

The Journal Of The World Airline Historical Society, Inc.

Summer 2007 - Issue 32-1



EL AL Israel Airlines Boeing 747-458 4X-ELD ~ Photograph Courtesy of EL AL

To The Skies With EL AL Israel Airlines





EL AL Boeing 747-258B(SCD) 4X-AXH ~ Photograph Courtesy of EL AL

EL AL Douglas DC-4 4X-ADB at Tel Aviv in 1950 ~ Photograph Courtesy of Alfred Kleiman via Marvin Goldman



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EL AL label showing current all-Boeing fleet

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

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

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

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

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From The Flight Deck

Welcome Aboard!

"EXCITING NEWS" The World Airline Historical Society has been accepted as a new member in the Fund-raising Solutions program. This is an easy and effective way for you to help support the Society. The program allows our members to shop with over 1000 high quality merchants such as Amazon, EBAY, Overstock, Hallmark, Best Buy, Circuit City, Macy's, Dell, Apple, Barnes and Noble, Expedia, Lands End and many others. When you factor in the huge selection, special savings, not having to drive, and in most cases, no sales tax, it becomes an easy choice for all your shopping. Simply go to our website www.WAHOnline.com and click on the yellow box / shopping bag at the bottom of the page. Then simply follow the directions, to start enjoying special member savings on most all of your favorite products. I will have more information on this program at our annual convention in Kansas City at the World Airline Historical Society membership desk.

I would like to challenge all members to support our Jump Seat Program by signing up at least one family member. Yes, it will cost you \$15.00, but perhaps it will cause the younger generation to take a harder look at who we are. It might even start rubbing off. At the very least, it will help them to understand you and what you collect better. If only I had a nickel for every aviation item given to me (with the best intentions) by a family member who did not understand what exactly my passion was.

On a sad note, we pass along the news of the passing of Capt. Robert N. Buck, our Airliners International 2002 guest speaker, at age 93. Capt. Buck was a retired chief pilot of TWA and noted author. We pass along our condolences to his family.

Please join me in giving a very special thanks to Marvin Goldman for sharing his expertise on EL AL within this issue of the *Captains Log*. His contributions are a shining example of what happens when members work together for the betterment of the Society.

Duane L. Young

Editor's Corner

All of us on the editorial staff echo Duane's thanks to Marvin Goldman for his invaluable assistance with helping us put together this issue. The story of EL AL is unique in today's airline industry - a worldwide carrier from a small country surviving despite many challenges from political and religious fronts. This is a story that we're happy to bring to you along with numerous examples of EL AL memorabilia.

Our next issue, Fall 2007 Issue 32-2, will bring you highlights of July's Airliners International 2007 event in Kansas City and this year's board of director election results. We'll also focus on the Douglas DC-10 aircraft which continues to fly today more than 30 years after its first flight.

Sit back, fasten your seat belt, ensure your seat back table is in its full upright and locked position, and enjoy this issue of *The Captain's Log*.

Bille

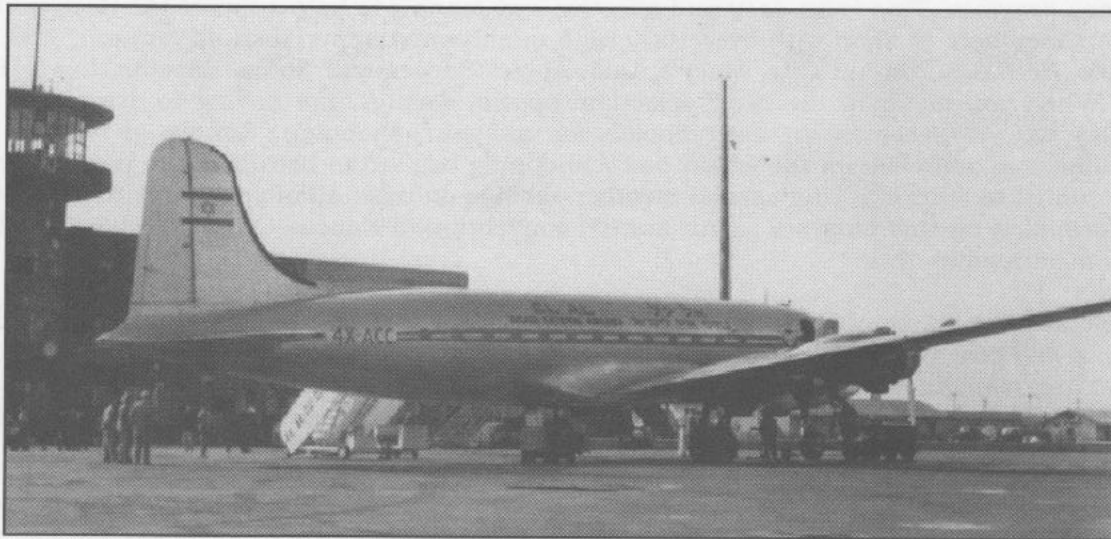


Flying Ahead.... With The Log

Issue 32-2 ~ The Douglas DC-10
Issue 32-3 ~ United Airlines
Issue 32-4 ~ Air of Luxury
Issue 33-1 ~ World of Cargo Airlines

EL AL – Israel’s Air Link to the World

By Marvin G. Goldman



EL AL DC-4 4X-ACC in first livery (paint scheme), at Lydda (now Tel Aviv Ben-Gurion) Airport, 9 December 1949, four months after the airline’s start of scheduled service (EL AL, Hans Pinn photo). 5 April 1949, prior to the airline’s start of scheduled service (EL AL).

From modest beginnings, EL AL Israel Airlines soon became one of the most technologically advanced, efficient airlines in the world. Here is how it developed.

Founded in November 1948 as Israel’s national airline, EL AL operated its first scheduled flight on 31 July 1949 from Tel Aviv to Rome and Paris. The name “EL AL” is taken from the Bible’s book of Hosea and means “to the above” or more poetically “to the skies”. Upon the birth of the State of Israel in May 1948, and even before EL AL’s incorporation, the EL AL name was applied to special flights by Israeli DC-4 and C-46 aircraft borrowed from military transport use. The most famous of these flights occurred in September 1948 when an “EL AL” plane brought Chaim Weizmann from Geneva to Israel to become the state’s first president.

EL AL began humbly, with its first commercial passenger aircraft being two used DC-4s purchased in early 1949 from American Airlines – 4X-ACC named “Rechovoth” and 4X-ACD named “Herzl”. These inaugurated scheduled passenger service, with most of the original pilots being airmen from the U.S., England, South Africa and other countries who flew military transports for Israel as volunteers during its War of Independence.

Initially, EL AL linked Tel Aviv, Israel with major European cities – Paris, London, Rome and Zurich. It operated out of the Tel Aviv airport originally called “Lydda”, which was soon renamed “Lod” and

later named “Ben-Gurion Airport” in honor of Israel’s first Prime Minister. The “LY” airline code for EL AL actually derives from Lydda, as “EA” was already in use by Eastern Airlines.

In June 1950, with the acquisition of two additional used DC-4s from United Air Lines, EL AL started special charter flights between Tel Aviv and New York (Idlewild), and in October 1950 it launched service to Johannesburg, South Africa, via Khartoum, Nairobi and Livingstone. Meanwhile, cargo operations to Europe started, utilizing C-46s converted from military transport use.

Regular scheduled flights from Tel Aviv to New York began in April 1951 upon EL AL’s acquisition of used L-49 Constellations. EL AL thereby became the first airline outside North America and Europe to operate scheduled trans-North Atlantic service. At the time, the voyage spanned 1-1/2 days between Tel Aviv and New York, including many stops, some for refueling.

Through the early Fifties, Israel faced austerity as it struggled to develop and to care for hundreds of thousands of immigrants from Arab and other lands, and EL AL was unable to upgrade its small outdated fleet. In 1955, however, EL AL boldly



DC-4 4X-ACC in second livery, at Nairobi en route to Johannesburg, 1950-51. After EL AL acquired two DC-4s from United in 1950, it retained the United livery and also applied it to its earlier DC-4, 4X-ACC. The windows are round but painted with rectangles resembling a DC-6.



C-46 4X-ACF, in Israel, 1950. The Hebrew letters under the cockpit window say "To Eilat". Arkia, a domestic Israeli airline originally 50%-owned by EL AL, started operations in 1950 utilizing C-46s borrowed from EL AL. Arkia was sold to private investors in 1980.



L-49 Constellation 4X-AKA, at Idlewild (now JFK) Airport, New York, on first scheduled flight to New York from Tel Aviv (April 1951) (EL AL).

became one of the first two airlines (along with BOAC) to order the new Bristol Britannia turbo-prop. EL AL introduced the Britannias on scheduled service in December 1957, enabling it to fly between London and New York nonstop in both directions. Award-winning EL AL ads proclaimed

"No Goose - No Gander", meaning no required stops at Goose Bay, Labrador or Gander, Newfoundland, for refueling on trans-Atlantic flights. EL AL also excelled in operational efficiency on its trans-Atlantic Britannia flights, besting BOAC by setting several speed records (known as the "Blue Riband") on the route.



Bristol Britannia 4X-AGC, at Tel Aviv, during 1957-62 (EL AL).

In 1961, EL AL introduced Boeing 707 pure jets, and soon established world records in its flights between Tel Aviv and New York – the first nonstop service between those cities, and the world's longest nonstop commercial flight at the time (New York to Tel Aviv). Boeing 720s were added in 1962, and by 1967 EL AL operated an all-Boeing 707/720 fleet. In fact, all of EL AL's aircraft purchases since 1961 have been Boeing models. During the 1960s until 1968, EL AL remarkably operated with only seven aircraft – achieving unusually high operational efficiency through excellent maintenance and high aircraft utilization.



707-400 Intercontinental with Rolls-Royce engines, 4X-ATB, at Boeing Field, 1961 (EL AL).

Wide-body 747s followed in 1973, enabling EL AL to fly nonstop, against the prevailing winds, from Tel Aviv to New York. The 747-200 became the mainstay of EL AL's fleet, peaking at 10 aircraft of that type (seven passenger and three cargo) during 1995-97. Two 737-200s also joined the fleet, operating between 1980 and 1999.



720, 4X-ABB in third livery, at London Heathrow, June 1971 (John Wegg).



747-200 4X-AXQ, at Tel Aviv in third livery variation, 23 April 1998 (M. Goldman).



737-200 4X-ABN, at Tel Aviv with 40th anniversary logo of the State of Israel, January 1988 (M. Goldman).

Two wide-body Boeing 767-200s entered the fleet in 1983, with new technology in flight deck avionics and greatly improved fuel economy, followed in 1984 by two extended range (ER) 767s. On 26 April 1984, with a 767ER flying nonstop Montreal to Tel Aviv, EL AL became the first scheduled airline to cross the North Atlantic on a revenue flight with a two-engine aircraft, under the U.S. FAA rule that mandated a route always within 60 minutes of an airport assuming operation on one engine. Today nine 767-200s and 300s serve in the fleet. Smaller Boeing 757s, mainly for European routes, started entering the fleet in 1987, peaking at nine aircraft, with six still owned today.



767-200 4X-EAB landing in Eilat, Israel (EL AL, Jacob Katz photo).



757-200 4X-EBR at Ovda (near Eilat), Israel, 1 April 1992 (Yigal Levy photo).

During 1994-99 EL AL acquired four 747-400s (4X-ELA through ELD), which remain in service today. The acquisition of 4X-ELD in 1999 marked both EL AL's 50th anniversary and the introduction of a new and still current ribbon-like livery. Meanwhile, the older 747-200 fleet was gradually reduced starting in 1998, so that as of April 2007 only four remained in service, all cargo.



747-400 4X-ELD (named "Jerusalem") landing on runway 4-22, Tel Aviv (EL AL).



EL AL 737-800 4X-EKC at Ben-Gurion Airport's Terminal 3, Tel Aviv. This newest terminal opened in November 2004, features all modern amenities and is linked by rail to central Tel Aviv and other major Israeli cities. (EL AL)

Currently, EL AL maintains a total fleet of 35 aircraft, four of which are all-cargo. The most modern aircraft in EL AL's fleet presently include Boeing 737 New Generation (dash 700 and 800 models) and wide-body Boeing 777s. EL AL acquired two Boeing 737-700s in 1999 (4X-EKA and EKB) and six 737-800s between 1999 and 2006, mostly for operation to European destinations. Meanwhile, for longer routes to the U.S. and the Far East, EL AL now operates four 777-200ERs (4X-ECA through ECD), with two more to be delivered new in summer 2007.



777-200ER 4X-ECA named Galilee, delivered 2001 (EL AL).

Privatization

In 2003 the Israeli government offered its shareholdings in EL AL for sale to private interests, primarily through the Tel Aviv Stock Exchange. The privatization included steps to protect vital Israeli interests, including a "golden share" in EL AL for the government, enabling it to maintain national air transport in times of war or other emergency, and Israeli citizenship requirements sufficient to

maintain ownership and management control in the hands of Israelis. By December 2004 the Israeli company Knafaim-Arkia Holdings acquired 40% of EL AL's shares – enough to be the controlling shareholder – as the government's percentage was by then reduced to 30%. Knafaim, controlled by the Borovich family of Israel, already owned a conglomerate of Israeli aviation, transport and tourism companies, including 75% of the domestic Israeli airline Arkia. Israel's antitrust authorities insisted that Arkia had to be sold as a condition to the acquisition of control of EL AL, and accordingly Knafaim sold Arkia in December 2005 to the Israeli Nakash family group.

EL AL, under Knafaim control, completed its privatization process in early 2005 by appointing a new independent management team, with Prof. Israel (Izzy) Borovich as chairman and Haim Romano as CEO. It also adopted a new strategic plan emphasizing "acquisitions of new aircraft, substantial investments in passenger service and comfort, and expansion of cargo, maintenance and tourism marketing worldwide".

In 2005, its first full calendar year while privatized, EL AL enjoyed net profits of \$64 million. However, in 2006, impacted by a decline in travel to and from Israel as a result of the summer war with Hezbollah and by higher fuel prices, the airline suffered a \$44 million loss. Today, EL AL is determined to return to profitability even though it confronts increasingly stiff competition on its routes, and is striving to further streamline its workforce and further enhance its operational profile, particularly in terms of appeal to business travelers and competitive product for all passengers.

Airlifts and Lifeline

Through its nearly 60 years, EL AL has fulfilled many special roles for Israel and the Jewish people. Through massive immigrant airlifts, starting with *Operation Magic Carpet* which brought Yemenite Jews to Israel in 1949-50, and *Operation Ali Baba* in which EL AL flights rescued Jews fleeing oppression in Iraq, the airline recalled the Biblical prophecy of returning Jews to Israel "on eagles' wings". In 1990, EL AL started airlifting hundreds of thousands of Jews from the former Soviet Union and Eastern Europe in *Operation Exodus*, and in May 1991 it carried out the dramatic rescue of thousands of Ethiopian Jews in *Operation Solomon*. During this last airlift, EL AL set a new world's record for the most passengers ever carried on a single aircraft – 1,087 on a Boeing 747-200 from Addis Ababa to Israel – including a baby born en route.

EL AL has also served as Israel's vital lifeline to the world in times of crisis. For example, during the 1967 six Day War and 1973 Yom Kippur conflict, as well as during the Gulf War in 1990 when Iraq bombarded Israel with scud missiles, EL AL was the only airline that continued to fly passengers in and out of Israel. Many of its aircraft also operated around the clock to carry vital supplies.

Security

Most travelers will name "security" as the feature that particularly distinguishes EL AL. Since 1968, following the occurrence of terrorist attacks against two of its aircraft, EL AL has plainclothes armed guards aboard each flight. The airline spends more than twice as much money as other airlines to protect its passengers and aircraft, and it maintains the most intensive and respected airline security system in the world. At home and abroad, pre-flight security checks and baggage inspections are carried out thoughtfully and with utmost care, utilizing the airline's own modern detection equipment and specially trained personnel. EL AL aircraft are also equipped with classified Israeli security hardware.

Shabbat Flights

Even though privatized, EL AL has continued its policy of not operating scheduled passenger flights on *Shabbat* (the Jewish Sabbath which spans Friday sundown to Saturday sundown) or on major Jewish holidays. This means that EL AL must accomplish in 306 days a year what other passenger carriers do in 365. Needless to say, this is a big driver towards maintaining operational efficiency. Meanwhile, the airline continues, as it did under government control, to operate cargo flights, and charter flights through its subsidiary Sun d'Or, even on days of special religious significance.

Sun d'Or

EL AL's charter subsidiary, Sun d'Or International Airlines, was established in 1977. Sun d'Or specializes in low-cost flights appealing to vacationers, working closely with tour operators and flying mainly to holiday resorts in the Mediterranean area, western and eastern Europe. The affiliate typically operates two 757-200s, leased from EL AL together with EL AL crew and maintenance.

Routes and Networks

Currently EL AL flies to 39 scheduled destinations, all point-to-point from Tel Aviv. These include 21 in western and eastern Europe; 8 in the former Soviet Union, a result of the substantial Russian immigration to Israel in the 1990s; 2 in Africa (Johannesburg since 1950 and Cairo since 1980);

4 in the Far East starting in the 1990s (Bombay, Bangkok, Beijing and Hong Kong), and 4 in North America (Toronto, New York, Miami and Los Angeles). Its nonstop flights between Los Angeles and Tel Aviv, utilizing extended range 777-200s and averaging 18 hours, are among the longest in the world.

EL AL is not presently a member of any worldwide airline alliance. However, it does code share on certain flights with several airlines, including Delta as well as AeroSvit, Austrian, Bulgaria Air, Iberia, LOT, SN-Brussels, South African, Swiss, Tandem Aero and Thai.

Notes:

I would like to thank Joop Gerritsma, the Captain's Log Feature Editor who normally writes the lead historical article for each issue, for having asked me to write this introduction on EL AL Israel Airlines. I have collected EL AL memorabilia for over 25 years, and writing about this wonderful airline in different publications has been one of my great joys. All photographs in this article are from my collection, and the sources where known are indicated.

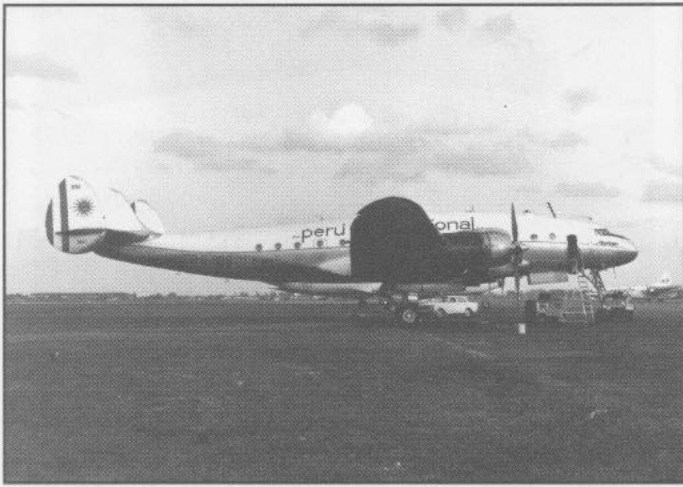
EL AL has also operated several aircraft types other than those mentioned in this article, but these have either been aircraft used sparingly (a single DC-3 for a short period) or leased for short periods (including DC-6, DC-7C, Handley Page Dart-Herald, Convair 990A, DC-8, DC-9-81, DC-10-30, 727-100, and MD-11).

References:

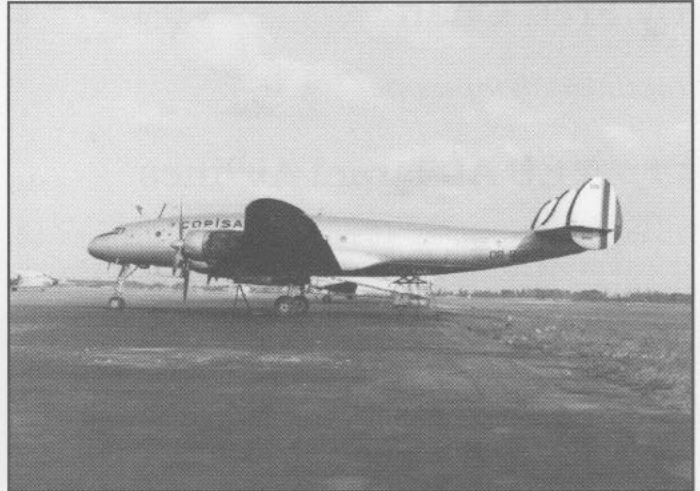
1. Other selected publications by the author:
 - a. *El Al: Star in the Sky* (World Transport Press, 1990, 160 pp.).
 - b. *Operation Solomon* (Airliners magazine, Winter 1991, pp. 48-49).
 - c. *EL AL's 50th: A New Image and New Challenges* (Airways magazine, Aug. 1999, pp. 32-39).
 - d. *EL AL: Privatized and Profitable* (Airways magazine, April 2006, pp. 26-32).
2. EL Al Israel Airlines, Ltd.: Annual Reports, press releases and other company publications.
3. JP Airline Fleets International, entry on EL AL, issued annually.
4. Sherman, Arnold: *El Al: Challenging the Skies* (publishers: Zmora, Bitan, Modan, rev. ed. 1981).
5. Websites:
 - a. www.elal.com
 - b. www.sundor.co.il
 - c. www.blueair.cz

Classic Lockheed Constellation Photographs

All Photographs Copyrighted from the Collection of Dacre Watson



Peru International L-749A



COPISA (Peru) L-749A (formally Peru International)



TAE (Spain) L-1049



Trans Peruana L-749A



Rutas Internacionales Peruana S.A. L-749A

Playing Cards

By Fred Chan

topflite@olympus.net

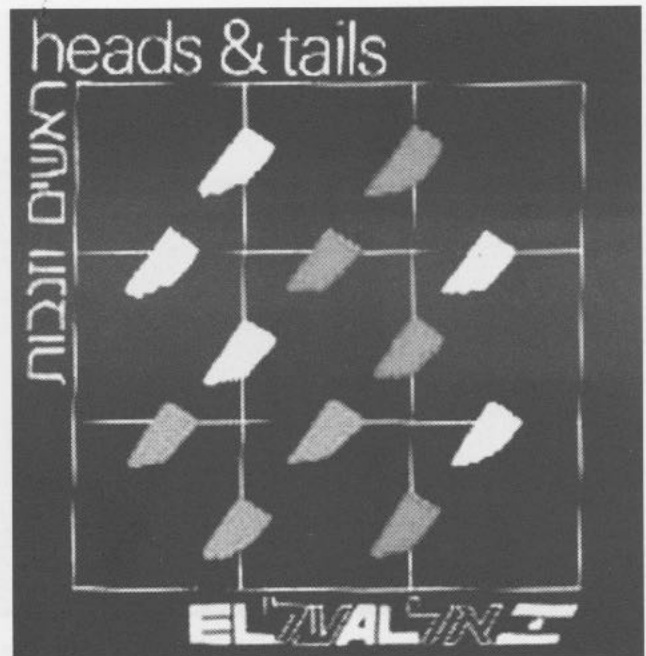
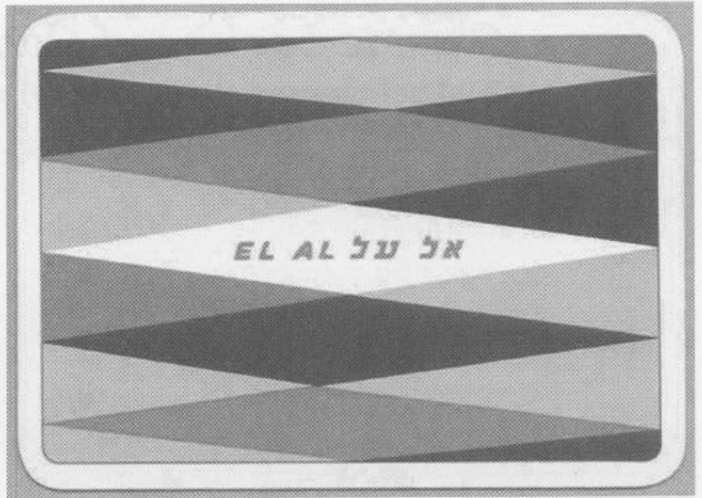
EL AL Israel Airlines

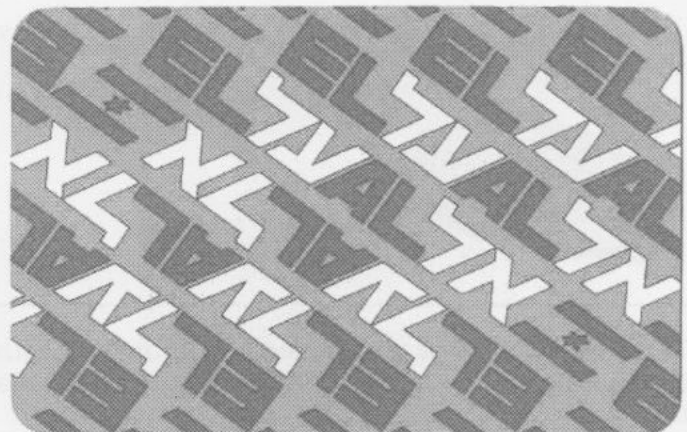
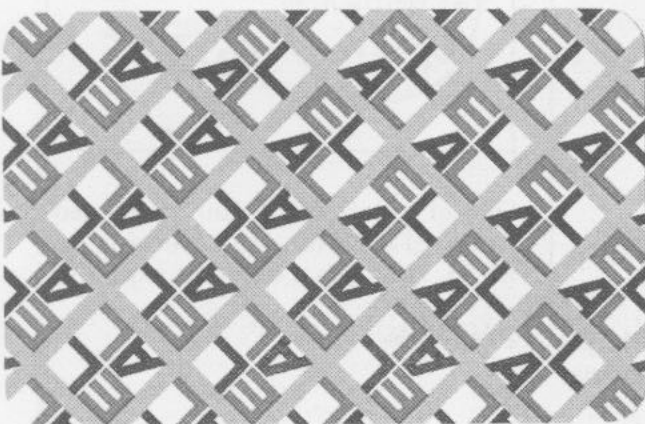
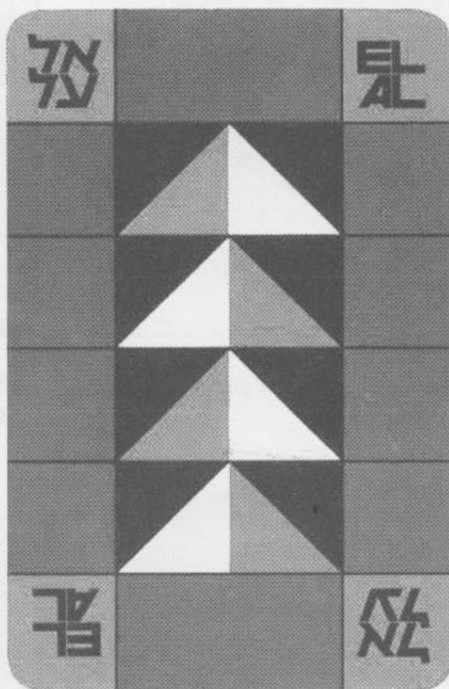
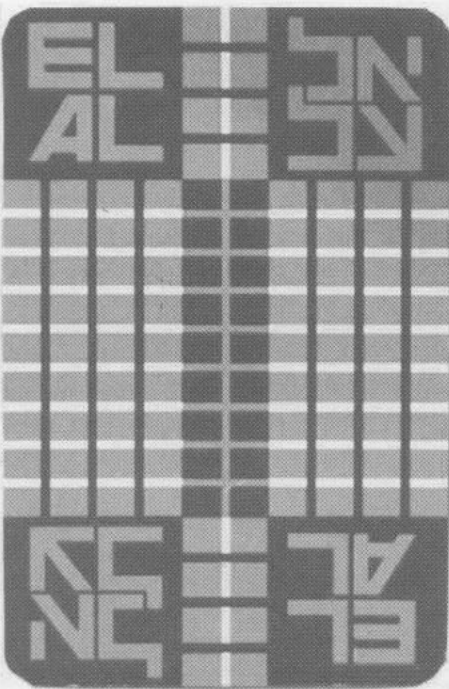
To my knowledge, EL AL has issued as many as 12 different designs, as shown in the accompanying illustrations. But the great mystery with these EL AL cards is how to obtain them.

Other collectors and I have tried the usual ways without any success. Letters to EL AL headquarters and regional offices over the course of many years have never been answered. The only exception I have experienced is the deck showing the Boeing 747 which a friend was able to obtain from the EL AL Office in Paris. Many friends who have flown on EL AL have never been able to obtain a deck on board its flights either.

Somehow, decks do appear in flea markets, antique stores, and on eBay, and collectors have managed to acquire them from these sources, surprisingly not at exorbitant prices, as one would expect.

So the mystery continues. If any reader has succeeded in obtaining material of any kind from EL AL, I sure would be grateful for any leads in getting its new card issues.





Flying Stamps

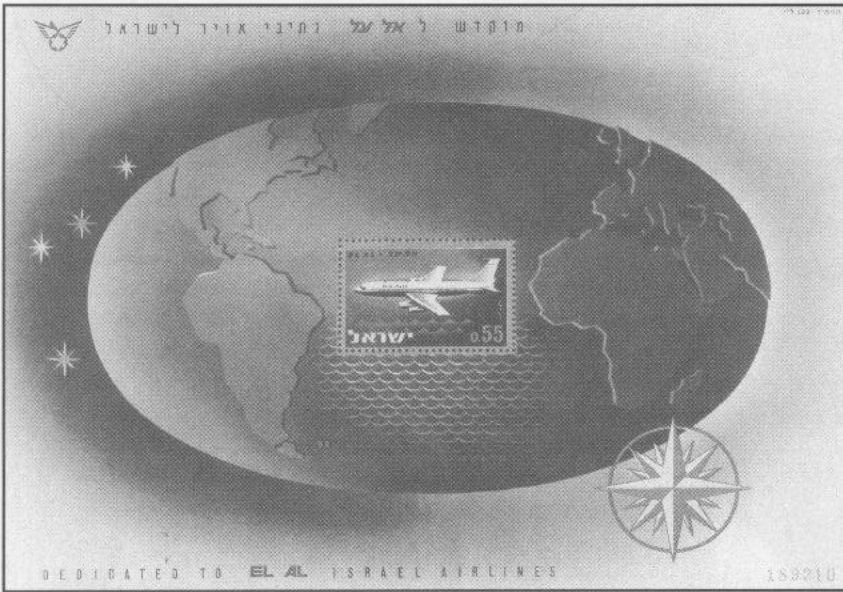
By Jim Edwards

EL AL Israel Airlines

Here are a few examples of EL AL aircraft pictured on postal stamps for your review.



Sierra Leone issued this stamp of an EL AL Boeing 707 in 1997 to honor the development of the civil airliners.



This souvenir sheet was issued by Israel in 1962 to promote EL AL at the EL AL Philatelic Exhibition.



This stamp with an EL AL Boeing 707 was issued by Israel in 1962.



This First Day Cover was issued in conjunction with the EL AL Boeing 707 stamp in 1962. The cachet, or postal stamp, shows the outline of the 707 inflight.



One of a set of ten stamps issued by Israel in 1968, each showing an EL AL 707 with a different export.

Timetables

By David Keller

dkeller@airlinetimetables.com

EL AL Israel Airlines

EL AL and the state of Israel were created almost simultaneously following the conclusion of World War II. The political situation in the Middle East is such that Israel exists in a hostile environment, and has become one of the most security-conscious nations on earth. Likewise, EL AL must be vigilant, aware of fact that it is a high-profile target for Israel's enemies.

The airline was established in late 1948, roughly six months after the Israeli state was created. The first scheduled flight operated on July 31, 1949 from Tel Aviv to Rome and Paris with DC-4's. The earliest known printed timetable for the carrier is dated December 15, 1950. The scan was made from a photocopy, and I am told that the only known original of this item is in EL AL's possession. By this point, EL AL's DC-4's were serving a number of destinations on scheduled service from London to Johannesburg.

By April of the following year, Lockheed Constellations joined the fleet, as depicted on the cover of the April 29, 1951 issue. The timetable dated May 1, 1952 finds the Constellations operating two weekly services from New York to Tel Aviv, with intermediate stops in London, Paris and Rome.

Bristol Britannias followed, and the timetable for Winter 1957/58 shows the new type going into service effective December 1, 1957, displacing the Constellations from the New York services. The turbine-powered Britannias shaved 11 hours and one stopover on the New York to Tel Aviv service.

In 1961, EL AL accepted delivery of the first of its Rolls-Royce powered 707's, which would quickly supplant the Britannias on the long haul routes. The timetable that went into effect on April 1, 1961 shows the 707's in service alongside the Britannias. As depicted, the 707's began operating weekly nonstop flights from New York to Tel Aviv in June, which was purported to be the longest scheduled flight at that time.

By 1966, nearly all flights were operated by "Boeing jets", which would have included both 707's and 720's. In the timetable dated September



December 15, 1950

11, 1966, the once-proud Britannias were used only for services between Tel Aviv and Nicosia. By the following summer the Nicosia flights were operated by Heralds, which I assume were provided by Arkia.

After decades of animosity, Israel and Egypt signed a peace agreement which paved the way for direct air service between Tel Aviv and Cairo, beginning in 1980. The timetable dated June 22, 1980 is one of the first to show flights between the two nations. Boeing 747's (which entered service in 1971), operated to New York, while most other flights were still handled by the 707's and 720's.

At one point, EL AL had a 50% stake in Arkia, Israel's domestic airline. In the timetable dated March 13, 1966, Arkia was operating from Tel Aviv to Eilat and Rosh-Pina with a fleet of Heralds and DC-3's. This timetable also shows the carrier's original name, Arkia Israel Inland Airlines.

The Arkia timetable dated November 30, 1981, shows the number of destinations had doubled to 6. The carrier had also shortened its name to Arkia Israeli Airlines, and was operating a fleet of Viscounts, DHC-7s, Metros and Chietains.

Despite the fact that EL AL and Arkia operate in a difficult environment, both carriers have grown steadily throughout the years. EL AL has expanded its reach to new parts of the globe, putting in the security measures necessary to keep its aircraft and passengers safe, while continuing to operate as the flag carrier of Israel.

The majority of the timetable images in this article were graciously furnished by Marvin Goldman.

EL AL אל על
ISRAEL AIRLINES תעופת ישראל

TIME TABLE

EFFECTIVE APRIL 29, 1951

MEMBER OF I. A. T. A.

April 29, 1951

ALL TOURIST SERVICE

by EL AL
ISRAEL AIRLINES

EFFECTIVE MAY 1st

TO - TEL AVIV
by Constellation

May 1, 1952

EL AL ISRAEL AIRLINES

schedules - fares

Winter 1957/58

December 1, 1957

Specialists in tourist travel

The introduction of transatlantic tourist air travel this year was welcomed by Israel Airlines and the travelling public as a great milestone in the progress of commercial aviation. Cost of air transportation to Europe was reduced by approximately 30%. The money saved by the traveller could be used to assure his seeing and doing more abroad.

EL AL Israel Airlines, recognizing the great benefits that the passenger receives from this plan, has converted its entire fleet to the service of the tourist fare public. Our aircraft, equipped with the finest foam rubber fully reclining seats, will speed you at the same swift rate as luxury planes to your chosen destination, with the maximum of ease, comfort and security.

Here are some basic points to keep in mind about tourist air travel:

1. Long range, dependable, four-engine Constellations will be used exclusively.
2. Each passenger will have a free baggage allowance of 44 lbs.
3. Children up to two years of age may travel at 1/10 fare; from two to twelve years of age at 1/2 fare.
4. Coffee, tea, candy and gum will be served on board free.
5. Meals will be served aloft when you want them at compensatory prices.

Because of the unique position of EL AL Israel Airlines, you are able to travel from New York to Tel Aviv and return for \$45 less than the regular established tourist fare. Moreover, EL AL Israel Airlines is at present the only airline offering through tourist service to Israel. This means that there will be no necessity for changing planes at a European airport, and no shuffling of baggage from one plane to another. The plane you board and the seat you occupy from New York will be yours for your entire journey.

Your flight will be more convenient and at the same time less costly when you travel via EL AL Israel Airlines.

All tourist service

CONDENSED SCHEDULE
Effective May 1, 1952

NEW YORK * LONDON * PARIS * ROME * TEL AVIV-YAFO * JOHANNESBURG

(Read Down) (Read Out)

LY 204	LY 202	CONSTELLATION	LY 201	LY 203
Sat. 10:00 PM	Wed. 10:00 PM	Lv. New York Ar. London	Tue. 4:10 PM	Fri. 12:45 PM
Sun. 9:20 PM	Thur. 9:00 PM	Lv. London Lv. Paris	Tue. 0:45 AM	Thur. 9:55 PM
Mon. 9:15 AM	Fri. 1:00 AM	Lv. Paris Lv. Rome	Mon. 10:15 PM	Thur. 7:15 PM
Mon. 5:00 AM	Fri. 5:45 AM	Lv. Rome Lv. Tel Aviv-Yafo	Mon. 5:00 PM	Thur. 2:00 PM
Mon. 12:00 PM	Fri. 12:30 PM	Ar. Tel Aviv-Yafo Lv. Johannesburg	Mon. 10:00 AM	Thur. 9:30 AM
Sat. 11:00 PM	Lv. Tel Aviv-Yafo Ar. Johannesburg		Tue. 8:45 PM	
Sun. 10:45 AM	Lv. Nairobi Lv. Johannesburg		Tue. 10:45 AM	
Sun. 9:15 PM	Ar. Johannesburg Lv. Johannesburg		Tue. 0:30 AM	

Eastbound service into Paris and Rome on stopover basis only. Subject to change without notice. Flights LY 203 and LY 204 effective from June 1, 1952. Local Standard Times shown throughout.

New low tourist fares

(Effective May 1, 1952 and subject to government approval)

From NEW YORK	One Way	Round Trip
To:	May 1-Oct. 31	Nov. 1-Mar. 31
London	\$270.00	\$486.00
Paris	290.00	522.00
Zurich	313.30	553.00
Vienna	346.00	622.00
Rome	357.25	645.00
Athens	440.10	789.20
Istanbul	451.10	830.00
Tel Aviv	474.30	853.80
Nairobi	661.00	1181.00
Johannesburg	700.00	1268.00

May 1, 1952

EL AL
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1961 JET SCHEDULE

April 1, 1961

EL AL

EL AL ISRAEL AIRLINES

WINTER
SCHEDULE
SEPT. 11, 1966
MARCH 18, 1967

September 11, 1966

EL AL

EL AL ISRAEL AIRLINES

SUMMER SCHEDULE
EFFECTIVE 22 JUN - 06 SEP 1980

June 22, 1980

From TEL AVIV												
TO	Su	Mo	Tu	We	Th	Fr	Sa	Dep.	Arr.	Flt. No.	Airer.	Via
AMSTERDAM	o							06.30	11.15	LY 039	747	
								08.00	12.45	LY 039	747	
								09.20	14.10	LY 337	707	
								10.30	15.10	LY 337	707	
ATHENS								09.00	12.00	LY 541	707	
								10.30	13.30	LY 541	707	
								17.20	20.20	LY 541	707	
								17.20	20.20	LY 543	707	
BRUSSELS								09.20	14.05	LY 331	707	
								09.20	14.05	LY 331	720	
BUCHAREST								19.00	22.35	LY 571	720	
								20.00	23.35	LY 571	707	
								21.00	00.30*	LY 576	707	
CAIRO								21.30	01.30*	LY 571	720	
								19.00	20.10	LY 443	707	
COPENHAGEN								09.20	14.10	LY 377	707	
FRANKFURT								08.20	12.40	LY 355	720	
								09.40	14.05	LY 357	707	
								09.40	14.05	LY 357	720	
GENEVA								08.20	11.25	LY 349	720	
ISTANBUL								06.00	08.55	LY 581	707	
								08.40	11.35	LY 581	707	
JOHANNESBURG								11.00	20.45	LY 511	747	NBO
LISBON								11.20	16.05	LY 391	707	
								17.40	22.25	LY 391	707	
LONDON								07.30	13.30	LY 311	707	PAR
								08.00	12.10	LY 015	747	
								08.20	14.00	LY 311	707	PAR
								09.00	13.10	LY 319	707	
								09.00	13.10	LY 319	747	
MARSEILLES								11.00	15.10	LY 015	747	
								12.15	17.55	LY 311	707	
								13.00	17.10	LY 015	747	

TO	Su	Mo	Tu	We	Th	Fr	Sa	Dep.	Arr.	Flt. No.	Airer.	Via
MIAMI								01.00	11.20	LY 007	747	NYC
MONTREAL								01.00	05.15	LY 009	747	
								06.30	11.45	LY 009	747	
MUNICH								08.00	12.00	LY 361	707	
NAIROBI								11.00	16.45	LY 511	747	
NEW YORK								01.00	06.55	LY 007	747	
								01.00	08.35	LY 008	747	YMX
								06.30	14.45	LY 039	747	AMS
								06.30	14.05	LY 009	747	YMX
								06.30	14.55	LY 023	747	PAR
								08.00	16.15	LY 039	747	AMS
PARIS								08.00	16.25	LY 015	747	LON
								11.00	19.25	LY 015	747	LON
								13.00	21.30	LY 015	747	LON
								23.30	05.25*	LY 006	747	
								06.30	11.10	LY 323	747	
ROME								06.30	11.10	LY 023	747	
								07.30	12.10	LY 323	747	
								07.30	12.20	LY 311	707	
								08.20	13.10	LY 311	707	
								10.00	14.50	LY 323	707	
VIENNA								12.15	17.05	LY 311	707	RDM
								15.30	21.50	LY 329	707	RDM
ZURICH								05.50	10.20	LY 385	707	
								15.30	19.00	LY 329	707	
MUC								08.00	11.45	LY 363	720	
								08.00	11.45	LY 363	707	
								08.00	13.50	LY 361	707	MUC
								07.30	10.35	LY 347	720	
GVA								08.20	11.25	LY 347	707	
								08.20	11.25	LY 347	720	
								08.20	12.00	LY 349	720	
							10.10	13.05	LY 347	747		

* arrival one day later

June 22, 1980 with the first service between Israel and Cairo, Egypt.

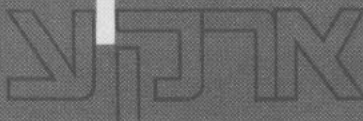
EL AL

EL AL

TIME TABLE VALID MARCH 13 - MAY 31, 1966



ISRAEL INLAND AIRLINES LTD.



לוח זמנים
חורף

בתוקף מ-30.11.81



WINTER
TIME TABLE

VALID FROM 30 NOV. 81



ישראל איירליינס ליד. תל אביב

(Left and Below) ARKIA March 13, 1966 with Herald and DC-3 aircraft service between Tel-Aviv and Eilat.



TEL-AVIV — EILAT

Flights by jet prop "HERALD" and DAKOTA D C 3

Day	יוםים א-ה							
	Sunday—Thursday							
Flight No.	801	803	805	807	809	811	813	815
TEL-AVIV	0600	0830	0900	1130	1330	1500	1700	1800
	↓	↓	↓	↓	↓	↓	↓	↓
EILAT	0700	0930	1000	1230	1430	1600	1800	1900

EILAT — TEL-AVIV

Flights by jet prop "HERALD" and DAKOTA D C 3

Day	יוםים א-ה							
	Sunday—Thursday							
Flight No.	802	804	806	808	810	812	814	816
EILAT	0715	0945	1015	1315	1445	1615	1815	1915
	↓	↓	↓	↓	↓	↓	↓	↓
TEL-AVIV	0815	1045	1115	1415	1545	1715	1915	2015

TEL-AVIV — ROSH-PINA

Flights by DAKOTA תל-אביב — ראש-פינה תיסות ב, דקוטה

Day	יוםים א-ה		יום ששי		יום
	Sunday—Thursday		Friday		
Flight No.	951	953	951	953	ת"י מ"ה
TEL-AVIV	0630	1530	0630	1430	תל-אביב
	↓	↓	↓	↓	
ROSH-PINA	0700	1600	0700	1500	ראש-פינה

ROSH-PINA — TEL-AVIV

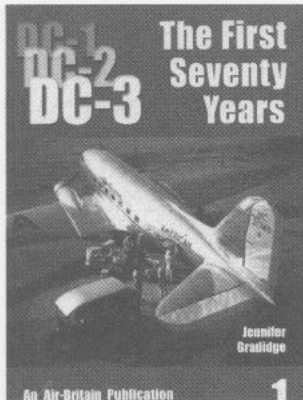
Flights by DAKOTA תל-אביב תיסות ב, דקוטה

Day	יוםים א-ה		יום ששי		יום
	Sunday—Thursday		Friday		
Flight No.	952	954	952	954	ת"י מ"ה
ROSH-PINA	0715	1615	0715	1515	ראש-פינה
	↓	↓	↓	↓	
TEL-AVIV	0745	1645	0745	1545	תל-אביב

Book Reviews

By Joop Gerritsma

f27f28@hotmail.com



The Douglas DC-2, DC-2. DC-3
The First Seventy Years

(In two volumes, 320 and 488 pages)

By Jennifer Gradidge
Published by Air-Britain
41 Penhurst Road, Leigh,
Tonbridge, Kent TN11 8HL
England
ISBN 0-85130-332-3

These books represent decades of dedicated research by Gradidge and a team of other enthusiasts and it is not a mere update of the Air-Britain title of 1984 by the same author. The subject has been newly researched and written, with many new details added.

Volume 1 presents the story of the development, the many commercial and military models and sub-variants, the production and operational service of these types, the technical data, as well as chapters about commercial and military use with brief details about each operator, listed by country. There also is a separate alphabetical index to commercial operators.

The bulk of Volume 2 consists of a production list and service history of every individual aircraft built in order of their msn (c/n in Britain). For the DC-3 this includes 10,655 in the USA, 4,937 in the former Soviet Union and 487 in Japan, a total of 16,079. The one DC-1 and 199 DC-2's bring the grand total to 16,279 aircraft. Other chapters are about the survivors (more than 1,000 DC-3's of which some 249 are believed to be active and about 300 preserved), the Soviet Li-2, the turbo-prop conversions, aircraft in museums and a chapter about "fictitious markings." A cross-

reference by registration/serial makes it easy to find individual aircraft. Finding a particular section or chapter in either volume is also easy, because each volume carries the content page of both.

The books are printed on heavy, glossy stock and contain 247 B&W and 137 color photographs between them. Several are printed over the full page (8 x 12 inches), the others three to a page over the full page width. The books can be bought only as a set. The price is a hefty 63.75 British Pounds (42.50 British Pounds for Air-Britain members) plus postage. But they are no doubt the best value in aviation books to be found anywhere and they belong on the bookshelf of every airline fan.

Lisunov Li-2-The Soviet DC-3

By Yefim Gordon, Sergey and Dmitriy Komissarov.
Published by Midland Publishing
4 Watling Drive, Hinckley, LE10 3EY
England. Price US \$36.95.
ISBN 1-85780-228-4

The "Soviet DC-3" started life as the PS-84, after the factory where it was built. When Nazi troops got too close, production was moved and it became the Lisunov Li-2, after Boris Lisunov, the Russian engineer who had studied its production at Douglas. The authors frankly admit that the Li-2 was inferior to the US-built C-47, mainly because of the indigenous materials used and its Russian engines. To save aluminum, the Soviets even built a Li-2 with a wooden cabin floor.

Models proposed included a night bomber with a defensive gun turret on the back and bombs under the wing center section (this was actually tested), an aerial mine sweeper and others.

Military World War II operations are discussed at length, as is Aeroflot use before and after the war, including its survey and supply work in the Arctic. But there are only five pages, including nine B&W photos, plus six color shots about airline and military Li-2 use in Asian and Eastern European countries that were in the Soviet orbit.

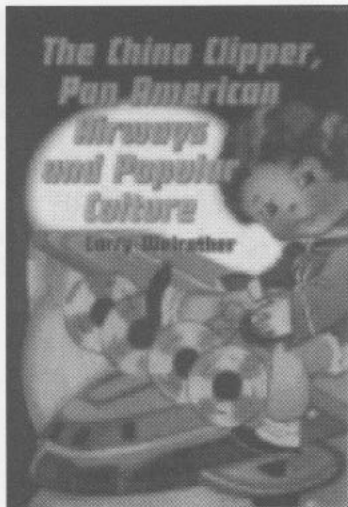
Between 4,937 and 5,007 Li-2's were built. Production continued until 1953 and it remained in active military service until 1963. This 128-page book is printed on high-gloss heavy stock paper and has 235 B&W and 23 color photos, with many exterior and interior close-ups. The color photos are all of aircraft now in museums, stored in the open or on public display as memorials to the "Great Patriotic War" (as the Second World War is known in Russia) and of the only remaining airworthy Li-2, in Hungary.

(Reviewed by Joop Gerritsma)

Book Reviews

By Joop Gerritsma

f27f28@hotmail.com



The China Clipper,
Pan American Airways and Popular Culture

By Larry Weirather
McFarland & Comp., Inc., Publishers
Jefferson, NC and London
www.mcfarlandpub.com
Orders: 1-800-253-2186
Softcover, 6 x 9 in., 346 pages, B&W/color photos
ISBN 0-7864-2820-1, Price \$35.

Traveling the Atlantic and Pacific in 747s, the current generation may find it difficult to understand the iconic status of the Pan American Clipper flying boats of the 1930s. Larry Weirather has done an excellent job explaining it.

Americans came to see the airline and its Clippers as paragons spreading American values around the world, although "in hindsight, one can see how Pan American Airways clearly represented white male American values, even racist values which worked against the desired good will between peoples," the author says. "Early Art Deco PAA luggage stickers and company pictorial envelopes showed big-lipped, somewhat bowlegged black porters in cartoon caricature as they carried suitcases and hat boxes for the airline's wealthy clients."

The Clipper was big in advertising. DuBarry cosmetics used the 'Clipper Angel' in its promotions. Sylvania Electric Products said the Clippers landed safely in Lisbon at night in the early years of the Second World War thanks to its fluorescent

lights. The Corona Zephyr typewriter was 'chosen for Transatlantic Clipper.' An aviation insurance underwriter used the Clipper image to imply how solid the business was. Clipper crews and passengers smoked Camel cigarettes; Detroit built the Hudson car to efficiently and on time take the captain to his waiting Clipper. Pan American Airways of course skillfully exploited this advertising for its own purposes.

Inevitably, the Clippers also went to the movies with the big Hollywood stars such as Rita Hayworth, Cary Grant, John Wayne and Humphrey Bogart. Today the Clipper image lives on in the 2004 movie 'The Aviator' about the life of Howard Hughes. George Costanza of TV's 'Seinfeld' had a large 1940's poster in his apartment showing a Boeing Clipper flying past the Statue of Liberty.

Clippers featured big in popular and gospel songs and in children's books, games and toys, in pulp fiction and in comic books. Restaurants, bars and lounges offered Clipper menus. Country Life Coffee was served on the Caribbean Clipper routes that were 'mapped out by Charles Lindbergh.' Stores even carried Centennial Clipper Flour.

The book contains dozens of B&W illustrations of posters, product advertisements, postcards, labels and so on, plus eight pages of color illustrations. All a joy for collectors of PAA memorabilia. Strangely, nearly all illustrations show the Boeing 314. There are only a few S-42s, Martins and others. The book has an extensive name index and a three-page bibliography.



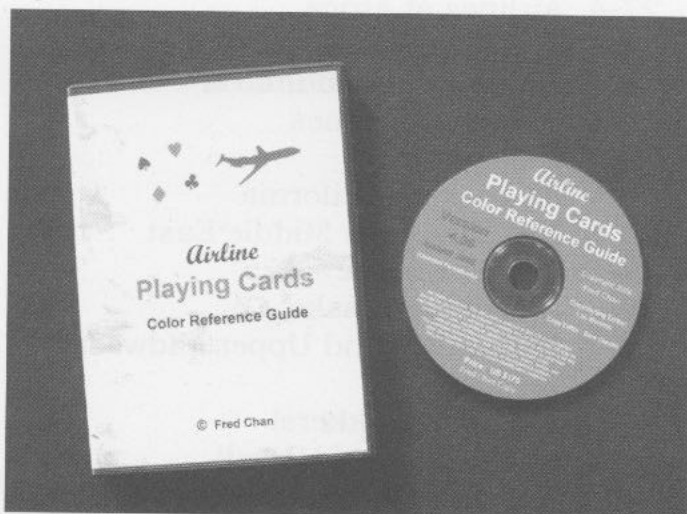
EL AL Lockheed Constellation L-049 at Lydda

Photograph Courtesy of EL AL

Behind the Cockpit Door - A Profile of your Editors!

We'll periodically provide you with a profile of the hardworking staff behind *The Captain's Log* to acquaint you with their interest in our airline collectible hobby. We'll start with a behind-the-scenes look at Fred Chan, our long time Playing Card Editor.

The editor of our playing cards section, Fred Chan, has one of the four or five largest card collections in the world, currently amounting to about 2800 decks which are all different. That's out of approximately 4000 different deck designs known to have been issued by about 600 airlines since the beginning of commercial aviation.



The Bible for card collectors which took thousands of hours to compile.

Besides being an avid collector, Fred teamed up with Trev Davis (a collector friend in Australia) in 1985 to put together a book, *AIRLINE PLAYING CARDS - Color Reference Guide*, which shows color illustrations and descriptions of airline playing cards. (Davis transferred his entire interest in the book to Fred in 2005). Now produced in a CD-ROM, the guide is updated every year and is the only authoritative reference source for airline card collectors. Fred also publishes the *CARDS Newsletter* which is sent to collectors by email at no charge.

Fred's name should be familiar to airline enthusiasts. He has written a number of articles for *Airliners Magazine*, including *Air Travel in China*, *Air Force One - The Ultimate in Air Transportation*, traveling on Concorde, and *South African Airways in Transition*. He has also reviewed numerous books for the magazine and was copy editor for the Great Airliners books on the *Convair 880/990*, *Boeing 747SP*, *Lockheed Electra*, and *Douglas DC 8 and DC 9*.

No stranger in World Airline Historical Society circles, Fred has attended every Airliners International Convention since 1985 (except 1987), and has organized 14 regional and international shows in conjunction with friends. Although he is familiar to many, few of us know much about his background.

Most surprisingly, Fred has not even worked for an airline - he was a chemical engineer with an MBA but he says "I have always been interested in aviation and have been reading *Aviation Week* since 1958." For fun, he became a private pilot and was part owner of a Mooney Mark 21 for many years.

Working for the petroleum industry and later for a large international consulting firm in California brought many opportunities to travel. When he was in California, one-day trips to the East Coast or a two- or three-day trips to Europe or Japan were not uncommon. The working knowledge of various government programs he acquired from reading *Aviation Week* and other aviation journals for 30 years brought a significant change in his career. In 1988, Fred was recruited to be the Chief Operating Officer for a defense and aerospace technology company with a staff of 150 engineers. Traveling continued to be common with frequent trips to The Cape and facilities on the West Coast.



Card collectors toasting a successful AI 2005 at Milwaukee's Mader's Restaurant. Left to right, Dave Chester, Al Meder, Luc Mertens, Fred Chan, Joe Mazanek, Greg Mattocks, and Herman Jolitz.

"On many trips, especially the long trans-ocean flights, I would have little to do after having read all the magazines onboard and after flirting with the stewardesses. So I ended up playing endless hours of solitaire. I noticed that many of the cards designs issued by airlines were very attractive and interesting and started accumulating them, not collecting. I didn't even tell anyone about my 'accumulation' because they might think it was silly. Of course, all this changed after I met thousands of other collectors at the airline shows."

Between his business and personal travels, Fred has flown on 80 different airlines. He has been to all seven continents, 51 countries, and he is planning to get to all 50 states: "I am still missing Mississippi and Arkansas, and one of these days, I will just go to Memphis and drive five miles south to Ole Miss and then ten miles west to Arkansas, and after that, get back on the plane and go home."

When asked as to which were his most memorable trips, he said the most exciting was a flight on Concorde in 1981, and the most lavish was his *Airliners* assignment to cover South African Airways' transition to Airbus equipment in 2003. "SAA treated us very well. It was first class all the way. I got to fly their Boeing 747-400 simulator and made a good landing. We also flew to a safari on a DC-3 that had been meticulously restored to historical SAA livery," he recalls. But most interesting was Antarctica. "It was my last continent, tough to get there, and so immense. They call it 'Earth's Last Frontier' and that is very true because it is so far away and so different from anywhere else."

Toward the end of our discussion, I sensed that Fred's interest in playing cards is as intense as his job before he retired, so I asked him for any thoughts about the hobby. "I have been collecting cards for 35 years and there are still many decks out there I don't have. I suppose it is the thrill of the hunt - finding and hopefully getting something new. Unfortunately, it has become quite cut-throat but I can still count as good friends many of the collectors I have met over the years."



Back Issues of *The Captain's Log* Available For Sale

- 26-1 TWA - Trans World Airlines
SOLD OUT!
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- 26-3 Latin American Airlines
- 26-4 Commuter & Regional Airlines
- 27-1 Airlines of Canada
- 27-2 European Charter Airlines
- 27-3 The Convair Twins
- 27-4 Airlines of Africa
- 28-1 South Pacific Adventure
- 28-2 Airlines of Scandinavia
- 28-3 Eastern Air Lines
- 28-4 Douglas DC-7
- 29-1 Airlines of California
- 29-2 Airlines of the Middle East
- 29-3 The Boeing 727
- 29-4 Airlines of Alaska
- 30-1 Milwaukee and Upper Midwest Airlines
- 30-2 Meet The Fokkers!
- 30-3 The Airlines of Hawaii
- 30-4 A Capital Experience
- 31-1 British Airways
- 31-2 Airlines of Japan
- 31-3 India and her Airlines
- 31-4 The Lockheed Constellation

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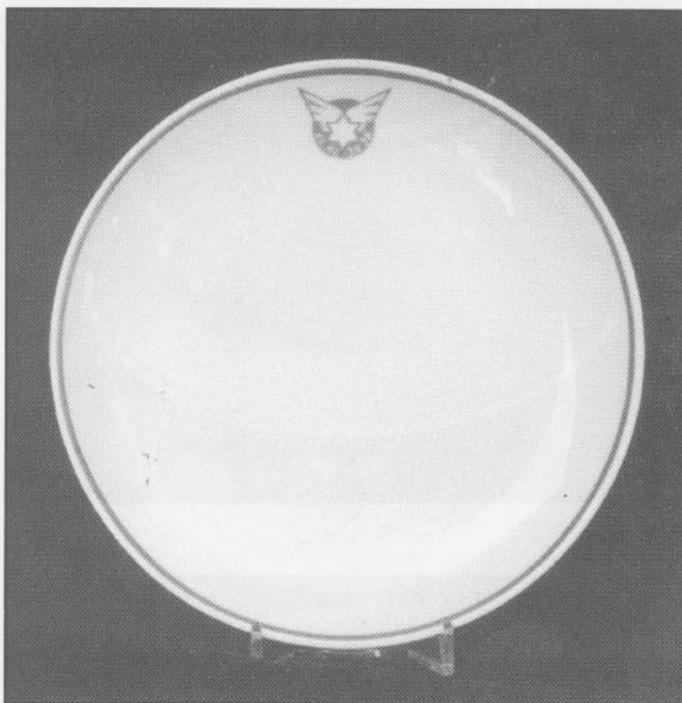
Dining Service

By R. R. "Dick" Wallin

rrwallin@aol.com

EL AL Dinnerware

Thanks to EL AL's legendary security measures, I've found that obtaining their dinnerware is not an easy task, but somehow a few pieces "migrated" into my collection over the years.



Here we see a dinner plate bearing EL AL's early wing logo in blue. The manufacturer is Naaman in Israel.



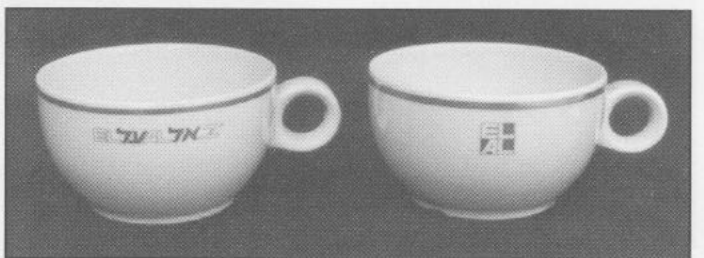
An attractive First Class cup with gold markings to be used for meat service. Made by Rosenthal in Germany.



Here we see a dinner plate and two different coffee cup styles, all made by Schonwald, and bearing gold markings.



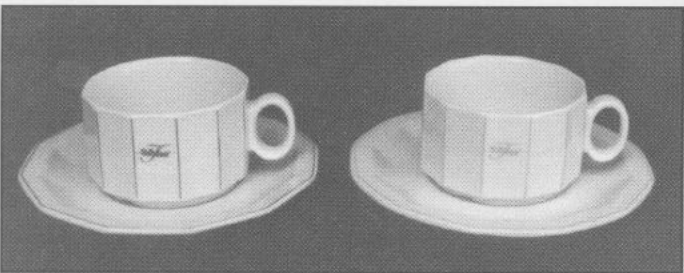
Several pieces of Business Class, with green markings. A similar pattern is also found with gold markings. Made by Naaman in Israel.



For those coffee lovers on board, these jumbo cups gave a full brew. They are 4 inches in diameter and 2 and a half inches tall. Made by Schonwald in Germany with gold markings.

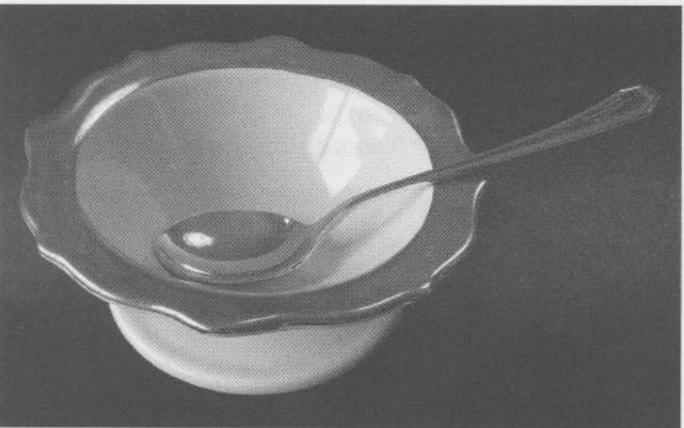


A pair of cocktail glasses, each in a different language.

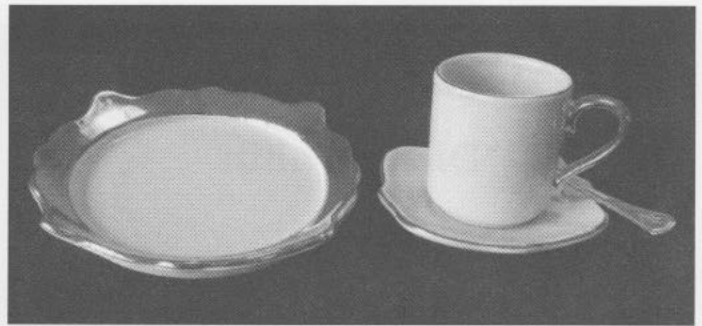


A pair of cup/saucer sets; at left marked in gold (meat service) and at right marked in blue (dairy service). Made by Rosenthal in Germany.

*Additional EL AL Dining Service Items
From Marvin Goldman's Collection*



This attractive soup bowl, white china with gold trim, and silver spoon are from EL AL's First Class Service in 2006-07.



Also from EL AL's First Class Service in 2006-07 comes this set consisting of a gold trimmed desert plate and demitasse cup and spoon.



This demitasse cup and saucer along with the double-handled soup bowl date from the 1960s. All are white china with gold trim and manufactured by Schonwald.

Sticker Chatter

By David A. Rowe

EL AL Israel Airlines

EL AL has always been a prolific producer of labels. Here's a small selection for your enjoyment!



(Above) This early EL AL label shows the 'Israel National Airlines' titles. Blue and red on a gold and yellow background. Very pretty.

(Below) Another early label with yellow 'EL AL' and light blue 'Israel Airlines' titles with a dark blue and white background.



Another early EL AL label. This one has dark blue letters with a light blue and white background.



A very pretty label with the dark and light blue EL AL colors on a white background.



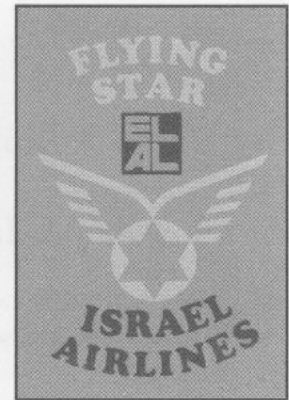
This light blue/dark blue label advertises EL AL's Boeing 767 service from Frankfurt to Tel Aviv.



(Left) This label with a yellow background and blue lettering advertises EL AL's 757 service from Elat to Vienna in 1990.



(Right) Another pretty label with blue and gold lettering celebrating 3000 years of history in Jerusalem.



(Above) These two colorful labels were issued by EL AL to celebrate their historic inaugural flights from Tel Aviv to Cairo in 1980. Both labels are multi-colored and very attractive.

This label was issued by EL AL to highlight the 1964 New York World's Fair.

(Above Right) This 'Flying Star' label has black and silver lettering on an orange background.



(Left) EL AL became the first airline to operate 767 scheduled service to Europe in 1983. This colorful label has dark and light blue lettering on a white background.



(Left) This red, white and blue label was given out at the World Travel Market in London during the 1988 show to promote Israel.



(Above) EL AL's Cargo Service is the subject of this multi-colored label.

(Below) White and blue label used by EL AL at TLV airport.

Issued on behalf of EL AL Israel Airlines Ltd.
(LY) Ben Gurion Airport, Israel.



This dark blue/light blue label promotes Israel.



This attractive label has dark blue, white and silver colors.



(Above) These two brightly color labels promote EL AL's service to the Eilat resort areas.



(Left) This white BIL with dark and light blue lettering also shows a 747.

Recent Airbus Label Issues

virgin america



A320-200

Virgin America A320

air astana



A320

Air Astana A320

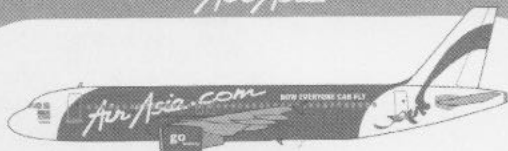
tiger airways.com



A320

Tiger Airways A320

AirAsia



A320

Air Asia A320

ETIHAD



A340-500

Etihad Airways A340

airberlin.com

Fly Euro Shuttle!

Air-Berlin of Germany produced this rather small label advertising their new 'Euro Shuttle' service. White letters on a red background.



Pakistan International's new livery looks splendid on this full color label of their new Boeing 777.



TAROM celebrates 100th anniversary of powered flight in Romania.



Bangkok Air promotes their web fares with this blue and white label with an aircraft design.

Jr. Wings

By Stan Baumwald

stanwing@bellsouth.net

The Junior Wings of EL AL

Before I started doing this article, I checked with my favorite source of information which is *Wikipedia*, the online encyclopedia. The history of EL AL is listed there and I will not duplicate it but it should be required reading for all airline enthusiasts who truly enjoy the history of an airline. And of course, don't forget Marvin Goldman's great book, *EL AL - Star in the Sky*. For those who don't know, Marvin is a long time and faithful member of the WAHS.

Before I go any further on EL AL, let me remind all collectors that my Junior Wing book is no longer available in a printed format. Instead, I have a complete copy of the book on my web site: www.stanwing.com. This is a free of charge site and if anyone has anything they want to add to the information that I have posted, please contact me at stanwing@bellsouth.net.

Now on to the Junior Wings of EL AL. This airline has put out six junior wings and really in only two styles. The first was a metal wing (Fig. 1) that is gold toned and a pin back. This is a fairly hard wing to find. The second style has five variations (Fig. 2) but the wing is basically the same. They all measure 3" X 1" and the major difference between them is that the later ones have the word EL AL written in the top right corner both in English and in Hebrew (Fig. 3). The earlier ones do not have that lettering (Fig. 2). One of these varieties is a flat finish, another is a high gloss and another yet is a stick back vs. a pin back. And then there is a difference in the size of the lettering that leads to another variety.

To the best of my knowledge, EL AL no longer gives away junior wings on their flights.

That's it folks, short but sweet. Now if we ever publish an issue of *The Captain's Log* on Pan Am, then we could go on almost forever.

Happy collecting!

Stan



Fig. 1



Fig. 2



Fig. 3



EL AL Label, 1960s

What is It?

By Ken Taylor

keebeetay@aol.com

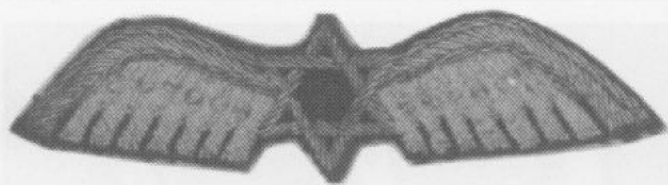
EL AL Israel Airlines

We have many items for which we don't have any answers. Please take a look at the following EL AL material and other items. Drop me a line if you have answers to any of our questions!



Same question for these items. Any idea when EL AL used these cap badges and wing?

For the following EL AL labels, do you know the year when each label was issued by the airline?



I added this EL AL cap badge and wing to my collection in 1966. Any idea when they were used by the airline?



Label 1



Label 2

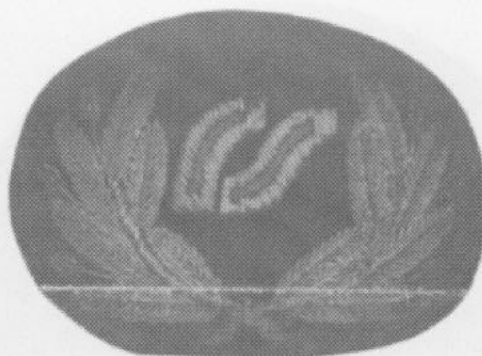
Now for something different. This is a new wing from Montreal-based Air Transat to go with their new color scheme. This is the third wing used by the airline.



Any ideas on the owner of this cap badge with 'SFC'? The three feathers and a crown indicate a possible British origin?



Who is 'G F' and when was this badge used?



Finally, an answer! Hubert Jansen of San Jose, California writes to identify this badge from a past issue as coming from Royal Swazi Airlines in Africa. Thank you, Hubert!



Who is 'A A'? Metal wing, white letters, and red background.



EL AL Lockheed Constellation L-049 ~ Photograph Courtesy of EL AL

Postcard Corner!

By Marvin Goldman

mmgoldman@rcn.com

EL AL on Postcards

As I specialize in collecting EL AL memorabilia, I have particularly looked for EL AL postcards. My collection includes over 300 different EL AL postcards, about equally divided between those featuring aircraft and advertising. And I don't have them all. I know that two of the great postcard collectors, Barrie James and Dave Prins, have at least three EL AL Constellation cards that I lack. (Hint for a trade).

Aircraft postcards issued by EL AL itself are, with few exceptions, fairly common. In the case of EL AL advertising postcards, however, the opposite is true, with most being uncommon and some even rare.

In recent years, a large number of postcards with beautiful photos of EL AL aircraft have been issued by Czech publishers, especially Blue Air.

Insofar as I know, EL AL did not issue any cards of its first two aircraft types, DC-4 and C-46, during the years they were in service – 1949-1955. I do have, however, the following postcards.

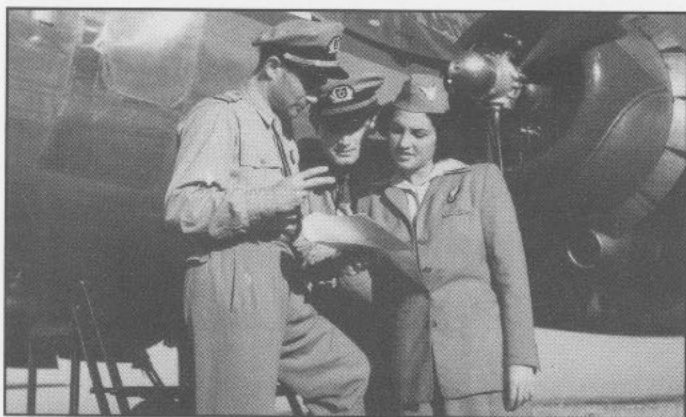


Fig. 1. EL AL DC-4 (either 4X-ACC or 4X-ACD) with early crew members including its first steward, Herb Kweller, in center, and stewardess Miriam Gold on right. B&W real photo postcard. Lod Airport (now Ben-Gurion Airport, Tel Aviv) photographer (1949).

With the acquisition of Constellations in 1951, EL AL issued at least three postcards, including:

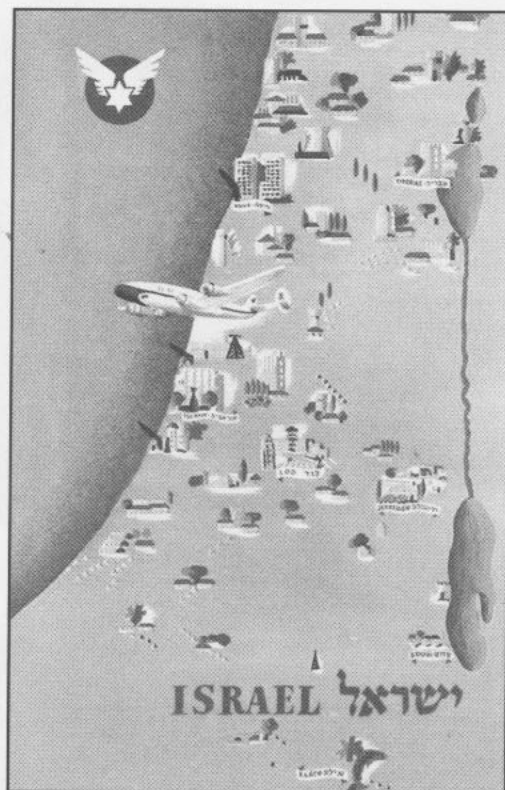


Fig. 2. Lockheed 049 Constellation, color drawing, airline issue ("AI") (about 1953).

The introduction of EL AL's new jet-prop Britannia in December 1957 led to a broad advertising campaign, which included numerous, often uncommon, advertising postcards. Here is a rare example:



Fig. 3. Bristol Britannia. A composite B&W card, 10" x 28", consisting of six detachable 4-1/4" x 7" postcards (5 vertical; 1 horizontal), each a piece of the plane. EL AL New York Office issue (1957).

I did not have a single postcard showing an EL AL aircraft interior until just last year when EL AL issued the following retro postcard:



Fig. 4. Bristol Britannia interior, B&W with tinted colors. The Hebrew writing on upper left says "Happy New Year" and "You are at home in the world". AI. (2006).

EL AL's 707/720 era began in 1961 and reigned supreme until the early 1970s. Here are some selections:



Fig. 5. 707-420 at Lod (Ben-Gurion - Tel Aviv) Airport. One of an eight-postcard set of drawings of historical EL AL aircraft by Danny Shalom issued by the airline in 1979.



Fig. 6. 707-420 with tourists to Israel holding EL AL flight bags. AI. (early 1960s).



Fig. 7. 720B. AI. (early 1960s).

Fig. 8 shown on next page. One of a 707-era destination set based on poster's of the Israeli artist Peri. At least 7 destinations and 3 language variations (English/French/Hebrew) are known. The design incorporates the EL AL "block" logo introduced in 1962. AI. (1960s).



Fig. 8

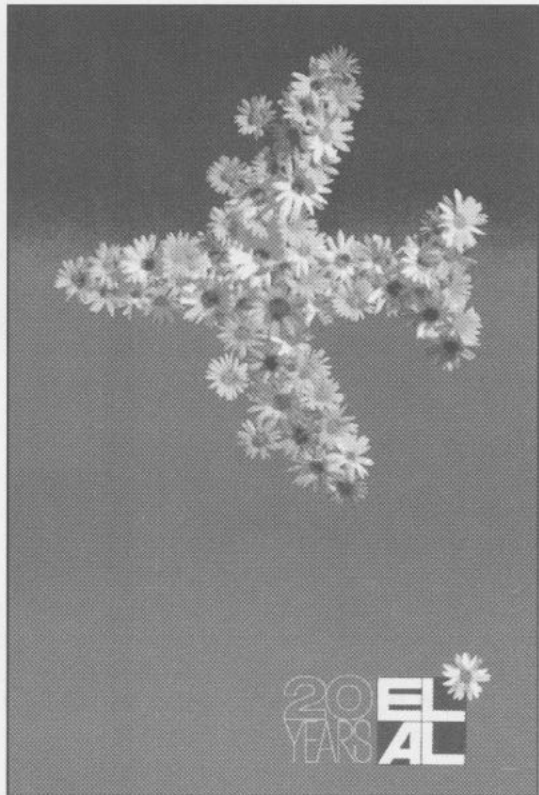


Fig. 9. "Flower Plane" 707 issued by EL AL on its 20th anniversary in 1969.

In 1971 EL AL introduced the 747 as well as a new livery which, except for minor changes, remained the EL AL standard for 28 years – until 1999.



Fig. 10. 747-200 4X-AXD at Tel Aviv. Palphot #253120. (1980s).



Fig. 11. 737-200. AI #416/86 (1986).

With the introduction in 1983 of the more modern Boeing 767, EL AL slightly modified its livery so the blue cheat line came down to a point on the side below the cockpit, rather than wrapping around the aircraft nose.



Fig. 12. 767-200. The Hebrew writing says: "Boeing 767 – EL AL in a New Direction". AI. (about 1983).



Fig. 13. 757-200ET. 4X-EBT of EL AL, added to fleet in 1991, in livery of its charter subsidiary, Sun d'Or. The Hebrew writing says "To fly on vacation safe and sure". Sun d'Or AI (about 2005).



Fig. 14. 747-400, 4X-ELC, added to fleet in 1995. AI. Part of a booklet of 10 EL AL-issued postcards, the rest showing Israeli scenes. (2005).

In 1999, on the occasion of EL AL's 50th anniversary and the acquisition of another 747-400 (4X-ELD), EL AL introduced an all-new livery with dark blue and silver "ribbons" and lettering on a white base. Here are examples of this and other EL AL aircraft in this current livery.



Fig. 15. 747-400, 4X-ELD, added to fleet in 1999. AI #60-301420/05 (2005) "Jerusalem". This card has an all-sky background; a similar earlier one also shows land.



Fig. 16. 737-800, 4X-EKA at Zurich, March 1999. Blue Air (Czech Republic) #BA-11.



Fig. 17. 777-200, 4X-ECA "Galilee". AI#60-301421/01 (2001).

Until next time, Happy Collecting!

Marvin

Notes: Original postcards of the above are in color except as noted. All are from the author's collection. My estimate of their availability: #1, 3 - rare; #2, 4, 6-9, 13-14 - uncommon; #5, 10-12, 15-17 - fairly common.

For references on EL AL, see those listed in the introductory historical article on EL AL in this issue.

Aircraft Modeling

By Ken Miller

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Arkia 737

EL AL Israel Airlines draws another blank for me. Yes, this is a world famous airline but I don't have any EL AL models either completed, in progress, or planned. Doing a quick web search I found 747 decals by Brasil, BOA 737-800, as well Liveries Unlimited 737-200 and 767 decals. Not having any EL AL decals of my own and already having a large collection of unbuilt kits and decals I don't see an EL AL model anytime either in my future. Another excuse is that I've also been busy finishing my Air India Connie and other models to bring to the Airliners International show in Kansas City.

All hope is not lost though. I do have an Arkia 737 decal in my "stash". Arkia isn't the same as EL AL but is about as close as one can get without being EL AL.

I don't have the time to build the model now but it's a great future project. The decal was printed by Flightline with parts for both 1/144 and 1/200 scales. It was provided in an issue of Airline Hobby Supplies' Airliner Modeler Magazine.

Arkia Israeli Airlines was formed in 1949 and was owned by EL AL and Israel's labour federation, Histradut. Arkia means "I will go towards the sky"

in Hebrew. Today, it is Israel's second largest airline operating scheduled domestic and international services as well as charters to western Europe and the Mediterranean region.

For the model in 1/144 scale one has a choice of the old but reliable Airfix 737 or Kurt Lehman's resin kit. For 1/200 scale the choices are Hasegawa or Revell. The plane is a 737-200 Advanced which means the middle rudder hinge should be filled. In 1/144 scale Braz resin engines should also be used for the fatter engine pylon. You will also have to match the blue and orange from the decal to paint the tail. I thought I've seen other Arkia decals but all I can find now is the Flightline decal. Using this decal and one of the 737 kits one can make a pretty unique model.

Doing some research on the 1/144 scale plane I learned quite a bit as well. As I mentioned earlier 4X-BAC is a 737-200 Advanced. Checking the serial and line numbers 22876/922 shows that the plane was delivered new to Arkia on March 15, 1983. It looks as if Arkia purchased three 737-200 Advanced aircraft. Later 4X-BAC operated for Dan-Air registered G-BLDE. There's a photo of it on Airliners.net in hybrid Arkia/Dan-Air colors taken April 14, 1984. The first photo of the plane in Mandala markings is dated May 19th, 1999. The plane then flew for Mandala Airlines and is registered as PK-RII. Based on the EL AL theme of this *Captain's Log* I managed to research a "freebie" decal and learn quite a bit about EL AL and Arkia Airlines. If things go well I might even manage to build a model of an Arkia 737.



ARKIA Israel Airlines Boeing 737-2E7 ~ Photograph by Gerard Helmer courtesy of Airliners.Net

Wings! Badges!

By Charles F. Dolan

wingcobda@yahoo.com

EL AL - Something Special In The Air And On The Ground

If American Airlines can claim to be "Something special in the air", EL AL can rightfully claim to be "Something special on the ground". My closest contact with the flag carrier of Israel was while I was stationed at Baltimore - Washington International Airport (BWI). EL AL did not fly into BWI, but by a special arrangement, passengers who boarded in Tel Aviv (TLV) were transferred at New York International Airport (JFK), along with their baggage, to flights operated by North American Airlines (XG / NAO). Those flights would proceed to BWI Airport and Chicago O'Hare Airport (ORD) for clearance by U.S. Immigration and Customs.

Along with the transferred passengers and North American Airlines crew were between eight to twelve "clerks", who would assist the local EL AL staff with the check-in and boarding process. These young men and women were all traveling with A-2 diplomatic visas in their Israel passports. They all wore black trousers or slacks and white shirts or blouses. They steadfastly denied that there were any weapons in the always worn backpacks.

On the air side, as soon as the aircraft turned off the active runway, it was shadowed by a chase car, which arrived from the embassy in Washington, DC. The car and its occupants remained with the aircraft until it taxied to the runway on its return flight to New York. The local chief of security did advise me that there were weapons in the vehicle and that if we wished to board the aircraft to inspect it, our first order of business would be to advise the people in the chase car of our intentions.

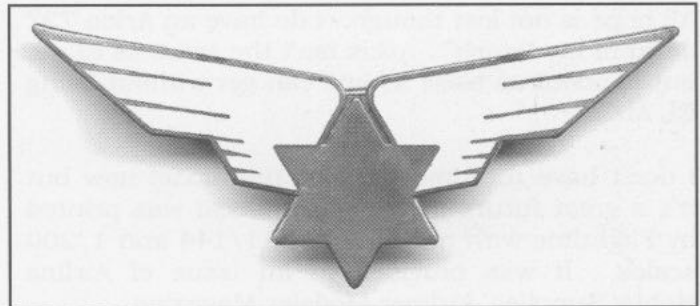
We did not have any incidents at BWI, which was a relief to all of our staff. To say the least, it was an "interesting" flight to process.

I have to extend many thanks to author and fellow collector Marvin Goldman, who offered to share with us images of his outstanding collection of EL AL crew insignia. Since 1982, I was able to add to my collection only six from EL AL. The silver bullion cap badge and pilot wing came from the chief pilot - 747, Captain Block during the time I was stationed in Montreal (YUL).



Israel Aviation Company Cap Badge (1949-50)

Badge is on a brass base with white and light blue enamel, trimmed in gold. (All wings shown are from Marvin Goldman's collection except for those indicated as being from my collec-



tion.)

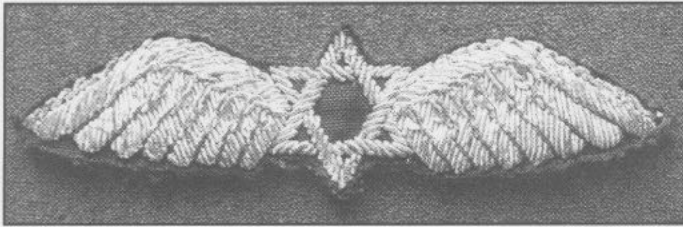
Coat Wing (1949-1950)

White enamel on brass base EL AL Hat Badge (1949-1969)



Gold bullion thread on black material. Sew on variety.

EL AL Large Pilot Wing, 1949-69 (4.25 inches)



(Charles Dolan collection)

*Gold bullion thread on black material. Sew on variety
EL AL Cap Badge and Wing, 1984-to date
(Charles Dolan collection)*



EL AL Flight Engineer Wing (1984-current)

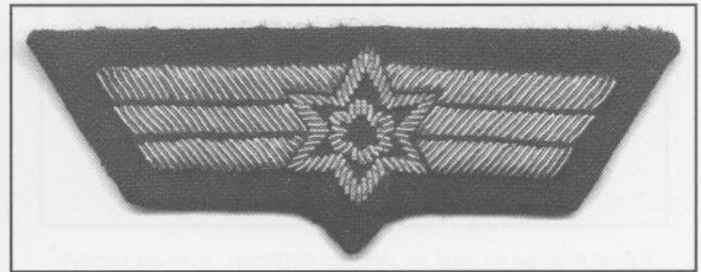
*Gold bullion thread on dark blue or black material.
Sew on variety.*



Gold bullion thread on dark blue material. Sew on variety.

*Unlike the 1949-69 issue, the western and Hebrew letters for
EL AL are missing*

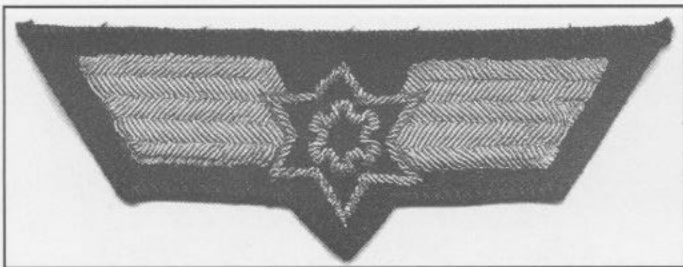
EL AL Flight Engineer Wing (1969-1984)



EL AL Navigator Wing (1969 - 1984)

Silver bullion thread on gray material. Sew-on variety

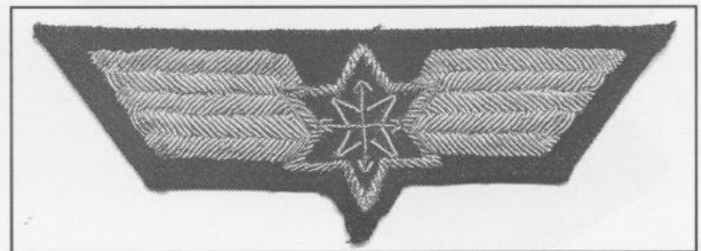
EL AL Flight Attendant Wing (1949-1969)



Silver bullion thread on gray material. Sew-on variety.

*EL AL Cap Badge and Pilot Wing 1969 - 1984 issue
(Charles Dolan collection)*

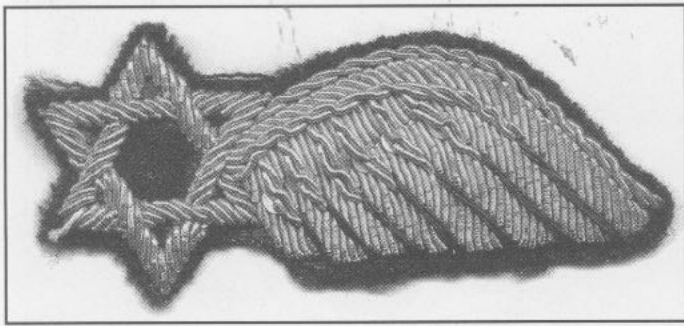
Silver bullion thread on gray material. Sew-on variety



*Gold bullion thread on dark blue or black material.
Sew-on variety.*

EL AL Flight Attendant Cap Badge (1969-1984).

Silver bullion thread on orange material. Sew-on variety.



EL AL Flight Attendant Wing with Service Bar (1969-1984)



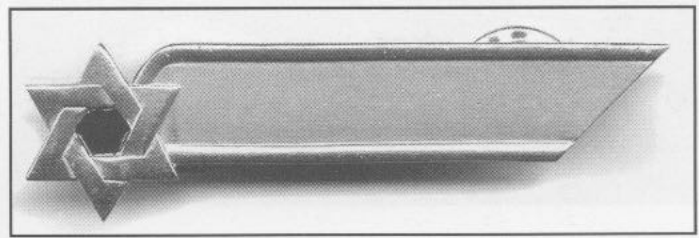
Silver bullion thread on orange material. Sew-on variety.

EL AL Flight Attendant Wing (1980s)



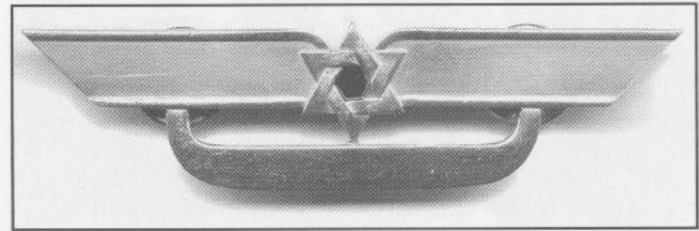
Gold color metal with black in center of star.

EL AL Flight Attendant Wing (1980s second variety)



*Gold color metal with black center of star.
A name might have been engraved on the bar below the wing.*

EL AL Flight Attendant Wing of Yigal Levy 1990s



*A brushed brass finish oval with blue highlights on the edges.
The lettering is in black.*



EL AL Label, 1960s

Safety Cards

By Fons Schaefer

f.schaefer@planet.nl

EL AL Safety Cards

EL AL is an unusual and remarkable airline with an exciting history. Marvin Goldman (MG), the postcard editor of this magazine and keeper of an "EL AL museum", has compiled the background of this carrier in his book "EL AL - Star in the Sky".

Marvin was so kind as to send me a scan of a 1950s EL AL safety folder, called "Happy Landings" (Fig. 1). It has the humorous drawings so typical of the 1950s. It does not mention any airplane type but the cabin diagram it carries is unmistakably that of the L-049 Constellation, of which EL AL had five in the period from 1951 to 1961 (Fig. 2). A closer look reveals some interesting features: only four emergency exits are indicated, even though that airplane type had more exits, including the passenger boarding door in the left rear and a crew escape door in the right front. Also of interest are the routes drawn from the seats to these exits: all passengers seated on the right were apparently supposed to evacuate on the right and vice versa for the left side, as opposed to through their nearest exit, which may be on the opposite side! The folder shows a layout of 64 seats, which is very high-density as compared to the typical 44 seat arrangements of contemporary L-049 operators. (See *Captain's Log*, Issue 31-4, page 39).

Another early EL AL card for which I am grateful to Marvin is shown in Fig. 3. It is a laminated card explaining the use of life vests. Marvin dates it to the 1950s as well, so it might have featured on their Britannia equipment. One side has English and French texts; the other (shown) Hebrew and Yiddish. (Yiddish is mainly a Germanic language with Hebrew characters, used by European-origin Jews.)

In the 1960s and 1970s, EL AL mainly operated Boeing 707s and some 720Bs, for which it made its own cards. Samples can be seen on www.planespotter.de, numbers 4192 and 4193. In the early 1980s EL AL started to use the services of Interaction Research Corporation (IRC), one of the first companies that specialized in making safety cards for airlines. It uses the registered English slogan "just in case". The front panel of the 720 is shown in Fig. 4. This service was rather short lived, as from later in the 1980s, EL AL made its own cards again. Since then, the following styles were used:



Fig. 1

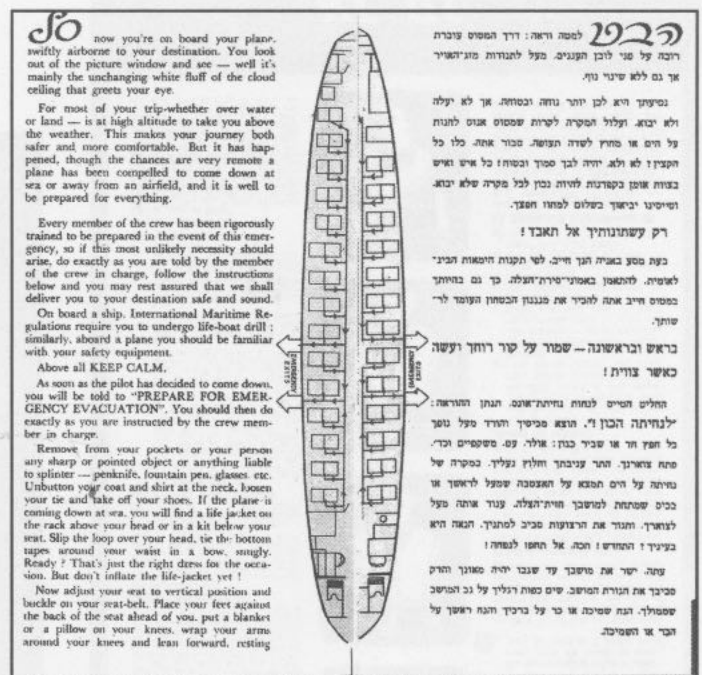


Fig. 2

"Whenever needed" - 6-page foldout cards, undated, but believed to be mid to late 1980s. The front panel (Fig. 5 - source: MG) is quite similar to that made by IRC, but the artwork inside is completely different. Note that the translation in French is the same for "just in case" and "whenever needed" and apparently not registered. *En cas de besoin* literally means "in case of need";

“Whenever needed” - single, laminated cards introduced about 1989/1990. Carried identification numbers, typically starting with “EP”. Fig. 6 shows quite a unique sample, as it in Japanese only (source: MG). Note the various combinations of the 747;

“For your safety” - first generation. Small, unfolded cards. See Fig. 7. Undated. Minor variations exist;

“For your safety” - second generation, introduced January 2001. Cards have a different background color for each aircraft type (Fig. 8);

“For your safety” - latest generation, 4 page fold-out, laminated, undated. Fig. 9 shows a 757 card that is specific to two aircraft (4X-EBY and -EBO) which differ in exit configuration from the rest of EL AL’s 757 fleet.

EL AL has been the target of numerous terrorist attacks and its security measures are second to none. Many of the measures introduced after September 11, 2001 were already in use by EL AL for decades. It would be interesting to see if some of those are reflected on their safety cards, but I spotted none. This makes sense of course, as to be successful, security measures should remain secret. I did notice one other, rather odd, instruction though on the latest generation of cards, which I believe has no security background: “Sitting, lying down or sleeping on the floor anywhere in the aircraft is forbidden.”

Finally, a “spot the differences” quiz: I include three 757 ditching exit illustrations from various EL AL safety cards (Figs. 10-12). They differ in some aspects – why?

For answers or any other comments, please contact me at f.schaefer@planet.nl.

כלי התנהגות בטיחה מעל לים

אל על

720 EL AL

1. **א. יושב מן המסוט**
 ב. כיוון הטיסה
 ג. רגליך יושבות על הרצפה
 ד. ידיו של יושב המסוט
 ה. יושב המסוף
 ו. יושב המסוף
 ז. יושב המסוף
 ח. יושב המסוף
 ט. יושב המסוף
 י. יושב המסוף

2. **ב. יושב מן המסוף**
 ג. רגליך יושבות על הרצפה
 ד. ידיו של יושב המסוף
 ה. יושב המסוף
 ו. יושב המסוף
 ז. יושב המסוף
 ח. יושב המסוף
 ט. יושב המסוף
 י. יושב המסוף

3. **ג. יושב מן המסוף**
 ד. רגליך יושבות על הרצפה
 ה. ידיו של יושב המסוף
 ו. יושב המסוף
 ז. יושב המסוף
 ח. יושב המסוף
 ט. יושב המסוף
 י. יושב המסוף

4. **ד. יושב מן המסוף**
 ה. רגליך יושבות על הרצפה
 ו. ידיו של יושב המסוף
 ז. יושב המסוף
 ח. יושב המסוף
 ט. יושב המסוף
 י. יושב המסוף

הנחיות כלליות:
 1. הישבו במושבכם בצורה נכונה וקדימה. הישבו ישר עם רגליכם על הרצפה.
 2. הישבו עם רגליכם ישרות על הרצפה. הישבו עם הידיים שלכם על הברכיים.
 3. הישבו עם הידיים שלכם ישרות על הברכיים. הישבו עם הידיים שלכם ישרות על הברכיים.
 4. הישבו עם הידיים שלכם ישרות על הברכיים. הישבו עם הידיים שלכם ישרות על הברכיים.

Fig. 3

אם וכאשר... Just in case... En cas de besoin...

לשעת הצורך Whenever Needed En cas de besoin

720 EL AL

Fig. 4

לשעת הצורך Whenever Needed En cas de besoin

707 EL AL

Fig. 5

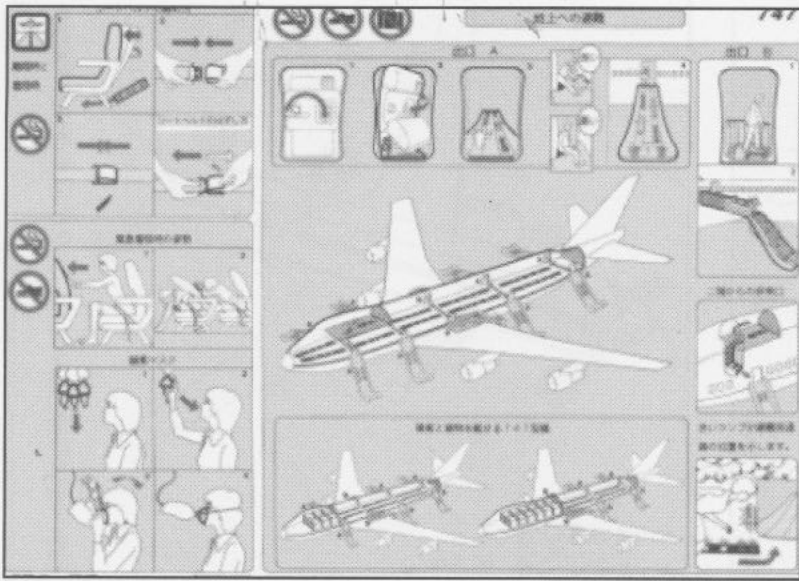


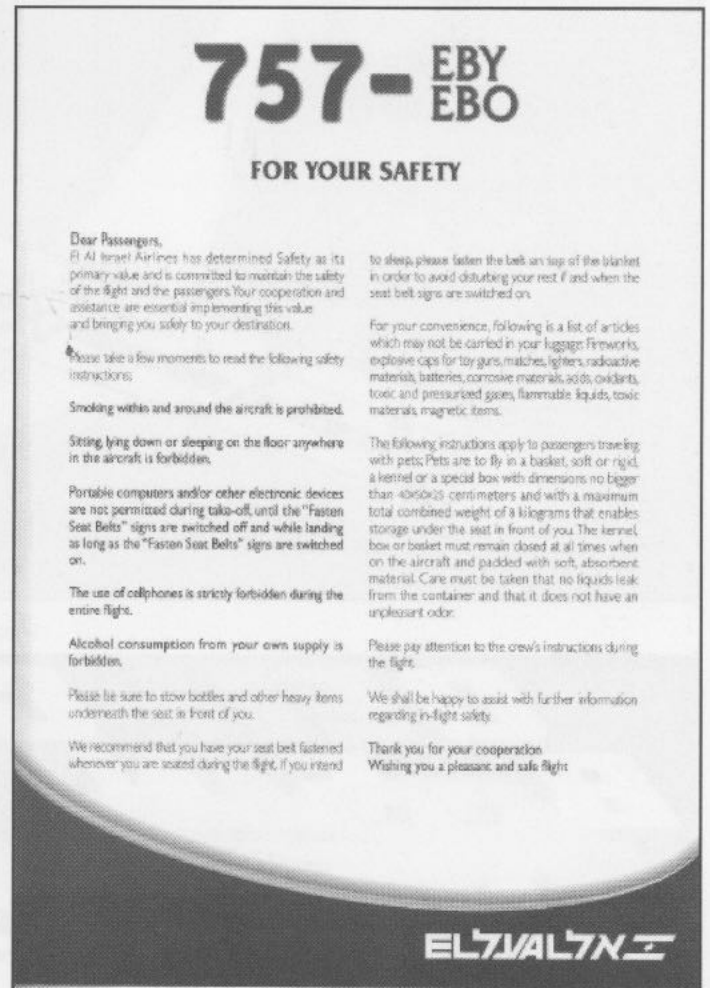
Fig. 6



Fig. 7



(Above) Fig. 8



(Right) Fig. 9

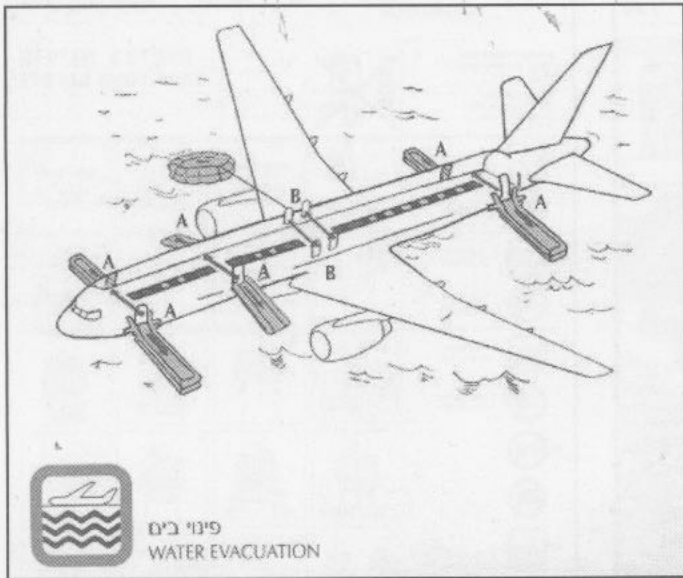


Fig. 10

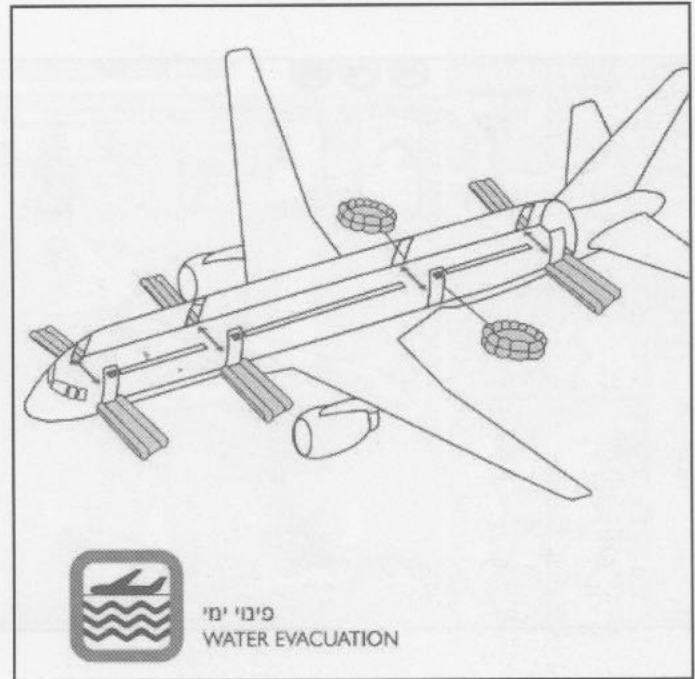


Fig. 11

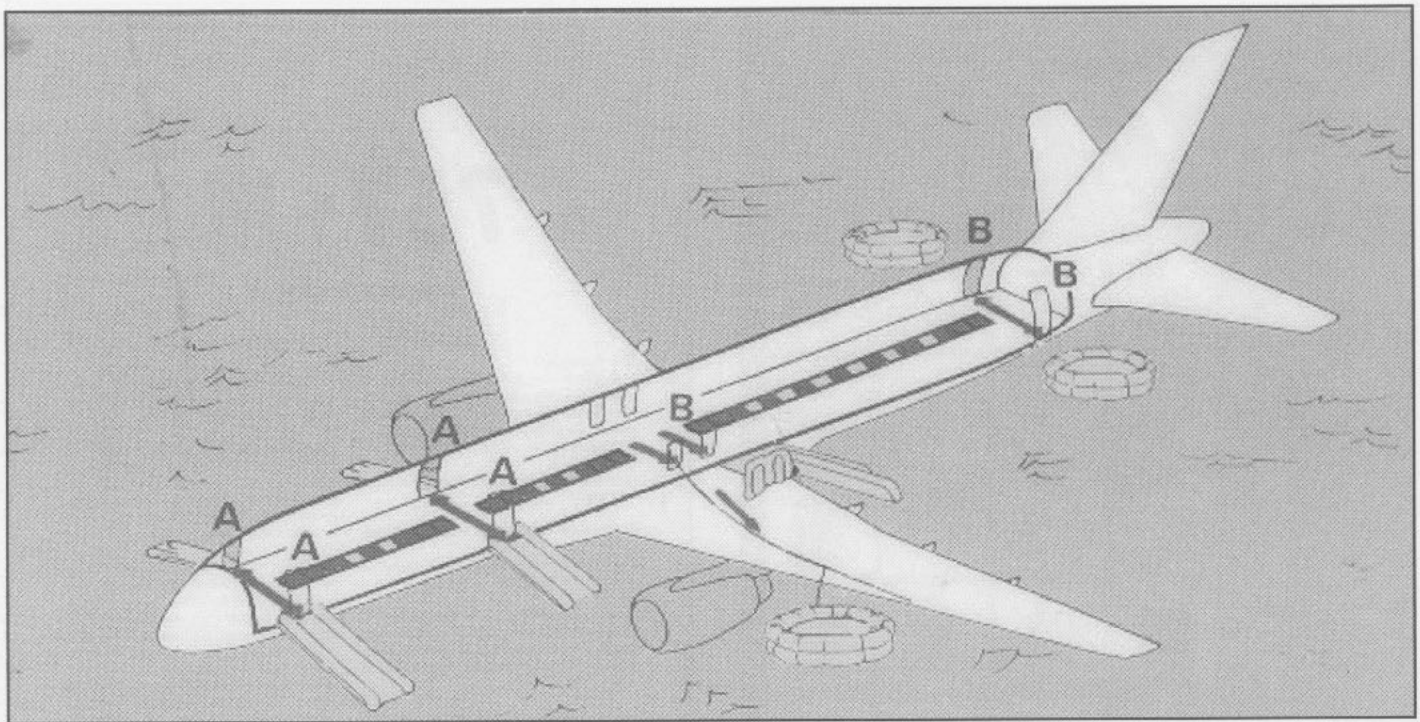


Fig. 12



EL AL Label Courtesy of Marvin Goldman

Airways

A Global Review of Commercial Flight
JULY 2007

Don't Take Off Without It

Alaska

FLYING WITH TR 42

une
Mind

Goes Independent

the World at Luk

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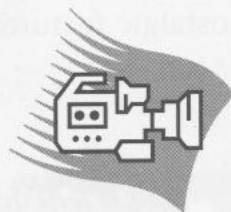
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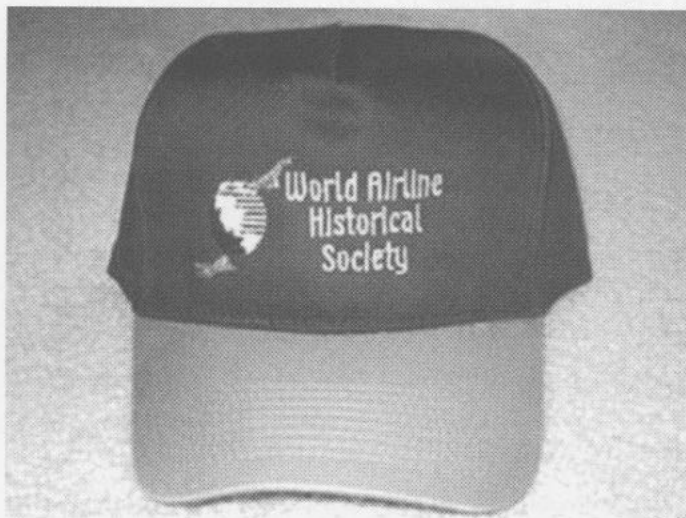
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UPCOMING AIRLINE COLLECTIBLE SHOWS!!

The World Airline Historical Society is not responsible for the accuracy of the following show listings. See WAHSONline.com for a complete show listing. Always check with the individual show promoter to insure the event is still scheduled as stated before making your travel plans.

AIRLINERS INTERNATIONAL 2007

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

NATIONAL CAPITAL REGION AIRLINE COLLECTIBLE EXPO—DULLES AIRPORT

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

SAN FRANCISCO AIRLINE MEMORABILIA SHOW

Saturday, September 29, 2007. Best Western Grosvenor Hotel, 380 South Airport Blvd, South San Francisco, CA 94080. Phone (650) 873-3200. Show hours 9 am to 3 pm. Admission \$5. Special room rate of \$89 by mentioning Airline Memorabilia Show when contacting hotel. For further information, see www.SFOAirlineShow.com or contact Mike Chew, SFOAirlineShow@juno.com, P.O. Box 25494, San Mateo, CA 94402.

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. Hours: (am until 4 pm. Admission \$5—children under 12 are free. For more information, contact John Joiner, 130 Peninsula Circle, Newnan, GA 30263, (770) 502-9565. propjj@bellsouth.net

HOUSTON AIRLINE COLLECTIBLE SHOW

Saturday, October 27, 2007. Holiday Inn-Houston Intercontinental Airport, 15222 JFK Blvd., Houston TX 77032. Admission \$5. Special room rate of \$69/night by calling the hotel direct at (281) 449-2311 by October 12, 2007. Contact Duane Young, jet-duane@bellsouth.net or (985) 892-3297.

CHICAGO AIRLINE COLLECTIBLE SHOW

Saturday, November 3, 2007. Chicago-O'Hare Airport. Holiday Inn - Elk Grove Village, IL. For information, contact Steve Mazanek, P.O. Box 31344, Chicago, IL 60631. Phone: (773) 594-1906. Email: s.mazanek@comcast.net

FRANKFURT AIRLINE COLLECTIBLE SHOW

Saturday & Sunday, November 3 & 4, 2007. Frankfurt-Schwanheim, Germany. Turnhalle-FRA Schwanheim. For more information, contact Hector Cabezas and Lothar Grim at tauschtage-luftfahrt@gmx.de

NEW YORK CITY AIRLINE COLLECTIBLE SHOW

Saturday, November 10, 2007. LaGuardia Airport. Courtyard by Marriott Hotel. Contact: Basilio Pipinos, apipinos@aol.com.

AIRLINE MEMORABILIA SHOW & SALE

Saturday, January 26, 2008. Los Angeles, CA. Hacienda Hotel, 525 N. Sepulveda Blvd., El Segundo, CA 90245. Show hours 9am until 3pm. Admission \$5.00. Free shuttle from LAX. Special room rate of \$69/single and \$79/double available by calling 1-800-421-5900. For more info, please contact Dave Cherkis (702) 360-3615 or Marshall Pumphrey (562) 987-1904.

AIRLINERS INTERNATIONAL 2008

July 10-12, 2008. Dallas, TX, Sheraton Grand Hotel at DFW. Contact: Tony Trapp at TTExpress@earthlink.net



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EL AL Boeing 707-458 4X-ATB at Paris Orly ~ Photograph by Mel Lawrence via www.Air72.com Collection





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