



# *The Captain's Log*

The Journal Of The World Airline Historical Society, Inc.

*Fall 2007 - Issue 32-2*



*Cielos de Peru Douglas DC-10-30F ~ January 2005 ~ Photograph by Joe Fernandez via [www.Air72.Com](http://www.Air72.Com) Photography*

## **The Mighty DC-10**

**Airliners  
International  
2007  
Highlights**



**Remembering  
Paul Collins**



*American Douglas DC-10-10 N912WA "White Top" ~ January 1989 ~ Photograph via [www.Air72.Com](http://www.Air72.Com) Collection*

*Balair Douglas DC-10-30 HB-IHK ~ August 1991 ~ Photograph via [www.Air72.com](http://www.Air72.com) Collection*



# Flight Manifest

From The Flight Deck .....	3
Tribute to Paul Collins .....	4
Airliners International 2007 Highlights .....	6
The DC-10 Exits Scheduled Service <i>Joop Gerritsma</i> ..	13
Playing Cards <i>Fred Chan</i> .....	18
Flying Stamps <i>Jim Edwards</i> .....	21
Timetables <i>David Keller</i> .....	22
Dining Service <i>R. R. Wallin</i> .....	27
Sticker Chatter <i>David A. Rowe</i> .....	29
Jr. Wings <i>Stan Baumwald</i> .....	31
What Is It? <i>Ken Taylor</i> .....	32
Postcard Corner <i>Marvin Goldman</i> .....	33
Slide Photography <i>Joe Fernandez</i> .....	38
Aircraft Modeling <i>Ken Miller</i> .....	39
Wings! Badges! <i>Charles F. Dolan</i> .....	42
Safety Cards <i>Fons Schaefers</i> .....	45
Flight Exchange .....	51
Upcoming Airline Collectible Shows .....	52



*Finnair DC-10-30 ~ Airline Issued Postcard*

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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 30<sup>th</sup>. Annual dues are based on your mailing preference for receiving your free subscription to *The Captain's Log*.

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All members of the editorial staff are members of the World Airline Historical Society and volunteer their editorial time. Material for possible publication is always welcome and should be sent to the Editor-in-Chief or the appropriate section editor. No remuneration can be made for such material, and no responsibility for it is accepted, although every effort will be made for its safe handling. All contributions are subject to editing.

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# From The Flight Deck

## *Welcome Aboard!*

I am still in a state of denial that our annual convention is over. I knew we were in for a treat the moment I saw the Kansas City Airport electronic sign proclaim "Welcome to Kansas City, Airliners International 2007", as I drove my rental car to the convention hotel. Simply stated, AI2007 was one of the best run, and best promoted conventions we have had in a long time. Three television stations did segments on the convention floor, and one station aired "live." And who can forget sharing our authentic Kansas City BBQ dinner with friends, in the same hanger with a DC-3, a Martin 404 and that grand lady of the skies, the Super Constellation? Thanks Chris Slimmer and crew for a magical, and memorable Airliners International!

In case you have not heard Orlando, Florida was chosen as the site of our 2009 convention. An \$89 dollar room rate, tours of local airports and a convention committee including a seasoned AI chairman and crewmembers, are sure to make it a smashing success. Another important announcement is that the Society Board of Directors voted on and approved a change in the timeframe an AI may now be held. This change should help our friends in other countries obtain more favorable airfares to attend AI's here in the US. The new window of opportunity for AI conventions is, May 1<sup>st</sup> through September 30<sup>th</sup> of each year.

During this year's convention, we received several donations, including \$1,000 from a lifetime member. I consider such acts as a vote of confidence in what Society Headquarters is doing. I hope we continue to warrant such support. Please remember that as a non-profit organization all donations to the Society are tax deductible to the extent allowed by law. We will be happy to furnish you with a donation/receipt letter for any and all donations.

As many of you know we have lost a number of members in the past few months, as well as our founding father, Mr. Paul Collins. We also have a number of fellow members who have not renewed their memberships. Please check with your airline enthusiast friends and encourage them to get that renewal in the mail ASAP. The Society is dedicated to continuing the legacy of Paul, strengthening our friendships, and continuing to publish *The Captain's Log*, the finest airline historical publication in the world!

*Duane L. Young*



### *Editor's Pre-flight Announcement*

Once again our crew of editor's have joined together to bring you articles of interest on airline memorabilia related to this issue's theme of the Douglas DC-10. Fasten your seat belts, sit back and enjoy!

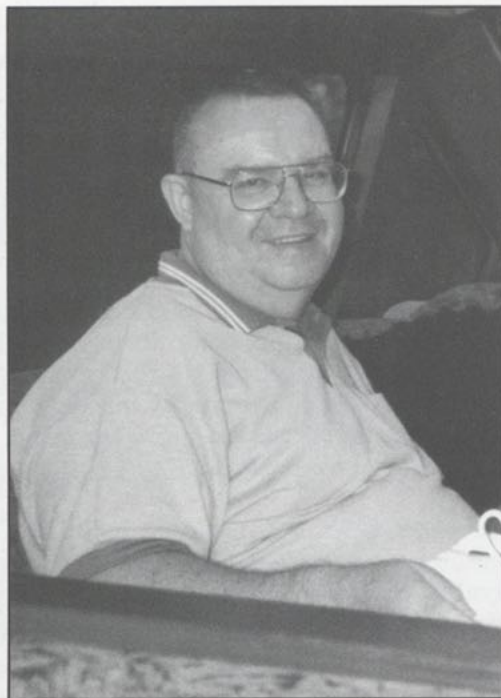
**Bill**

### *Flying Ahead....With The Log*

Issue 32-3 ~ United Airlines  
Issue 32-4 ~ Skies Above Texas  
Issue 33-1 ~ Air of Luxury  
Issue 33-2 ~ World of Cargo Airlines  
Issue 33-3 ~ Regional Airlines

# Paul Collins

1939-2007



A group of airline enthusiasts gathered in July 1977 at Cincinnati for what would become the first Airliners International convention. The show was sponsored by a tiny organization named the World Airline Hobby Club. From this meager beginning, AI conventions and the renamed World Airline Historical Society have grown to become mature organizations made up of members and participants from around the world. It all began with one man, Paul Collins, who passed away June 13, his sixty-eighth birthday.

For those of you who never met Paul, or didn't get to know him, let me tell you what a wonderful, kind man he was.

An improbable candidate to begin an airline enthusiast group, Paul worked in the railroad industry, but you would never have guessed it by talking to him; a more enthusiastic fan of the airline industry never lived. Although he also formed a group of military F-4 fighter fans, called *Phantom Fanatics*, Paul supported and ran the club early on, supported by his wife Pat and daughter Paula, who helped stuff *The Captain's Log*, our quarterly publication, into envelopes, applying mailing labels and helping to load them into mailbags that Paul hauled to the post office. Pat was the unofficial secretary, helping to keep up with membership information.

As the years went by, Paul handed the reigns of leadership over, but his stamp has remained along with his positive outlook on life.

Sadly, poor health stole this man from us. Diabetes and related ailments sapped his energy, but not his enthusiasm. In recent years, the Collins family was not able to attend AI conventions, but Paul stayed in touch with friends. Always a humble person, he never complained about constant trips to specialists, numerous tests and hospital visits.

Now he has left us, but his spirit will remain in our hearts forever. His unselfish generosity and thoughtfulness set an example for all to follow. We celebrate Paul Collins' life by dedicating AI 2007 to his memory.

Jon Proctor

# Our Memories Of Paul Collins

I know that all of us in the original WAHS and now the larger community will miss Paul's great drive to make the airline collecting a major thing worldwide and not just a personal thing that we all thought we were the only ones in the world that collected bits and pieces from the airlines. I will not be at the convention this year but I am sure it will be a much sadder event with this news but hopefully every attendee will also remember the great work that Paul has done to bring about this annual gathering of enthusiasts and remember him with great joy for his visions and the creator of a worldwide community of friends with a common interest, whether it is collecting or just an interest in the Airline industry. If a memorial book is thought appropriate please include me, as like you, without Paul I would not have made so many good friends via the WAHS. We will all miss Paul, our founder, and to all of us the #1 collector who did so much in bringing us all together via the WAHS. A great loss but remembered with affection and thanks for all he has achieved.

Fred Hems

We Lost THE BIG GUY!!

Paul was one FANTASTIC person, he holds a special place in my heart and I shall always remember him for getting all of us together in one way or another. not for him and his vision of the World Airline Hobby Club as it was called in the beginning, so very many of us might not have crossed paths to become such good friends in one way or another. THANK YOU PAUL for all you did for us. We shall miss you.

Jim "JET" Thompson

I joined the World Airline Hobby Club in 1977. In 1978, I obtained my driver's license, and my first out-of-state driving trip was to that Fall's get-together in the Collins' house: the shrine at 3381 Apple Tree Lane.

Paul was very supportive of me and other then-young members. He and Pat welcomed us into their home, and made us feel accepted by the serious airline enthusiasts in attendance, which was much appreciated.

His forming of the Society made a huge impact on my life, as well as those of all other members. So many long friendships were formed because of him! Thanks, Paul- you are missed.

Phil Brooks

A day of great sadness indeed. If it was not for Paul and HIS founding of the World Airline Hobby Club to become the World Airline Historical Society, many a friendship would never be found and much airline and commercial airplane memorabilia would probably be lost and gone forever. The WAHS-sponsored annual Airliners International convention continues to bring those, with the airline and commercial aircraft passion, together each and every year. This will be a forever legacy for which I will always remember Paul.

More importantly, however, I remember Paul as a friendly gentleman. I remember chatting with Paul at my first AI and him welcoming me. I'm sure he made a deal with me on a label or two. Later on, we often shared a few thoughts from time to time, most recently as last year when I talked to him at length on the phone. Besides talking about the upcoming AI2006 at the time, we chatted about the industry and what the consequences are of low airline employee morale and the effect it has on those will never wish to collect and preserve airline memorabilia. I echo JET's thoughts of thanking Paul for all he did and bringing us together. THANK YOU PAUL.

Walter (Wally) L. Wilson, Jr.

I first met Paul and Pat at the 1979 Dallas Airliners International event. I had always thought I was the only person interested in airlines until I heard about a small hobby club based in the Cincinnati area called the World Airline Hobby Club.

Paul made me feel welcome and from that point onward I counted him as a good friend. Like many people, I always looked forward to attending the AI events and seeing the Collins' family every year. As Paul's health began to decline, we stepped in to help ensure WAHS' continued success in the future by assuming responsibility for the Log and incorporating the Society into a not-for-profit organization.

WAHS' existence is due to one man's desire to bring people together with a common interest in commercial aviation. Our friendships with people from all over the world are due to Paul's efforts.

We will all miss Paul and his calm soothing guidance. But WAHS continues on as a living tribute to this man and all he has done to unite us airline enthusiasts from around the world!

Bill Demarest



# Airlines International 2007

## Kansas City, Missouri



*Friday night bar-b-que with a Connie.  
Nothing gets better than this!*



*Friday night bar-b-que with a Martin 4-0-4  
Mr. & Mrs. Dick Wallin & WAHS President Duane Young  
and Teresa Young*



*Keith Armes of World Transport Press*



*Kansas City's Airline History Museum*



*Live TV show from the trading floor with Dick Wallin*



*A warm welcome from Kansas City*





*WAHS Treasurer Jay Prall and "First Lady" Teresa Young*



*A view of the trading floor*



*WAHS Vice-President and AI 2008 co-chairman Craig Morris*



*Ed Martin at his table*



*So much to see, so little time on the trading floor*



*The man who made AI 2007 possible - Chris Slimmer  
Thanks, Chris, for a great show!*



**Airliners International 2007 Trivia Contest**  
Sponsored by:  
Mainliner Worldwide Aviation Books and Models  
Presented by Jim "JET" Thompson

Questions

1. What airline was known as "The Airline Run By Flyers"?  
A) TWA B) Eastern C) American D) Northwest E) Central
2. What airline named their Convair 340s "Sunliners"?  
A) Aspen B) Continental C) North Central D) Braniff E) Frontier
3. Which of these airlines flew the Douglas DC-10 at 2 different times in their history?  
A) Trans International B) Western C) Delta D) SAS E) Japan Air Lines
4. What airline introduced the Piper Aztec into scheduled service?  
A) Naples B) TAG C) Illini Airlines D) Bar Harbor E) Swift Aire Lines
5. Where was Amon Carter Field located at?  
A) Midland B) Brownsville C) Ft. Worth D) McAllen E) Amarillo
6. What airline named their Douglas DC-9s "Empress of ..." followed by a city name?  
A) Cathay Pacific B) Canadian Pacific C) Western Pacific D) Northern Pacific E) SAS
7. What airline was Hal Carr President of?  
A) Southern B) Central C) North Central D) Pioneer E) Bonanza
8. What airline overran the runway on landing at MKC on July 1, 1965?  
A) Continental B) Braniff C) Frontier D) Eastern E) TWA
9. In regards to Question 8, what type of aircraft was it?  
A) Convair 340 B) 707 C) 880 D) DC-8 E) 720
10. Which airline advertised that the only thing getting treatment than the passengers was the aircraft?  
A) Lufthansa B) BOAC C) Swissair D) Sabena E) Iberia

**Tie Breakers:**

How many Convair 340s and 440s including C-131s and R4Ys were built?  
How many feet of separation are there between runways 1L-19R and 1R-19L at Kansas City International Airport (MCI)?

Answers

1. A. TWA referring to their leadership of President Jack Frye, Paul Richter and Charles Lindbergh.
2. E. Frontier in the 1960s.
3. C. Delta subleased DC-10s from United in the early 1970s before taking delivery of their L-1011s. Delta then operated the DC-10s again after merging with Western Air Lines in 1986.
4. B. TAG Airlines of Detroit operated the Aztec on the Detroit City Airport to Cleveland Burke Lake front Airport.
5. C. Ft. Worth. The airport was located on the current site of the south end of DFW airport.
6. B. Canadian Pacific Airlines.
7. C. North Central Airlines.
8. A. Continental Airlines.
9. B. Boeing 707.
10. D. Iberia in the late 1960s.

Tie Breakers:

1. 511
2. 6,575 feet

Winners:

First Place: Phil Brooks with 9 correct answers  
Second Place: Mike Adkins  
Third Place: John Bretch  
"Thanks for Trying Award": Hank Krueger



*WAHS member Capt. Al Minich welcomes AI attendees to the Midwest Airlines operations tour. Thank you, Midwest and AI, for your support! Photograph via Marvin Goldman.*



# Airliners International 2007 Model & Photo Contest Winnners

## Model Contest Results

### Large Prop and Jet

- 1<sup>st</sup> – TWA 747SP – Dennis Claus
- 2<sup>nd</sup> – Aeroflot A320 – Andrew Stiffler

### Medium Prop

- 1<sup>st</sup> – Continental Viscount – Dennis Claus

### Medium Jet

- 1<sup>st</sup> – US Airways A321 – Andrew Stiffler
- 2<sup>nd</sup> – KLM 777 – Andrew Stiffler
- 3<sup>rd</sup> – Deutsche BA 737 – Andrew Stiffler

### Small Jet

- 1<sup>st</sup> – Aeroflot TU-144 – Rick Tullius
- 2<sup>nd</sup> – Eastern DC-8 – Ken Miller

### Small Prop

- 1<sup>st</sup> – Air India Constellation – Ken Miller
- 2<sup>nd</sup> – Aero Union P2 Neptune – Bill Abbott
- 3<sup>rd</sup> – Perris Skydiving DHC-6 Twin Otter – Bill Abbott

### Conversions

- 1<sup>st</sup> – Lufthansa Fairchild Dornier 748 – Rick Tullius

### Diorama

- 1<sup>st</sup> – Kansas City Airport 1940 – Bob Woodling
- Also won 'Most Popular' and 'Judge's Best of Show Award'

### Flights of Fancy

- 1<sup>st</sup> – TWA L-1049G in StarStream markings – Tom Stephany

### My Collection

- 1<sup>st</sup> – Jeffrey Feldman

## Photo Contest Results

### 1<sup>st</sup> Place Aerial

- "767 Wing Over Chicago" – Carl Robinson

### 1<sup>st</sup> Place Print

- "Perris Skydiving DC-9" – Stephen Griffin

### 2<sup>nd</sup> Place Print

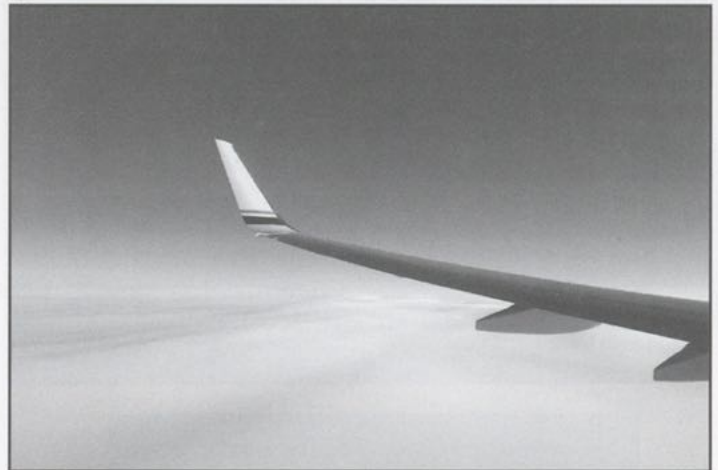
- "Alaska Trail" – Wally Wilson

### 3<sup>rd</sup> Place Print

- "Alaska 737-800 Winglet" – Wally Wilson

### Spirit of Flight – Best of Show

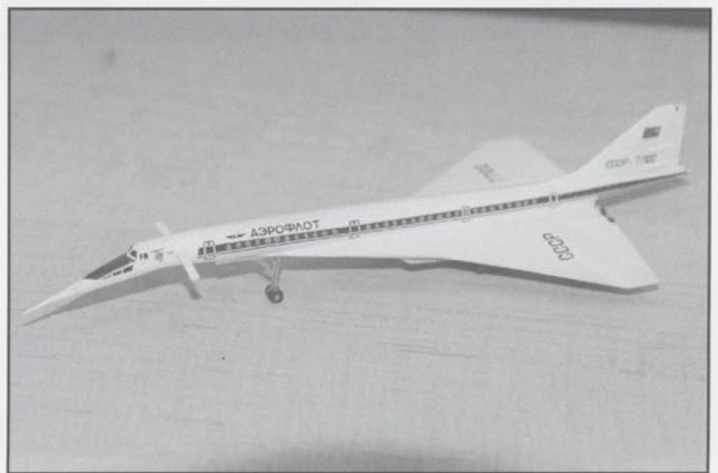
- "Alaska 737-800 Winglet" – Wally Wilson



*"Alaska 737-800 Winglet" by Wally Wilson*



*Eastern DC-8 - Ken Miller*



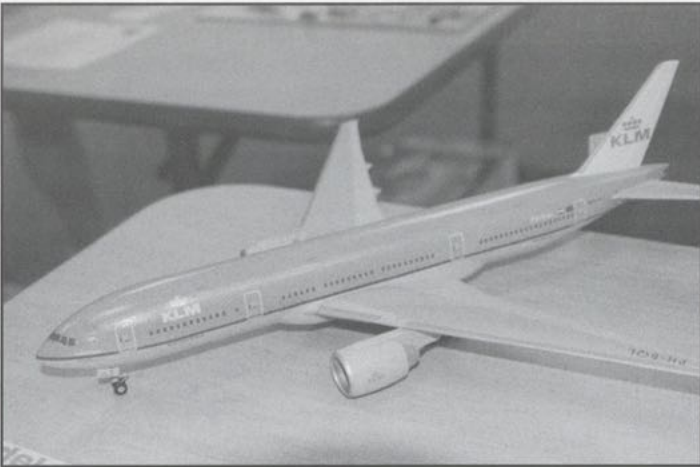
*Aeroflot TU-144 - Rick Tullius*



*Deutsch BA 737 - Andrew Stiffler*



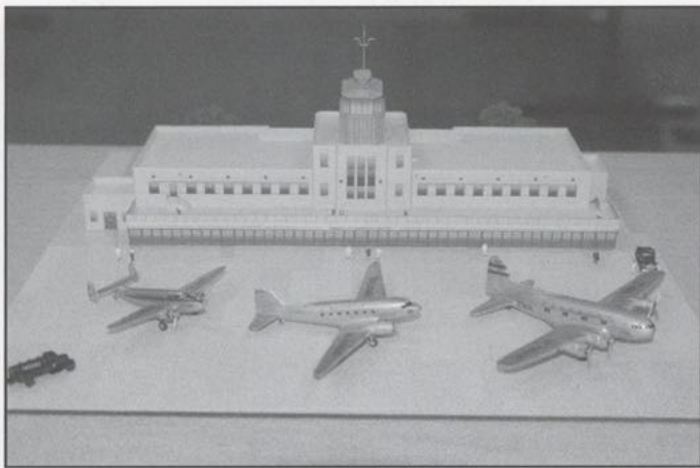
*US Airways A321 - Andrew Stiffler*



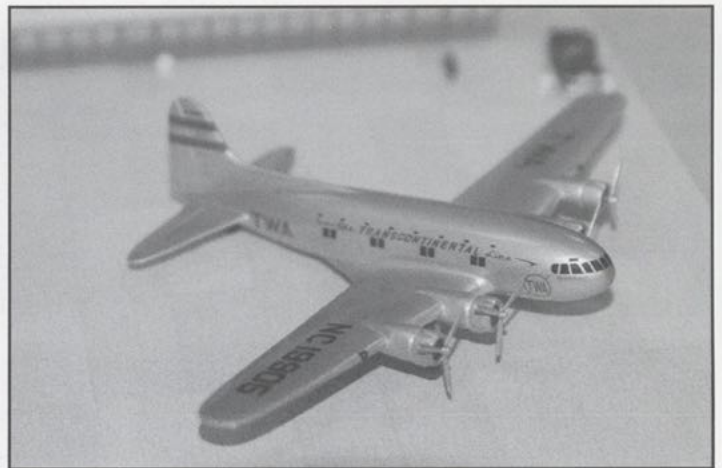
*KLM Royal Dutch 777 - Andrew Stiffler*



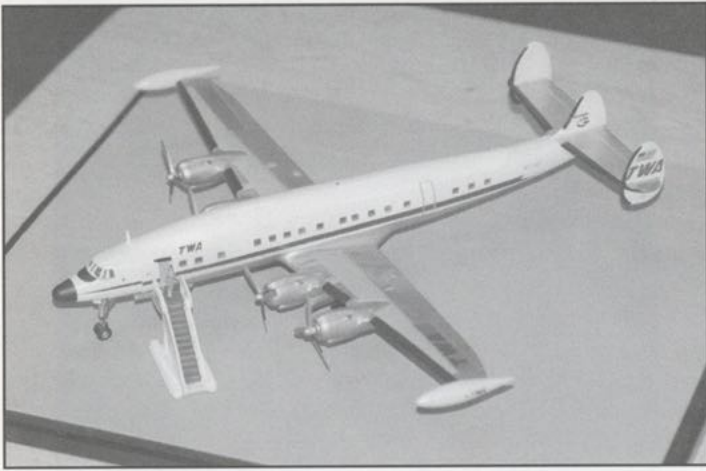
*Aeroflot A320 - Andrew Stiffler*



*Kansas City Airport 1940 - Bob Woodling*



*Kansas City Airport 1940 - Bob Woodling*



*TWA L-1049G - Tom Stephany*



*TWA 747SP - Dennis Claus*



*Air-India Constellation - Ken Miller*

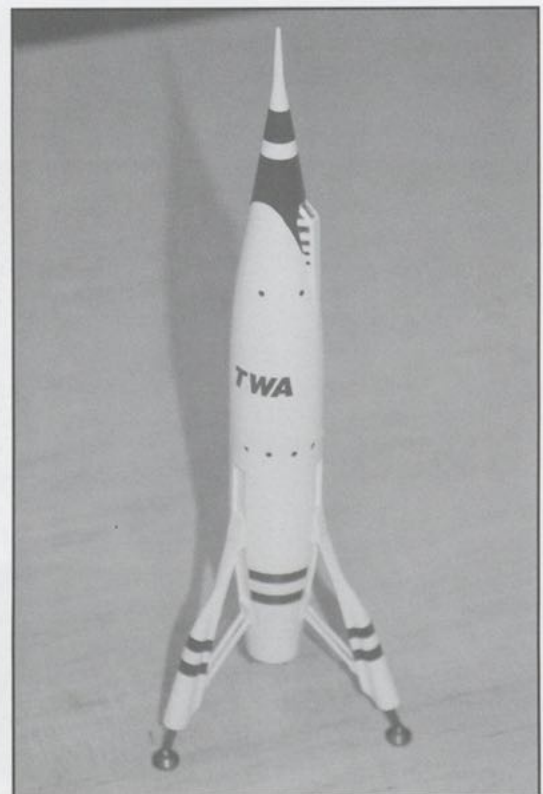


*Continental Viscount - Dennis Claus*



*(Above) Lufthansa Fairchild-Dornier 746 - Rick Tul-*

*(Right) TWA Rocket by Ken Miller on display*





*1st Place Aerial - "Wing Over Chicago" - Carl Robinson*



*2nd Place - Print - "Alaska Tail" - Wally Wilson*

*1st Place Print - "Perris DC-9" - Stephen Griffin*



# The DC-10 Exits U.S. Scheduled Service

Joop Gerritsma  
Captain's Log Features Editor  
f27f28@hotmail.com



*Northwest Airlines DC-10-30 HB-IHH (later N225NW) (msn 46562/sn 187) December 1991  
Photography via www.Air72.com Collection*

*Passengers on Northwest Airlines Flight NW098 from Honolulu to Minneapolis/St. Paul (MSP) on January 7-8, 2007 probably did not know they were making airline history. But they were. They were the last passengers on a scheduled DC-10 passenger revenue service by a U.S. air carrier.*

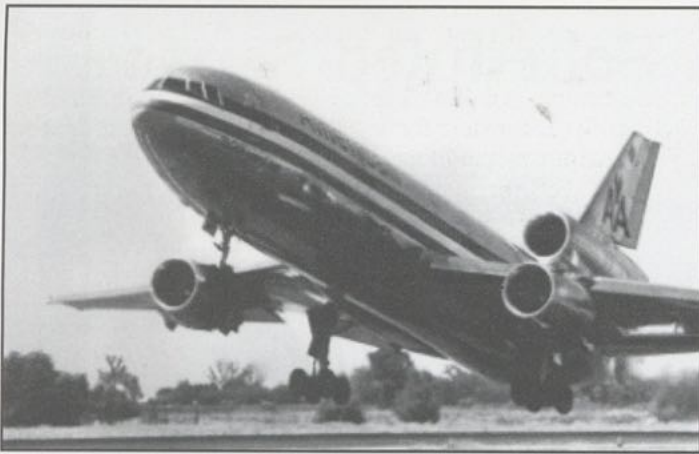
The flight was operated by N237NW, a DC-10-30, and when it touched down at MSP at 0539 hrs on January 8, Northwest ended 34 years of scheduled passenger operations with "Big Doug." International DC-10 service had already ended on October 29, 2006 when N240NW operated Flight NW055 from London/Gatwick to MSP. The Amsterdam - MSP service on October 30 was to be the last one, but it was cancelled because of a technical problem. In those 34 years, Northwest carried 125 million passengers on more than 765,000 flights in the DC-10.

Other U.S. carriers had already phased out their DC-10 fleets earlier, leaving NW as the last of the original U.S. passenger DC-10 operators. A few DC-10s still fly scheduled or charter passenger services with foreign carriers, but the majority still in service have been converted to freighters or small-parcel carriers.

The DC-10 originated with a March 1966 American Airlines requirement for a "Twin Jumbo" with non-

stop Chicago - Los Angeles range. AA also wanted it to be able to use the short runways at La Guardia Airport, New York, use nose-in parking at the gate to save ramp space, and have low noise levels. It asked for a maximum take off weight (MTOW) of approximately 250,000 pounds (133,000 kg), a fuselage no longer than 150 feet (46 meters) and a 250-passenger capacity at a pitch of 36-in (91.5 cm). The aircraft was to have a low wing, a minimum Mach 0.82 cruising speed at 31,000 feet (10,000 meters) and a non-stop Chicago - Los Angeles range with full payload.

After several twin-engine proposals that did not meet AA's requirements, Douglas concluded about 88,000 pounds (40,000 kg) of thrust was needed for the aircraft the airline wanted. But this was not available from two of the engines then in production. It convinced AA of the need for three engines for an economically-viable transcontinental range.



Spectacular shot of American Airlines DC-10-10 taking off. AA was the first customer. (*American Airlines*)

Lockheed had reached the same conclusion for its submission to American, the L-1011. But while Lockheed placed the third engine in the tail of the fuselage to be fed air via an S-shaped duct, Douglas favored the engine on top of the rear fuselage at the base of the fin with a straight-through airflow.

Douglas also believed a trijet could be developed into an intercontinental aircraft with relatively few changes. (AA later had three DC-10-10s equipped with greater fuel capacity for its West Coast - Honolulu service.)



United Airlines DC-10-10. Note absence of third main landing gear leg. Compare with photo of VASP Series -30. (*Douglas*)

### The First Order

American selected the DC-10 over the L-1011, and on February 19, 1968 it signed a firm order for 25 and options for another 25. Douglas stipulated the sale was conditional on at least one other major airline buying the DC-10 before it would start production. This came on April 25 when United Airlines ordered 30 and took options on another 30. (Douglas, meanwhile, had been taken over by McDonnell Aircraft on April 28, 1967.)

After some design changes to the wing and an MTOW increase to 410,000 pounds (186,000 kg), both AA and UA selected the General Electric CF-6-34 engine of 35,500 pounds (16,000 kg) thrust.

Typical seating in a mixed configuration was 255 to 270, or 380 in high-density. At LaGuardia the DC-10 could operate only at an MTOW of 330,000 pounds (151,000 kg), because of the short runways. Building the first prototype began in August 1966 and the first flight took place on August 29, 1970. FAA certification followed on July 29, 1971. Both American and United took delivery of their first aircraft that same day. AA introduced the DC-10 on the Chicago - Los Angeles service on August 5, 1971 and UA operated San Francisco - Washington D.C. on August 14.

The DC-10-10 for AA and UA, was for U.S. domestic trunk operations on stage lengths up to 3,600 miles (5,800 km). This required a wing with a sweepback of 35 degrees for high-speed cruise. For good low-speed performance the wings have full-span leading edge slats, double-slotted trailing edge flaps, and high-speed inboard and low-speed outboard ailerons. Five spoilers on top of each wing can be deployed independently or collectively for roll control, speed control and as lift dumpers on the ground. The GE engine had grown from 35,500 pounds of thrust to 40,000 pounds (18,145 kg) in the CF6-6D version. CF6-6D1 engines of 41,000 pounds (18,600 kg) were available as an option for "hot and high" airports.

Continental Airlines ordered eight DC-10-10 and eight DC-10-10CF convertible freighters. The latter had a strengthened floor and an 8ft 6in x 11ft 8in (2.59 by 3.56 m) cargo door in the forward cabin on port. In the Summer of 1979 AeroMexico bought two DC-10-15 with 52,000 pound (23,590 kg) CF6-50C2F engines. Mexicana ordered four. These engines provided the extra power required for full MTOW operations from Mexico City. Other than for the engines, they are identical to the Series 10.



Northwest Orient ordered the heavier DC-10-40. (*Douglas*)

The DC-10-20, was an long-range version for Northwest Orient Airlines for its Far East services. It ordered 14 and took an option on 14 more on October 9, 1968. Eight options were taken up in June 1972. The -20 was powered by the Pratt & Whitney JT9D-15 of 49,400 pounds (22,400 kg). This was the same



engine as in the airline's Boeing 747s. Some small changes to the tail nacelle were required to accommodate the slightly larger diameter of the JT9D. This model also has increased wing fuel capacity and a 10-foot (3 m) greater wing span. The first flight was made on February 28, 1972, but since McDonnell Douglas was already planning the intercontinental Series 30, the DC-10-20 was redesignated the DC-10-40, it is said at the request of Northwest CEO Donald Nyrop, who wanted a 'later' model than the Series 30. No DC-10-20 was built under that designation. The JT9D-15 engine became the JT9D-20 after some improvements. It was derated to 45,000 pounds (20,400 kg) for Northwest, which operated the Series 40 at an MTOW of 515,000 pounds (240,400 kg).



DC-10-30 of VASP (Brazil) at Orlando, FL, 1991. Note the third leg of the main landing gear. (Joop Gerritsma)

Douglas knew from the start that the main undercarriage could not handle the increased MTOW of the Series 30 and 40 and they had designed an extra twin-wheel undercarriage leg on the centerline of the fuselage under the center section of the wing to carry the added weight of the greater fuel load and to distribute it more evenly on the ground. Both the Series 30 and 40 have this extra leg. The fuel load of the Series 30 was 68 per cent greater than for the Series 10. The MTOW went up by 22 per cent for the Series 40 and the maximum payload range went from 2,700 miles (4,350 km) of the Series 10 to 4,030 miles (6,485 km) for the Series 40.

Northwest Orient Airlines, as it was then still named, took delivery of its first DC-10-40 (N143US) on November 10, 1972 and operated its first service as NW072 from Minneapolis/St.Paul to Tampa via Milwaukee on December 13. Service to Tokyo started on June 2, 1973. In the 1990s Northwest also acquired second-hand DC-10-30 models from KLM, Swissair and Korean Air.

Japan Airlines was the only other buyer of the Series 40 and would buy 20. They had the even more powerful JT9D-59A turbofan of 53,000 pounds

(24,040 kg) thrust, an MTOW of 572,000 pounds (259,455 kg) and a maximum payload range of 5,500 miles (16,700 km). It seems only those JAL DC-10-40 intended for transpacific services had the extra undercarriage leg. Aircraft used on domestic services did not need the additional fuel and did not have this extra leg.

#### DC-10-30 – The Bestseller

The DC-10-30 became by far the most-popular model. First flown on June 21, 1972, it is generally similar to the Series 40 but is powered by the 52,500-pound (23,815-kg) CF-6-50 turbofan. In total 206 civilian and 60 military Series 30 were sold out of the total DC-10 production of 385. The first delivery was to Swissair, on November 30, 1972.

Series 30 models include the convertible cargo/passenger -30CF and the -30ER extended range version. The latter, ordered by Swissair in 1980, has an additional fuel tank in the rear of the cargo hold, increasing the range by 800 miles (1,290 km). Finnair was one operator that had its existing DC-10-30s converted to ER models.



Two Laker Skytrain DC-10-10s at Toronto, 1978. (Joop Gerritsma)

DC-10 operator Freddie (later Sir Freddie) Laker deserves special mention. His Laker Airways was the original Low Cost Carrier (LCC), before anyone else had thought of the concept. Founded in 1967, it leased two new DC-10-10 for transatlantic charters to New York starting on September 1, 1977. Los Angeles, Tampa and Miami followed soon after. But at their MTOW the Series 10 did not have the range required, so Laker solved this by flying them with only 345 passengers instead of 380 and by reducing the baggage allowance per passenger, to save on fuel consumption. Four leased long-range DC-10-30 were acquired later for scheduled "Skytrain" service to New York. When the airline ceased operations in February 1982, it had six DC-10-10 and five Series 30 in service. Laker started low-cost services again in 1996, but this time as an American company operating scheduled services from Ft. Lauderdale to London/Gatwick and Manchester with two, later

three, DC-10-30s. The aircraft, however, suffered from many technical problems and the bad press forced Laker to close down again in 1998.

When airline orders started to dry up in the mid-1980s, the USAF ordered 60 Series 30 models as the KC-10A Extender aerial refueling tanker to keep McDonnell Douglas in operation. The KC-10A can carry 18,075 US gallons (68,420 liters) of fuel in addition to its standard fuel load of 34,955 US gallons (132,315 liters). All this can be transferred to the refueling system. The aircraft need to retain only what it requires to return to base.

Today, the DC-10 is in wide demand as a freighter, and most examples still flying have been converted to that role. One DC-10-10 has been converted to a fire bomber capable of dropping 12,000 gal. (45,000 liters) over a length of  $\frac{3}{4}$  mile (1,200 meters) in only eight seconds. The aircraft is under a three-year contract with the State of California for forest fire suppression work.



Lufthansa DC-10-30 seconds before touchdown at Toronto, 1985. (Joop Gerritsma)

### Crashes and incidents

The DC-10 has established an excellent service record over its years of operations and it is unfortunate that it probably will be remembered most for several crashes and incidents that drew headlines around the world.

DC-10-10 N103AA, operating American Flight AA096, was cruising over Windsor, Ontario, Canada from Detroit to Buffalo, NY on June 12, 1972 when the aft baggage door blew out and damaged the tail plane. The crew was not aware what had caused the sudden decompression and control difficulties, but they managed to return to Detroit for a safe landing.

On Nov. 3, 1973, the starboard engine of National Airlines DC-10-10 N60NA, exploded at 39,000 feet (13,000 m) between Houston and Las Vegas. Engine pieces punctured the fuselage and the hole was big enough for one passenger to be sucked out. Ten other people were injured, some during the evacuation at Albuquerque.

Iberia's EC-CBN, a DC-10-30, hit the runway lights at Boston Logan while landing on instrument approach. The fuselage broke in front of the center engine, but there were no fatalities among the 168 passengers, only 16 injuries.

The 346 people on board TC-JAV, a Turkish Airlines DC-10-10, were not so lucky on March 4, 1974. At 11,500ft (3,500m), climbing out from Paris for London on Flight TK981, the rear cargo door blew out. The aircraft crashed at Ermenonville Forest. Investigation showed no-one had checked through a small peephole in the door to make sure the locking pin was correctly engaged. It was the worst accident in aviation history up to that time.

On May 25, 1979 American's N110AA was taking off from Chicago O'Hare for Los Angeles as Flight AA191 when the number 1 engine and its pylon broke away from the wing just before lift-off. A large section of the wing leading edge went with it. But the crew, under Capt. Walter Lux, only felt the loss of power and were not aware of the true extent of the damage because electric lines to the cockpit instruments had been severed, as had the hydraulic lines operating the leading edge slats. The crew followed the procedure for engine failure during take-off, but an asymmetric stall developed, the nose dropped and after only 31 seconds, the left wing struck the ground and the aircraft exploded. All 271 on board and two people on the ground died. Investigation showed the engine and pylon had been installed on the wing as one unit after maintenance, using a forklift. But the Douglas technical manual directed that the pylon be attached first, without the engine. The incorrect installation had caused cracks in the pylon's aft bulkhead and it broke under the strain of full take-off power. Two more aircraft were found with developing cracks and on June 6, the FAA grounded all 270 DC-10s worldwide and withdrew the type certificate. Several European carriers that had followed the Douglas procedure, began flying their aircraft again on June 19 (but not to the USA). The FAA grounding of DC-10s in the U.S. lasted five weeks, until July 13.

Air New Zealand's ZK-NZP, a DC-10-30, was on the return leg of Flight TE901, a scenic cruise over Antarctica on November 21, 1979, when it flew into Mt. Erebus. All 257 on board died. The investigation showed the aircraft had been flying too low, the crew likely could not distinguish the horizon against the white backgrounds of the mountain and the ground, and they were uncertain of their position.

United's DC-10-10 N1819U was destroyed at Sioux City, Iowa, on July 19, 1989 when it caught fire after a wing hit the ground and it cart wheeled. Flight UA232 was making an emergency landing after an in-flight explosion of No.2 engine had caused the

loss of all hydraulics. Of the 296 crew and passengers on board, 112 died and 184 survived. The captain, Al Haynes, was one of the survivors. He was the guest speaker at Airliners International '92.

References: Hans-Juergen Becker, *DC-10*, (NARA-Verlag, 1987); Guenter Endres, "McDonnell Douglas DC-10." (MBI, 1998); Geoff Jones "Big Doug Retires from Northwest," (Air International, March 2007); David Mondey "Encyclopedia of the World's Commercial and Private Aircraft;" (Crescent Books, 1981); Guy Van Herbruggen, "Northwest Airlines Retires the DC-10," (Airways, February 2007); Terry Waddington, "McDonnell Douglas DC-10," (World Transport Press, 2000); Dave Willis, "McDonnell Douglas DC-10," (Air International Sept. 2006); Alan J. Wright, "McDonnell Douglas DC-10," (Ian Allan, 1987).



Martinair Holland DC-10-30CF at Toronto, 1988.  
(Joop Gerritsma)

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## Issue 31-4 Correction *Lockheed Constellation*

Two issues ago, I wrote in my Constellation history that the L-1649A had a stretched L-1049H fuselage. This was incorrect. The 1649A had basically the same fuselage as the 1049H. Only the wing was of a new design with a greater span. My apologies!

Jon ("Mr. TWA") Proctor adds several pieces of information about "his" carrier's Connie operations. (He worked the last Connie flights into LAX as a gate agent in Summer 1964).

*TWA's "recognized" first Connie service was on Feb. 5, 1946 from Washington, D.C. to Paris via New York, Gander and Shannon. It carried some officials, but was considered the first TWA "revenue" Connie service. The 'preview flight' I mentioned operated in 1945, not 1946 (my typo, sorry-JG). TWA therefore began coast-to-coast service AFTER overseas schedules began.*

*The New York - Los Angeles inaugural on Feb. 15 was actually in the opposite direction, from Burbank to N.Y. and was pretty much a publicity flight, operating nonstop eastbound. The early Connie could not do it westbound and the flights stopped at Kansas City or Chicago. Regular service in both directions began March 1, 1946.*

*Regular transcon nonstops began in October 1953 with the L-1049. They were eastbound only at the start because the pilot contract forbade more than eight continuous hours on duty without an augmented crew and TWA was not willing to do that on domestic services. (All transatlantic trips operated with an augmented crew). There was also the per-*

*ception that passengers wanted to stop along the way to stretch their legs. The 749 and 749A could comfortably have flown nonstop in both directions a few years earlier.*

*Howard Hughes was furious about Pan Am beating TWA into regular service with the Connie (by only a few days). TWA had originally held all the initial delivery positions but gave some of them up to Pan Am. Despite this, TWA was expected to be first in service with the type.*

*TWA operated its 10 Model 1049 exclusively on domestic services and not across the Atlantic. The actual configuration was 64 first class, and seven lounge seats that were not normally for sale. The 1049s were the only types TWA never used for coach service. They had accommodation for eight sleeping berths, so at night capacity was 48 in seats and eight in berths.*

*While TWA's last transatlantic L-1649A service ended on Oct. 28, 1961, the type remained in service on domestic flights. Two or three were converted in late 1961 to all-coach with 95 seats for domestic charters in 1962. The last domestic L-1649 flight ended in early 1963.*

Jon says the TWA Connie photo on page 5 was taken at Burbank. (Handwritten on the back it says 'Kansas', but I believe Jon-JG).

Thank you, Jon, for these valuable comments.  
*Joop Gerritsma*

# Playing Cards

By Fred Chan

*topflite@olympus.net*

## Playing Cards Featuring the Douglas DC-10 (and the MD-11)

Although the DC-10 was the primary aircraft flown by many first-tier airlines, only two have featured it in their playing cards - Air New Zealand and Japan Air System. These cards are shown in Fig. 1 through 3. Its descendant, the MD-11, which was produced in smaller numbers, also found its way to card designs at only two other first-tier airlines. China Airlines had one (Fig. 4) and Finnair had three designs (Fig. 5 through 7). Fig. 5 was an unusually attractive design.

In contrast, the DC-10 has graced the backs of playing cards from many of the lower-tier carriers. Biman Bangladesh issued two DC-10 decks (Fig. 8 & 9) and Caledonian, Garuda (with the MD-11), and Transamerica each had one (Fig. 10, 11, and 12, respectively). Viasa has also issued two DC-10 decks (Fig. 13 & 14).

The DC-10 and MD-11 decks vary over a wide range in price, depending on the particular deck and not so much on the airline. It is difficult to find the ANZ deck shown in Fig. 1 even if one is willing to pay over \$50 but the deck shown in Fig. 2 is less than \$5.

The other hard-to-find decks are the ones from Biman Bangladesh and Viasa (usually about \$25) while all the other decks described above can usually be purchased for \$5-10 each.



Fig. 2



Fig. 3



Fig. 4



Fig. 1

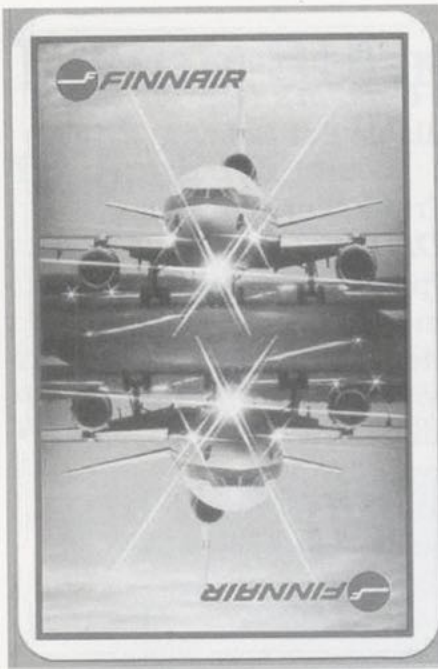


Fig. 5



Fig. 6

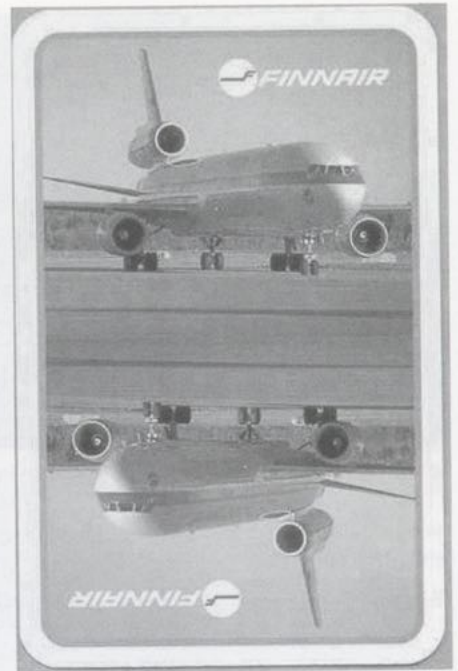


Fig. 7



(Left) Fig. 8



Fig. 10

(Below) Fig. 9



Fig. 11





Fig. 12



Fig. 13



Fig. 14



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# Flying Stamps

By Jim Edwards

## The Douglas DC-10

The Douglas TriJet has been featured on numerous postal stamps over the years. Enjoy this sampling from countries all over the world!



*Canadian Airlines, Barbados, 1996*



*UTA French Airlines, French Polynesia, 1973*



*Wardair, Saint Lucia, 1980*



*THY Turkish, Turkey, 1973*



*SABENA, Belgium, 1973*



*Air Afrique, Gabon, 1973*



*SAS, Madagascar, 1994*

# Timetables

By David Keller

*dkeller@airlinetimetables.com*

## The McDonnell Douglas DC-10

Although designed roughly 40 years ago, the DC-10 represented the culmination of the famed DC (Douglas Commercial) line, which had its roots in the 1930's. A combination of competition, economic conditions and bad publicity brought on by several high-profile accidents contributed to a lower number of DC-10's being sold than had been anticipated. From this point on, McDonnell Douglas chose to concentrate on derivatives of its DC-9 and DC-10 designs, which could be developed with much less financial risk than an all-new design. Unfortunately, this made potential customers question the manufacturer's commitment to building commercial aircraft, and increasingly made them look to Airbus and Boeing.

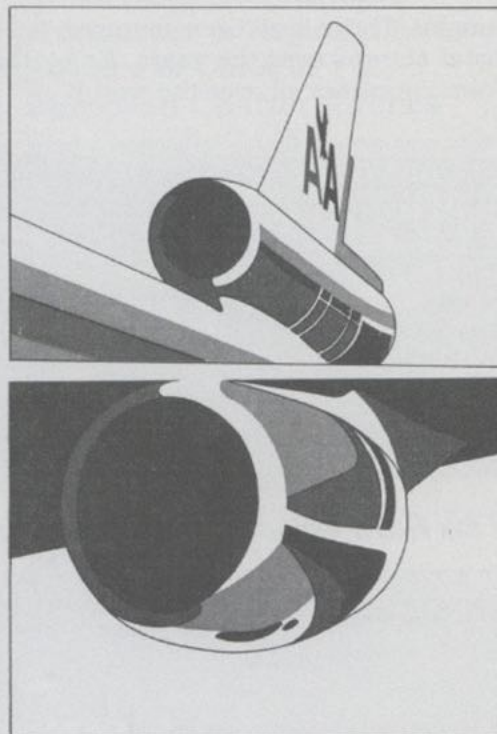
The DC-10 was largely a response to airline requirements for an aircraft smaller than the 747 (but still larger than narrow bodied aircraft then in service), with the ability to use smaller airports, such as LaGuardia in New York. In 1968, the aircraft was launched with orders from American and United, entering revenue service with American between Los Angeles and Chicago on August 5, 1971. The timetable dated July 6, 1971 shows the new service (noted as effective on August 17<sup>th</sup>), although the timetable make no other mention of the DC-10. The timetable dated September 13, 1971 was the first to actively promote the "newest member of the LuxuryLiner fleet".

The DC-10 was locked in a competitive battle with Lockheed's L-1011 TriStar, an aircraft very similar to the DC-10 in both appearance and performance. The McDonnell Douglas offering did have the advantages of earlier deliveries, choice of GE or Pratt & Whitney engines, and a long range version already in development. Coupled with the track record of DC-series aircraft, the DC-10 was the early front-runner, having been selected by 6 of the 9 US Trunk carriers that purchased widebody trijets in the early 1970's.

Western Airlines was true to form, being the last of the trunk airlines to place a widebodied aircraft in service, when DC-10 service was inaugurated in the summer of 1973. (Western had also been the last of the trunk airlines to start pure jet service in 1960.) The timetable dated July 1, 1973 shows Western's

# American Airlines

Domestic and International Timetable  
Effective September 13, 1971



**American Airlines DC-10 LuxuryLiner**  
The newest member of our LuxuryLiner fleet.  
Now between Chicago and Los Angeles.

*American Airlines - September 13, 1971*

new DC-10 "Spaceships" serving Honolulu, Los Angeles, San Francisco and Minneapolis/St. Paul.

Even Delta Air Lines, which had chosen the L-1011 over the DC-10, ended up placing an order for 5 of the McDonnell Douglas offerings to protect their market share on the highly competitive routes between the Northeast and Florida. (Problems with both Lockheed and the engine manufacturer, Rolls-Royce, caused TriStar deliveries to be delayed.) Those DC-10's were sold to United Airlines in 1975, once Delta had a sufficient number of TriStars in service. The itinerary section of the timetable dated October 27, 1974 shows both DC-10's and L-1011's in service with the carrier.

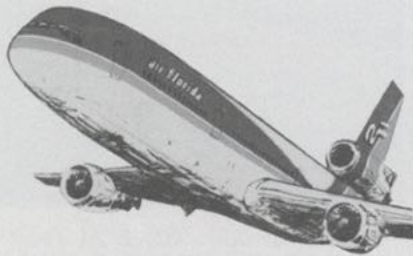


# Air Florida FLIGHT SCHEDULE

Introducing New Service To:

## LONDON CHICAGO IRELAND

With New Expanded Service:  
Tampa/Dallas and Tampa/Houston



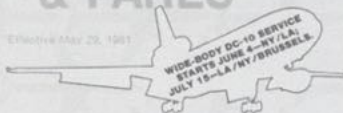
Effective April 26, 1981

Air Florida - April 26, 1981

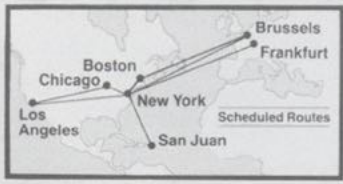
# CAPITOL INTERNATIONAL AIRWAYS

## SCHEDULE & FARES

Effective May 29, 1981



**NEW YORK**  
**LOS ANGELES**  
**SAN JUAN**  
**BRUSSELS**  
**FRANKFURT**  
**CHICAGO**  
Starts June 18  
**BOSTON**  
Starts June 12



Capitol - May 29, 1981

Effective June 1, 1984

UA87	UA124	UA82	UA87	UA81	UA81	Flight Number	UA82	UA88	UA103	UA110	UA121
DC10	DC10	DC10	DC10	DC10	DC10	Equipment	DC10	DC10	DC10	DC10	DC10
Daily	Daily	Daily	Daily	Daily	Mo-Fr	Frequency	Mo-Fr	Daily	Daily	Daily	Daily
						CHICAGO					
						DENVER					
						PORTLAND					
						LAS VEGAS					
						SEATTLE					
						SAN FRANCISCO					
						LOS ANGELES					
						HONOLULU					
						INTERNATIONAL DATE LINE					
						GUAM					
						TAIPEI					

Westbound read down Eastbound read up  
 NQ flights departing Honolulu arrive in Guam and Taipei on the following day.  
 NQ flights departing Guam and Taipei arrive Honolulu on the previous day.

(Above and Right) Aloha Pacific - June 1, 1984

(Below and Right) Delta Air Lines  
December 14, 1974

# Aloha Pacific

## Timetable

Effective June 1, 1984

Direct Connections to the U.S. Mainland via United Airlines.

EFFECTIVE OCTOBER 27 THRU DECEMBER 14, 1974

# DELTA AIR LINES

SYSTEM TIMETABLE

Fl. No.	Air-craft	Class	Cities Served
1039	DC-10	F Y	ORD MIA
1050	DC-10	F Y	MIA DTW
1052	DC-10	F Y	FLL DTW
1053	DC-10	F Y	DTW ATL MIA
1055	DC-10	F Y	DTW FLL
1056	DC-10	F Y	MIA ATL
1058	DC-10	F Y	ATL DTW
1059	DC-10	F Y	DTW MIA
1071	DC-10	F Y	JFK FLL
1072	DC-10	F Y	FLL JFK
1088	DC-10	FNYN	ATL JFK
1093	DC-10	FNYN	DTW ATL
1100	L-1011	F Y	LAX DFW ATL
1101	L-1011	F Y	MCO ATL DFW LAS
1116	L-1011		SAN LAX DFW ATL MCO FY SAN DFW FNYN DFW MCO
1117	L-1011	F Y	JAX ATL LAX SAN
1119	L-1011	F Y	LAX SAN
1120	L-1011	F Y	SAN LAX ATL JAX
1124	L-1011	F Y	SFO DFW ATL PHL
1126*	L-1011	F Y	SFO ATL D95
1131	L-1011	F Y	DTW DAY ATL MIA
1132	L-1011		ATL CVG ORD FY ATL CVG FNYN CVG ORD
1133	L-1011	F Y	ORD MEM ATL
1136	L-1011	F Y	MIA ORD
1137	L-1011	F Y	ORD ATL TPA
1138	L-1011	F Y	JAX ATL ORD
1139	L-1011	F Y	ORD MEM ATL JAX
1141	L-1011	F Y	ATL MCO FLL
1142	L-1011	F Y	TPA ATL
1146	L-1011	F Y	TPA ATL DAY DTW
1147	L-1011	F Y	ATL MCO
1148	L-1011	F Y	MCO ATL MEM
1149	L-1011	F Y	MEM ATL MCO
1151	L-1011	F Y	DTW TPA MCO
1152	L-1011	F Y	MCO ATL
1155	L-1011	F Y	DTW ATL TPA
1165	L-1011	F Y	BOS FLL
1167	L-1011	F Y	YUL BOS
1168	L-1011	F Y	FLL BOS YUL
1183	L-1011		BOS EWR CLT ATL MSY DFW SFO FNYN BOS DFW FY DFW SFO
1187*	D95/ FNYN		CLT ATL/ ATL LAX
1188*	T25/ L-1011		FLL MCO ATL/ ATL CVG DTW FY CVG DTW ALL OTHERS FNYN
1189	L-1011	FNYN	PHL ATL
1190	L-1011	FNYN	FLL JFK BOS
1191	L-1011	FNYN	ATL SFO
1193	L-1011	FNYN	ORD ATL JAX
1196	L-1011	FNYN	JAX ATL ORD
1198	L-1011	FNYN	MCO ATL CVG DTW

# SWISSAIR

1. 11. 1973 - 31. 3. 1974



Second Issue  
Zweite Ausgabe  
Deuxième édition

Winter  
Hiver

## Timetable

worldwide

### New York

1	✳		✳	
	SR 111 B-747/ DC-10 F Y	SR 101 B-747/ DC-10 F Y		
NEW YORK - J.F. Kennedy . . . . . dp	17 55	21 20	—	—
GENÈVE . . . . . ar	✳ ✳ 07 15	✳ ✳	—	—
ZÜRICH . . . . . ar	08 40	next day 10 55	—	—
*Genève . . . . . ar	—	21 45	—	—
*Bern . . . . . ar	—	13 15	—	—
*Basel/Mulhouse . . . . . ar	—	12 45	—	—


  

	✳		✳	
	SR 100 B-747/ DC-10 F Y	SR 110 B-747/ DC-10 F Y		
*Basel/Mulhouse . . . . . dp	10 35	13 15	—	—
*Bern . . . . . dp	09 00	12 10	—	—
*Genève . . . . . dp	10 25	—	—	—
ZÜRICH . . . . . dp	12 00	15 00	—	—
GENÈVE . . . . . dp	✳ ✳	16 35	—	—
NEW YORK - J.F. Kennedy . . . . . ar	14 40	19 05	—	—

(Above and Left) Swissair  
November 1, 1971

## Zambia Airways

A pleasure in the skies



# TIMETABLE

EFFECTIVE 29 MARCH, VALID UNTIL 24 OCTOBER 1992

A member of  
**IATA**  
Issued by  
Zambia Airways Corporation Ltd  
Marketing Office  
Rohrer House  
P.O. Box 30377 Lusaka Zambia  
Quang-Trung Transpays

Zambia Airways - March 29, 1992

## Air Siam Timetable

Effective June 1, 1976



(Right) Eastern Air Lines - July 2, 1985

(Left and Below) Air Siam - June 1, 1976

### Eastbound

Hrs from GMT	Flight No.	VG908	VG902	VG910	VG908	VG902	
		Day	MON	TUE	THU	FRI	SUN
		Aircraft	DC10	B747	B747	DC10	B747
		Class	F/Y	F/Y	F/Y	F/Y	F/Y
+7	BANGKOK	d	1035	1035	0830	1035	1035
+9	HONG KONG	a	1615	1615	1410	1615	1615
		d	1715	1715	1515	1715	1715
+9	FUKUOKA	a	↓	↓	1810	↓	↓
		d	↓	↓	1925	↓	↓
+9	TOKYO	a	2105	2105	↓	2105	2105
		d	2230	2230	↓	2230	2230
International Date Line							
-10	HONOLULU	a	1105	1105	0845	1105	1105
		d	↓	↓	↓	↓	↓
-7	LOS ANGELES	a	2115	2035	2035	2115	2035
		d	↓	↓	↓	↓	↓

LOCAL TIME

# TIMETABLE

July 2, 1985



## EASTERN

We earn our wings every day

Beginning July 15,  
Eastern flies to  
London, England.

With the exception of Northwest Orient, which purchased the Pratt & Whitney powered DC-10-40 (originally designated DC-10-20, but changed at the carrier's insistence), the initial DC-10's ordered by US carriers were the DC-10-10 model. Deliveries of the DC-10-30 long-range began in 1972, and the type quickly became popular with carriers worldwide.

One of the first airlines to place the DC-10-30 into service was Swissair. The timetable dated November 1, 1973 finds the type operating on the North Atlantic, supplementing 747's and DC-8's on the route. DC-10's operating for European carriers often started on the North Atlantic, later being used on routes to South America, Africa and the Far East.

On the other side of the globe, Air New Zealand became a DC-10-30 operator in 1973. The timetable from July through September of that year shows the Ten going into service on the Los Angeles to Auckland route (sometimes continuing to Sydney), making 3 roundtrips weekly. Many airlines already had 747's in service when the DC-10's joined the fleet, so the DC-10's introduction was not given the same level of promotion as the 747's just a few years earlier. This was not the case with Air New Zealand, which had not been an early 747's customer, and used the introduction of the DC-10 to unveil a new color scheme and logo. This timetable has a large cutaway drawing of the aircraft in the center section.

A lesser-known early DC-10-30 operator was Air Siam. This was a small carrier which attempted to compete with Thai International and in the timetable dated June 1, 1976 was operating their lone DC-10 on the Bangkok - Hong Kong - Tokyo - Honolulu - Los Angeles route twice weekly. This carrier would cease operations before the end of the year.

The DC-10's troubles are well documented; the THY accident in 1974, three separate crashes in 1979 with the loss of 900 lives, and United's uncontrolled landing at Sioux City in 1989. Despite the fact that the incidents in the 70's could be at least partially attributed to either pilot error or failure to follow the manufacturer's maintenance and operating procedures, the damage was done and countless DC-10 orders were lost. (The United crash had no impact on orders, as the program had essentially ended by that point.)

Despite the bad publicity, American, United and Northwest continued to operate large fleets, and smaller carriers exploring new opportunities under Deregulation either leased or purchased the versatile aircraft on the second-hand market. One such carrier was the rapidly expanding Air Florida, which

N° 6



**air martinique**

**HORAIRES • TIME TABLE • 1993**

Validité fin Mars 1993



Sous réserve de modifications sans préavis.  
 Subject to modification without notice.

*Air Martinique - Through March 1993*

had started service to a number of routes outside its home state in 1978/79. In 1980 Air Florida began service to Europe with leased DC-10's. In the timetable dated April 26, 1981, DC-10 service was being operated to London, Shannon, Amsterdam and Brussels. Air Florida lost a 737 at Washington D.C. in 1982, and was out of business by the summer of 1984.

Aloha Airlines was another carrier to enter the long-haul market with DC-10's. In this case, Aloha created a new subsidiary named Aloha Pacific, which operated a DC-10 on a thrice-weekly Honolulu - Guam - Taipei routing beginning in the summer of 1984. As can be seen in the timetable dated June 1, 1984, Aloha Pacific was working with United to offer connections to the US Mainland. This experiment only lasted about 6 months.

As did most of the "supplemental" (charter) airlines, Capitol Air entered the scheduled arena shortly after Deregulation. Initially those flights were operated by the carrier's DC-8's, but as the timetable dated May 29, 1981 advertises, on July 15<sup>th</sup> of that year DC-10's were placed into service between New York, Los Angeles and Brussels.

Another operator of second-hand DC-10's was none other than Eastern Air Lines. Eastern had acquired rights to the Miami-London route following the demise of Air Florida, but its large fleet of L-1011's did not possess the range required to operate the service. After an attempt was made to purchase 747's from Qantas, Eastern ended up adding 3 DC-10-30's from Alitalia to its fleet. The timetable dated July 2, 1985 shows Eastern beginning the London service, initially with 3 weekly frequencies, eventually expanding to a daily flight.

As more of the original DC-10 operators began to phase out their fleets in the late 1980's and into the 1990's, many of those aircraft found homes with smaller airlines around the world. While some accumulated fairly substantial numbers of the type, others acquired only a few aircraft.

Air Martinique's timetable dated March, 1993 sports a nice photo of the DC-10 on its cover. This carrier operated long-haul services with the Ten between Paris, Fort de France and Pointe a Pitre.

Several African carriers picked up DC-10's, mainly to operate their European services. In the timetable dated March 29, 1992, Zambia Airlines was operating DC-10 services from Lusaka to London, Rome, Frankfurt, Bombay and Johannesburg.

Although relatively few DC-10's remain employed with the passenger airlines, many have found extended careers hauling freight. FedEx has amassed the world's largest DC-10 fleet, and has upgraded a number of them to "MD10's", bringing the cockpit to 21<sup>st</sup> century standards. Despite the fact that it might not be possible to buy a ticket to fly on one for much longer, it does ensure that this reliable type will be a common sight at airports around the world for years to come.

**JULY / AUGUST / SEPT 1973**

# AIR NEW ZEALAND

## Timetable

FOR CURRENT PASSENGER FARES AND AIR CARGO RATES PLEASE REFER TO YOUR AGENT OR AIR NEW ZEALAND OFFICE

Air New Zealand - July/August/September 1973

# Western

July 1, 1973 through September 5, 1973

Hawaii / Alaska / Canada / Western USA / Mexico

**the islander**

TO HONOLULU AND HILO

FLIGHT NUMBER	583	61	581	501	501	567	103	604	604	105	619	571	961	579	503	545	585	610	553	741
CLASS OF SERVICE	F/Y/N	F/Y	F/Y/N	F/Y/N	F/Y/N	F/Y/N	F/Y	F/Y	F/Y	F/Y	F/Y	F/Y/N	F/Y	F/Y	F/Y/N	F/Y	F/Y/N	F/Y/N	F/Y/N	F/Y
EQUIPMENT	720-B	720-B	721	721	721	721	721	721	721	721	721	721	721	721	721	721	721	721	721	721
DAYS OPERATED (Daily if Blank)																				
MINNEAPOLIS/ST PAUL (DST) Lv																				
SEWER (DST) Lv																				
SALT LAKE CITY (DST) Lv																				
PHOENIX (DST) Lv																				
LAS VEGAS (DST) Lv																				
MEXICO CITY (DST) Lv																				
SAN DIEGO (DST) Lv																				
SAN FRANCISCO (DST) Lv																				
LOS ANGELES (DST) Lv																				
SEATTLE (DST) Lv																				
PORTLAND (DST) Lv																				
SAN JOSE (DST) Lv																				
SAN JOSE (DST) Lv																				
OAKLAND (DST) Lv																				
SAN FRANCISCO (DST) Lv																				
SAN FRANCISCO (DST) Lv																				
ANCHORAGE (DST) Lv																				
HILO (DST) Lv																				
HONOLULU (DST) Lv																				

(Above and Left) Western Airlines - July 1, 1973

# Dining Service

By R. R. "Dick" Wallin

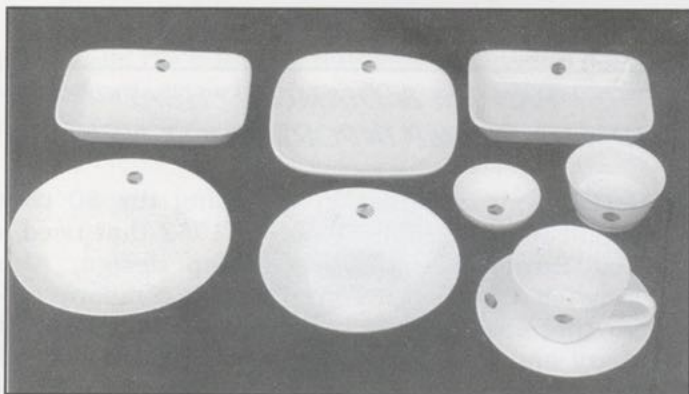
[rrwallin@aol.com](mailto:rrwallin@aol.com)

## Dinnerware From The DC-10 Era

As with any aircraft-specific subject, we have to do a bit of speculating, but illustrated here are china patterns which I believe were consistent with the DC-10 era. We're showing you examples from the major DC-10 operators.



Made by Block of Portugal, this bright red, white and blue china was used by Western Airlines on their DC-10 "Fiesta Flights" to Hawaii and Mexico. It is very heavy!



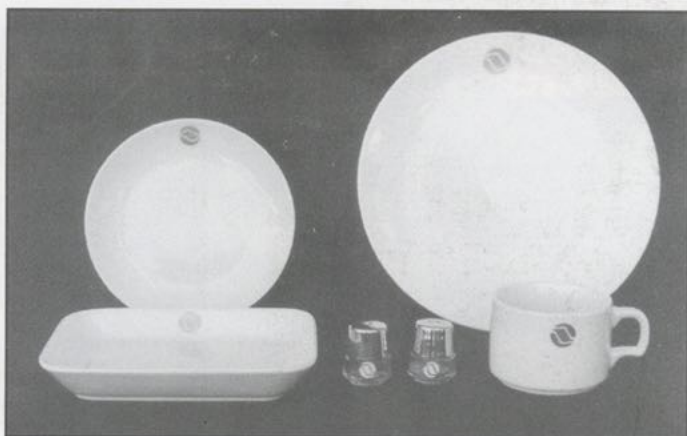
Continental used this 'Red Contrails' pattern for a number of years into the 1970s-80s era. Some of the patterns are made by Racket; other pieces simply say 'Made in China.'



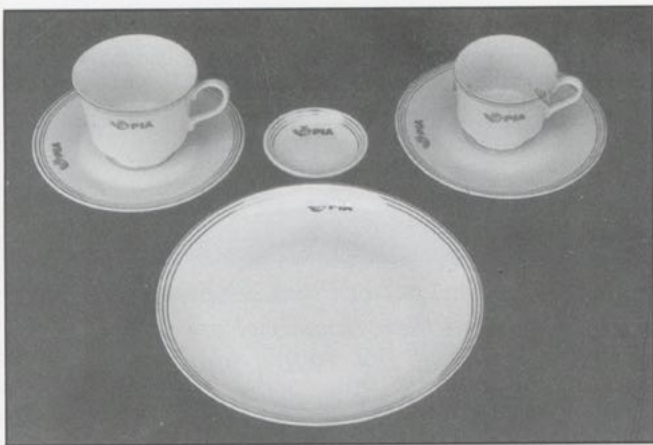
This "Blue Leaves" pattern was adopted when Continental launched their BusinessFirst international premium service in the 1990s, and continues in use today. Made by Rego Royal Porcelain.



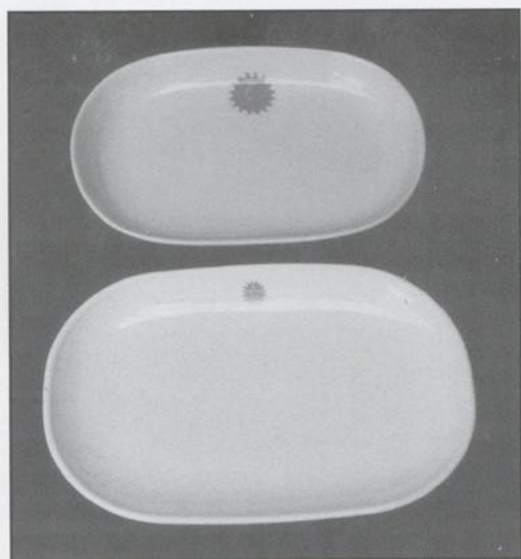
Occasionally a piece of china is aircraft specific. This SAS butter pat was made by Gustavsberg with dark blue markings.



Northwest Airlines used this "Gold Meatball" pattern for many years during the 1980s and 1990s. Some pieces are made by Racket, others by Noritake.



*Pakistan International Airlines, another DC-10 operator, used this attractive gold pattern china in the 1990s. It is made by Cloudland in Japan.*



*National Airlines "Sun King" logo is featured in gold on these casserole dishes. The top piece was made by Sterling China, the bottom piece by Corning. Although nearly every airline used casserole dishes, very few airlines featured their logo on top.*



*Spain's Iberia Airlines used this attractive pattern for many years. Their logo is in red and yellow, the stripe is also yellow. Made by Santa Clara China in Spain.*

## WAHS Member Wins Award



WAHS member Tom Kalina is the overall winner of this year's International Aerospace Art Exhibition, held at the Baltimore/Washington International Airport (BWI) International Terminal. Tom's work, titled "Destination Romance", depicts an Air France Lockheed Starliner Constellation flying over Paris. The work is part of an exhibition sponsored by the American Society of Aviation Artists (ASAA) consisting of fifty-eight pieces of art. Mr. Kalina was one of forty-two artists whose work was selected for the show which is open to the public and runs through September 7.

The American Society of Aviation Artists (ASAA) was founded in 1986 to bring together in one professional body artists who are acknowledged leaders in the field for the purpose of recognizing and promoting interest in aviation art as a fine art form. Artist members are selected by a group of their peers on the basis of their demonstrated abilities and experience. Current artist membership numbers over 150, representing all corners of the United States.

### **PAN AM & DIAMOND HEAD AIRMAIL STAMP INFORMATION NEEDED**

**WANTED:** Any information regarding the 80 cent Diamond Head Air Mail Stamp of 1952 that used a Boeing Stratocruiser in the stamp design. Also looking for a copy of a 1951 Pan Am company calendar that showed Diamond Head as the image for January and a booklet entitled "Colorful Hawaii". I am particularly looking for any envelopes that carried mail that used this 80 cent Air Mail Stamp. Would trade or purchase outright any such items. I would pay for laser color copies of the image of Diamond Head if you're not willing to part with the calendar for 1951. Contact: Jon Krupnick, 700 SE 3<sup>rd</sup> Ave., Fort Lauderdale, FL 33316 or email: [jonpac@aol.com](mailto:jonpac@aol.com)

# Sticker Chatter

By David A. Rowe

## The Douglas DC-10

Over the years, airlines have produced labels featuring the mighty DC-10. Here's a few for your viewing pleasure!



This little but colorful label from Air New Zealand shows the DC-10 in full ANZ colors - white, dark blue and light blue.



(Above Left) Douglas Aircraft produced a series of labels with the logos of their DC-10 customers. This label from Thai highlights the carriers beautiful gold, pink and magenta colors.



(Above Right) The former Yugoslav airline JAT printed this label with a whimsical drawing of their DC-10. Red and blue lettering on a white background.



Bangladesh Biman produced this colorful label with their DC-10 aircraft. Green, red, and black lettering on a white background.



Japan Airlines promoted their DC-10s with this four-color photo label - very nice!



VARIG of Brazil distributed this colorful label in 1974 with the introduction of the DC-10 into their fleet. Orange background with blue and black lettering.



Travel agents received this beautiful label from Air Florida showing the DC-10 in the carrier's blue, white and green colors.



# IDENTIFICAME

Nombre: \_\_\_\_\_

Dirección Permanente: \_\_\_\_\_

E-mail: \_\_\_\_\_ Telf. Permanente: \_\_\_\_\_

Aeropostal of Venezuela uses this Baggage Information Label ~ Blue and orange on a white background.



Polet Cargo Airlines of Russia distributed these full color labels of their 'Heavy Flight' AN-124 cargo capabilities.



This colorful blue, yellow and white label from Aerovías DAP comes from the southern region of Argentina.

Name	الإسم
Address	العنوان
Tel	الهاتف
E.mail	البريد الإلكتروني

Etihad Airways' BIL is just as impressive as the airline! Yellow, gold and red background. From the United Arab Emirates.



(Above) Bangkok Airways' 717 in full wonderful color with a blue sky background.

(Left) Ethiopian Airlines proudly announces their new 787 aircraft for 2008. Green, yellow and burnt orange colors.



# Jr. Wings

By Stan Baumwald

*stanwing@bellsouth.net*

## DC-10 Junior Wings

The DC-10 was a wonderful airplane. I had the pleasure of flying it for 4-5 years. The aircraft had a great cockpit with lots of glass (which probably was not real good considering the Ozone layer deterioration) and lots of room up there. Most of the trips were domestic so we usually stayed on a good body schedule but those days changed rapidly when I decided to move back home to Florida and start commuting. That required me to go to the Boeing 747 which was also a great airplane but because it flew international, the body took quite a beating. However, fun was usually had a longer layovers. Everything is on a trade off.

As far as Junior Crew Member wings, we must start off with Swissair. They were the first airline to come out with Junior wings that showed airplanes and one of them was the DC-10 (Figure 1). Actually, they produced three Junior wings with airplanes on them: the DC-10, the B-747-100 and the B-747-300. The 300 was an interesting version of the B-747. It had a stretched upper deck to accommodate more passengers; however, the cockpit did not change as it did when the -400 came on the scene. Therefore, the pilots were able to fly the -300 with a regular type rating in the aircraft but the -400 was so different as far as the cockpit was concerned and flight systems, it required a separate type rating and in fact, they were two completely different airplanes as far as the pilots were concerned with different techniques used to fly them.

Scandinavian Airlines was also a DC-10 operator and they put out a junior wing for several different aircraft. One of course was the DC-10 (Figure 2) and this was put out by two different manufacturers so that there are variations with one being produced by "Per Edberg AB" and the other by "Regenta". The airline also put out Juniors on the DC-9.

Finnair put out two different DC-10 Junior wings, one made of paper (Figure 3) and the other plastic (Figure 4).

LTU of Germany put out a out a "Funny Airplane" Junior wing (Figure 5) and I will include this also even though they flew the L-1011 but it is so hard to tell these two aircraft apart especially in caricature.

And then, there was British Caledonian which did fly the DC-10 and they put out two different Juniors (Figure 6); and they are of the same design but one is somewhat smaller than the other.

In doing my home work for this article, I found 9 U.S. carriers and 15 carriers from other parts of the world that had put out Junior wings with aircraft on them. Everything from a Boeing 314 to the Boeing 747. A study in itself.

You can see my entire collection online at <http://www.stanwing.com>.

Happy Collecting, *Stan*



Fig. 1



Fig. 2



Fig. 3



Fig. 4



Fig. 5



Fig. 6

# What is It?

By Ken Taylor

keebeetay@aol.com

## *Airliners International 2007 Kansas City*

For those folks who had the misfortune of not being able to attend our most recent AI show in Kansas City, MO, we're displaying the 'official' Airliners International 2007 wing. You missed a great show! Though I am not an airplane fan, I did enjoy the "Connie" walkthrough and the numerous other events and tours scheduled throughout the weekend.

We found a number of items of interest at the show. But, we don't have any answers. Let's see if you can help us out. We're always looking for answers -- and questions. If you do have a question, please send me an email or to my mail address (inside front cover).

Ken



Question 1. Who wears this British Airways pin and when was it used?



Question 2. I obtained this wing from a Russian collector. The wing appears to be from Australia, but can anyone tell us what the 'N' refers to?



Question 3. We know the Thomas Cook group of airlines. But, what does 'C I B' refer to?



Question 4. It's quite obvious that this wing was used by one of the Trans World Express carriers. But, do you know which carrier and when the wing was used?



Question 5. This badge is a complete mystery to us. Any ideas who used this badge and when? And is it indeed an airline insignia?



Question 6. We know that Quebecair was a former Eastern Canada carrier that ultimately became part of Air Canada. But, can anyone tell us when this pilot badge was used?

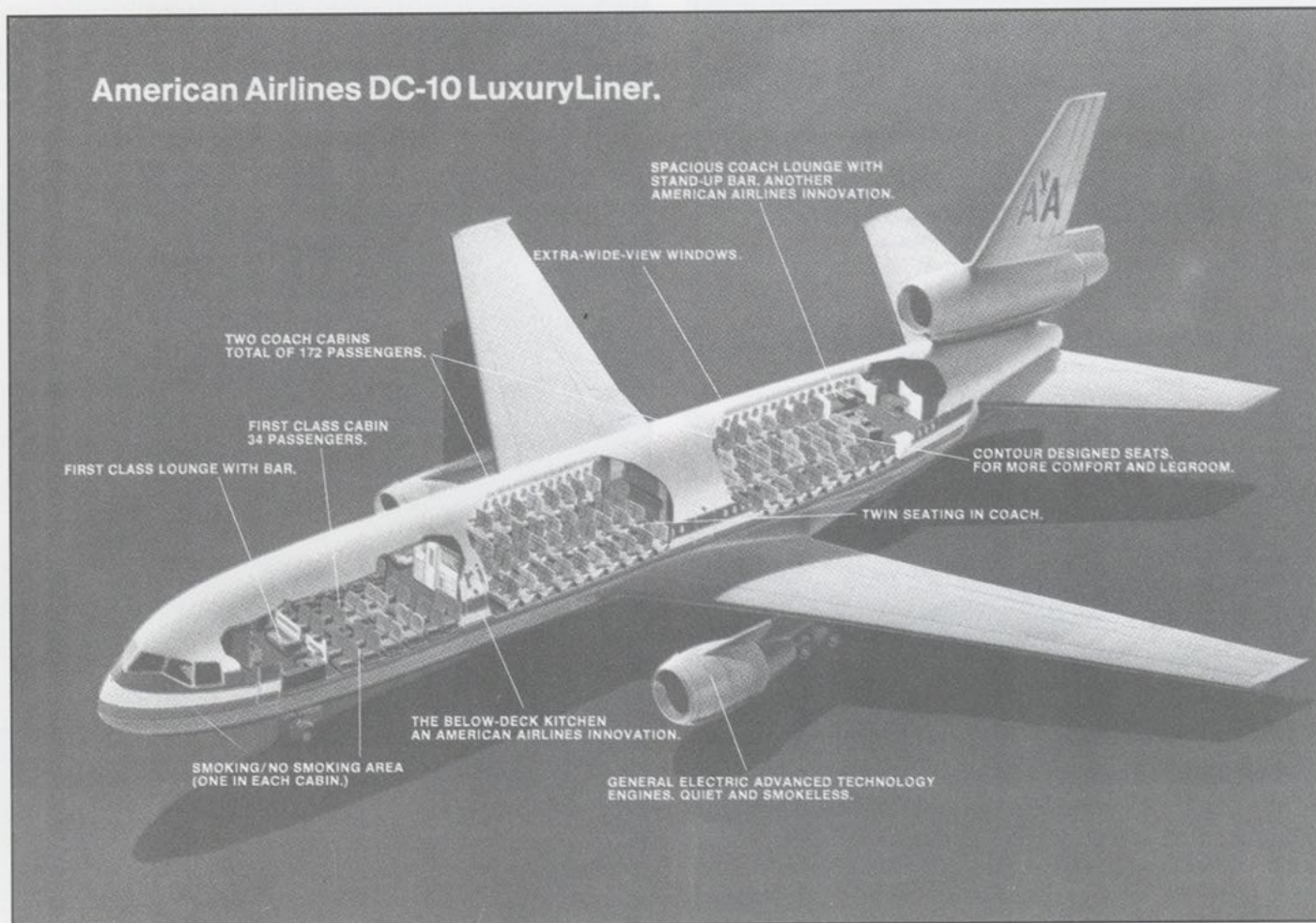
As always - send us your questions and answers!

# Postcard Corner!

By Marvin Goldman

*mmgoldman@rcn.com*

## *The DC-10 On Postcards*



*American Airlines DC-10-10, airline issue ("AI"), oversize (6x9"; 15x23 cm.)*

From 1970 to 1988 McDonnell Douglas produced 386 DC-10s for civil use. American Airlines and United Airlines served as the launch customers for the DC-10 and simultaneously received the first two delivered. On 5 August 1971 American became the first to operate the DC-10 on scheduled service (calling it the "DC-10 LuxuryLiner"), and United followed nine days later.

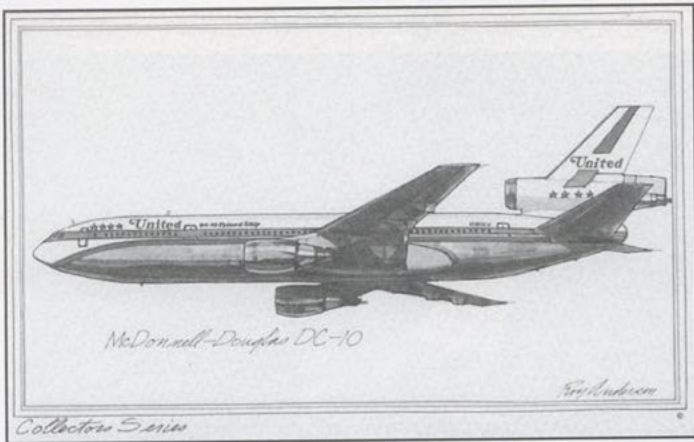
Even though the DC-10 proved to be an important and quality-built aircraft, I believe there are relatively fewer postcards of the type that are particularly beautiful or unusual. This is probably due to the period of its manufacture, 1970-88. This was

after the peak of impressive historical airport cards with large views of individual aircraft, and yet before the era of modern computer printing and graphics which has led to many extraordinarily beautiful current airline postcards. I have tried, however, to select a few of the more interesting DC-10 cards.

American and United eventually had the largest DC-10 fleets, operating nearly 1/3 of the DC-10s built (American-66; United-58). The next largest DC-10 operators were also major U.S. carriers -- Continental (49) and Northwest (46).

Now let's look at a few of my favorite DC-10 cards.

Note the two-and-two seating, with two lounges. My first DC-10 flight was with American, JFK to LAX. This was shortly after American introduced in August 1974 a video camera in the cockpit allowing passengers to see the pilots during takeoff and landing. Basically you saw the backs of some bobbing heads and not much else; the feature didn't last long. This AA card is my favorite DC-10 card.



United DC-10-10, N1801-U, 1st livery, one of United's art postcards by Roy Anderson, published about 1973 by Johns-Byrne Co., Chicago



Continental DC-10, AI, oversize (5-1/2x8-1/2"; 14x22 cm.)



Northwest DC-10-30, N220NW, at Minneapolis-St. Paul, published by Fred Hems Postcards, Feltham, England, for the WAHS AI'96 show. Northwest was the last of the original users of the DC-10, having flown them for 34 years until January 2007.

Many DC-10s remain in use today, almost all for cargo operations. In fact, the largest DC-10 operator of them all has been FedEx, which has utilized 84 for cargo, including models DC-10-10F and DC-10-30F and their later "MD" versions upgraded with glass cockpits. FedEx has issued several advertising postcards showing their aircraft, including the following in Spanish:



FedEx DC-10F, AI, issued in Argentina. Text on back highlights Miami as principal port of entry to the U.S.

Two more examples of U.S. airlines operating the DC-10:



Air Florida DC-10-30, AI. (courtesy of William Demarest and his collection).



## Western Airlines

THE DC-10 SPACESHIP, the magnificent Queen of Western's jet fleet, offers you more individual comfort than any other big jet in the sky. All seats in pairs, extra-wide aisles, spacious eight foot ceilings, you enjoy real stretch-out comfort on a Western DC-10 SPACESHIP.

*Western DC-10, AI.*

Worldwide, some 165 airlines have operated the DC-10. Within Latin America, VARIG of Brazil operated the most DC-10s, with 15.



*VARIG DC-10-30, PP-VMD, AI, with special livery publicizing Brazil as the 1994 World Cup football (soccer) champion.*

Sir Freddie Laker's airline became in 1972 the first DC-10 operator outside the U.S., the initial sales pitch to Laker being made by Terry Waddington, as related in his DC-10 book. Laker Airways notably utilized the DC-10 to become the world's first long-haul low-cost airline upon launching its revolutionary "Skytrain" service between London Gatwick Airport and New York's JFK on 1 September 1977.

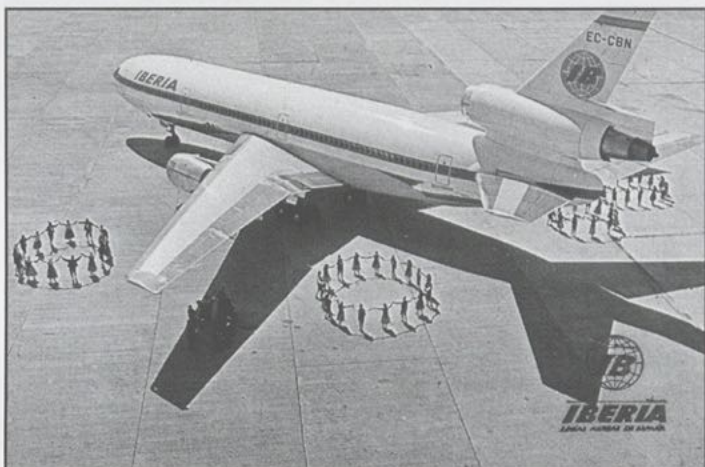


*Laker Airways DC-10-10, G-AGGC, Charles Skilton & Fry Ltd. no. 268.*

Here is a selection of DC-10 postcards from other European airlines:



*Finnair DC-10-30, OH-LHA, AI, 1984, text in Finnish; one of a series of aircraft profiles prepared by noted aviation artist Mike Machat for John Wegg's book on Finnair.*



*Iberia DC-10-30, EC-CBN "Costa Brava", AI, printed by FISA.*



**DC-10 service to the South Pacific.**

*UTA DC-10, AI, card no. P1673.*



*KLM DC-10, PH-DTF, at Amsterdam Schiphol, Euro Color Cards no. ecc10.*



*Swissair DC-10-30, AI, issued in 1981 on Swissair's 50<sup>th</sup> anniversary.*



*(Previous Column) Alitalia DC-10-30, I-DYNI, at Milan Malpensa, C5 at Heathrow Supacard no. A29.*

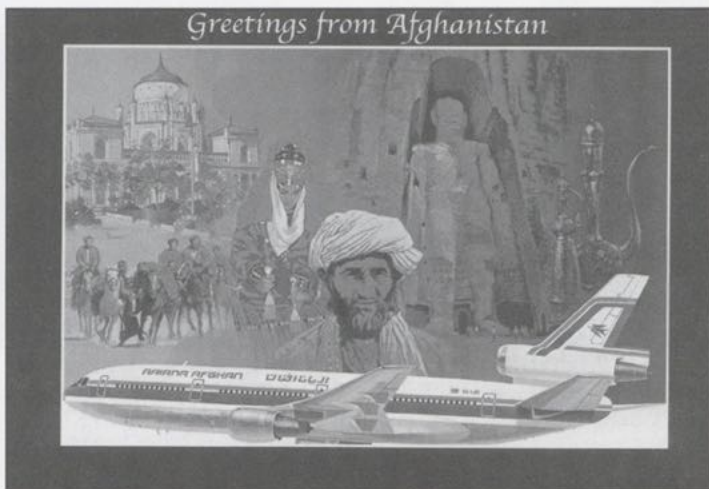
The DC-10 has also served with numerous airlines in the Middle East, Africa and Asia. Here is a post-card selection:



*Turkish Airlines DC-10-10, AI, issued in 1983 on its 50<sup>th</sup> anniversary.*



*Zambia Airways DC-10, AI, text in German, back publicizes Frankfurt-Lusaka service.*



(Previous Page) Ariana Afghan DC-10, published 2001 by Sham M Book Co., Kabul; it copies a card issued by Ariana (without the "welcome" greeting) several years prior.



ASA - African Safari Airways (based in Mombasa, Kenya) DC-10-30, PH-DTL, AI.

Only a few DC-10s have received special paint schemes for publicity purposes. One beautiful example is the following utilized by JAL affiliates on flights from Japan to resort locations including Hawaii:



JAL Ways (formerly Japan Air Charter), subsidiary of Japan Air Lines, DC-10-40, JA8544 "Reso'cha", AI no. PD-0030.

Notes: Original postcards of the above are in color and, except as noted, from the author's collection. I estimate that the American and Air Florida cards are uncommon, and the rest are fairly common.

References: Endres, Gunter, McDonnell Douglas DC-10, Airlife's Airliners: 4 (1998); Waddington, Terry, McDonnell Douglas DC-10, Great Airliners Series Vol. Six (World Transport Press 2000); Van Herbruggen, "Northwest Retires the DC-10", in Airways (Feb. 2007).

### News:

If you're interested in airline postcards, you may wish to consider also joining the wonderful Aviation Postcard Club (APC). Several WAHS members, including Doug Bastin in England and Bill Baird in the U.S., are also editor/members of that Club which publishes an excellent journal, in both print copy and on-line, containing airline postcard scans, historical articles, links, new issues and the latest news. For further information, and to join, see:

<http://www.aviapc.com/nonmember/join/join.htm>

Noted airline postcard collector Larry Myers has placed on a new CD over 6000 beautiful scans of airline and airport postcards that have been in his collection. This highly recommended disk is available at \$10 plus shipping from Larry directly through his website:

<http://www.postcardpost.com/AirlineDisk.htm>

or by mail: Larry J. Myers, 2539 Millers Woods Road, Boonville NY 13309-5020 USA.

Until next time, Happy Collecting! *Marvin.*

### Editor's Favorites

Do you see the difference between these two airline issued Eastern Air Lines DC-10 postcards?

*Bill Demarest*



# Slide Photography

By Joe Fernandez & Eddy Gual

*n314as@yahoo.com / eddyslides@bellsouth.net*

## Digital 101 Digital Photography Prerequisite - Slide 101

The majority of today's digital photographers (hereby referred as New Photographers) are young enthusiasts who were never introduced to slide film. Digital photo equipment has become so sophisticated that it takes very little effort in producing a great image. Right? Not really.

Basically the same rule applies to digital photography as in slide film. We explore some of the common mistakes made by new photographers and how these mistakes can be corrected.

**1. ACTIVE PROPELLER AIRCRAFT:** The new photographer is shooting these images at shutter speeds at or above 1/1000. The image may look nice but the props are "shut down". Why show an airplane that looks like it is having engine trouble? Reduce the shutter speeds to between 1/60th to 1/250th for prop action and have steady hands.

**2. IMAGE SIZE AND QUALITY:** Again, why spend \$10,000 on high megapixel digital cameras and lenses when you are not going to use their full potential. Most new photographers are buying these

cameras only to shoot small jpg images. You need to shoot in maximum "raw" mode. You can convert to other formats later. A good quality poster cannot be achieved with a low end image. Also, shoot lowest ISO if possible. Do not go over 100 ISO if you do not need to. For darker or nighttime photos, give more time to the exposure instead of raising the ISO level.

**3. CROPPING:** Learn how to shoot full frame. If you shoot small you will begin to lose the pixel size of the image.

**4. PICK YOUR BEST SHOTS AND ERASE THE REST:** In digital photography, one does not need to shoot multiple and continuous shots as was done with slide film. This is only done by the sports photographer, who needs immediate upload and press release of the photo.

**5. BACK UP YOUR IMAGES:** Digital images are computer files. Back your images up on a CD/DVD and external hard drive. Replace the external drive every few years for your safety. Computers are machines and can fail at any moment. If they crash so do your photos!

**6. CAREFULLY CLEAN YOUR SENSORS:** This is the most important part in your camera body. Accumulation of particles on the sensor can lead to problems in the long run. Use a blower first then a very soft brush.

By following these steps, you will take better pictures similar to those taken when slides were the only option.



*Overseas National Airways DC-10-30 N1033F May 1977 ~ Photograph via [www.Air72.Com](http://www.Air72.Com) Photography*



# Aircraft Modeling

By Ken Miller

ozmiller@sbcglobal.net

## DC10 Models Galore

Being the popular plane that it was, there are a "plane load" of DC 10 models available in many different scales. I hadn't built one yet and gave it my best to finish one for this issue of the Log. Didn't quite get things completed but will have a photo of the completed model done for the next issue. Starting from small scale and going to larger scales, I'll try to cover all of the different models that I was able to locate.



Heller comes in with the smallest kit but just barely. 1/450 scale and in UTA markings.



Next is a Matchbox DC-10-30 in 1/320 scale. The box art shows Iberia markings and the decals are for both Iberia and KLM. I don't know where they came up with this weird scale. Revell bought the Matchbox molds and has re-released the kit with the box art showing only the KLM markings. I picked up this kit at my local shop and chose it as my model subject for this issue.

Doyusha, Hobbycraft and Zhengdefu also make 1/300 kits and odds are that some are copies of other kits.



Aurora released a 1/144 scale DC-10 and was quite likely the first manufacturer with a DC-10 kit. Aurora was notorious for rushing out not so accurate models based on prototype drawings and the DC-10 kit is no exception. The Aurora DC-10 was one of the last three new kits released by the company before going out of business. The Aurora kit was first released in 1969 in American Airlines markings. Other Aurora markings included United's "Friendship" colors and National's "Fly Me" scheme. Overseas, Aurora also released the kit in Lufthansa, Martinair, Swissair, KLM, and SAS markings.

Monogram acquired the Aurora molds and re-released the kit in 1978 featuring American markings in the US and Mexicana markings in Mexico. The consensus seems to be that the Aurora/Monogram kit is one best for collectors and not for building.



Airfix also has released a 1/144 scale DC-10 kit in various markings. MPC released the Airfix kit in American Markings.

Revell has also released a 1/144 scale DC-10 that seems to get the best comments. The original Revell release is for a -10 with short -10 wing fairings and shorter wingtips. Revell also has released a KC10 version that is popular with airline modelers as the windows are already filled and the model comes with the longer -30 wing fairings, wingtips, and the center main gear.

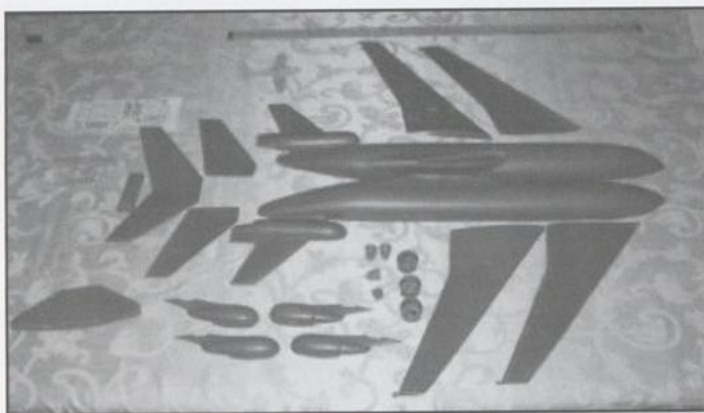


*Revell DC-10 Kit*

Heller has a slightly larger scale kit at 1/125 scale in Aeromexico markings. I really like the box art. I was unable to find a good image of the box on the web and ended up buying a kit myself. Opening up the box I was a little surprised to find that a modeler has to paint all of the red portions of the markings. Not an impossible chore but still more work than a Revell kit that includes decals for the red portions.



Doyusha also makes a 1/100 scale version as well.



*Transport Wings*

Rounding out the models Transport Wings has released a Vac-form 1/72 scale model. Jim Lund, from my local IPMS modelers club, has built one and it's quite an impressive animal.



*Transport Wings*



*Fischer Technik*

Saving the not so best for last the Fisher Technik kit seemed to get the lowest marks for any of the kits I found. It's very "toylike" with the only redeeming quality being that a person still needs to assemble it.

Talking about my model I chose the 1/320 scale Matchbox kit. It only cost me a couple of dollars and I've always thought the KLM markings looked good. Some small flash and mold lines on the kit but nothing impossible to deal with. The decals were slightly yellowed so I figured I could bleach them out in the sun for a while. I thought of leaving them on the car dashboard but decided the 100 degree heat would cook the decal so I just left them taped to the inside of a house window. After a few weeks I realized that the yellow wasn't going to bleach out especially as it was the clear coat next to the white door outlines and logos. Browsing the Drawdecal website I found that Drawdecal made a KLM DC-10 decal. An email or two later and Greg

had sent me a custom set of 1/320 scale decals. How cool is that? The Draw decals do not have the fuselage stripes but I figured I can combine both the kit and Draw decals. Kit assembly is pretty straightforward with no real surprises. Some ejector pin marks inside the engine nacelles that I may or may not fill. I did use a section of soda straw to hide the seams in the #2 intake. I've used Tamiya paints including Pure White, Light Blue, and Chrome Silver. I haven't decided yet if I'll be painting some of the gray areas or just chickening out and leaving things all bare metal. The landing gear attachment is a little loose but I used 5 minute epoxy which seems to have done the trick. The kit is completed and painted with the exception of adding the landing gear doors and decaling. If only I had had another week it could be all finished.



Hasegawa DC-10 1/200 Scale Kit - Northwest Airlines

The DC10 is/was quite a beast of an airplane so it shouldn't be a surprise that there are so many kits available. My build captures the pretty lines of the plane and gave me a chance of building a new model in a new set of markings. Many thanks to members of the airlinermodelling yahoo group for helping me to make sense of the available kits. <http://groups.yahoo.com/group/airlinermodelling>. Some of the box art images were provided by the yahoo box art group as well (<http://groups.yahoo.com/group/box-art/>). They also have new website at <http://theboxartden.com>.



Hobby Craft DC-10-30 1/300 Scale - CP Air

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# Wings! Badges!

By Charles F. Dolan

*wingcobda@yahoo.com*

## *The Douglas DC-10*

Soon after the DC-10 entered passenger service in 1971 it had a series of incidents and accidents which drew lots of headlines in newspapers from around the world. As has been said many times, an accident is normally not the result of a single factor, but the result of a number of factors which come together with devastating results. It is true that the basic design of the DC-10 had serious flaws, but those alone did not cause the incidents. In the cases of cargo doors opening in flight, the improper closing of the door allowed it to fail when the pressure became high enough to overcome the locking mechanism. As a result of an effort to save time during engine changes, the engine mounts were weakened and an American Airlines DC-10 crashed on take-off at Chicago's O'Hare Airport. The routing of all three hydraulic lines close to the center engine of the DC-10 left them all in the path of a catastrophic engine failure as a damaged casting broke apart.

After careful investigation, the causes of the incidents were identified and corrected. It is possible that the length of time taken to correct these flaws may have cut short the production run of this aircraft. It has, however, become a widely used workhorse of the airways and has proven itself as a passenger liner, cargo carrier and aerial tanker for the U.S. Air Force.

The DC-10 has been operated by many of the world's major carriers. Their insignia have been featured in the Log many times before. I have tried to show the insignia of some lesser known carriers. They may have used the DC-10 for a short time, operated only one or two of the aircraft or leased DC-10s to add extra lift capacity during heavy tourist seasons.

When I worked at BWI Airport in Maryland, DC-10s came through the International Terminal operated by Martinair, Holland, Ghana Airways and Omni Air International. The Ghana Airways flights began in Accra, Ghana. Depending upon wind conditions and passenger loads, a fuel stop was sometimes made in Banjul, Gambia before setting out across the ocean. Many of the Ghana Airways flights were operated by Yugoslavian and Venezuelan pilots. They had been formerly employed by VIASA and JAT, but when those carriers ceased operations, the openings for DC-10 pilots were reduced drastically.

On one occasion, a departing flight had to be cancelled because the flight engineer discovered severe damage to the flaps. At first, the cause of the damage was attributed to a catering truck, but that theory evaporated when damage was discovered on the flaps of the other wing. It was said that perhaps the attempt was made to deploy the flaps at too high an airspeed.

The aircraft remained on the ground in Baltimore for several months while funds were secured to purchase replacement parts and to pay the Alitalia mechanics performing the repairs. It was not too much later that Ghana Airways also ceased operations.

Laker Airways operated the *Skytrain* service between London and Los Angeles with a fuel stop in Niagara Falls, NY (KIAG). Niagara Falls was positioned favorably to refuel the aircraft and offload passengers and baggage for Customs and Immigration inspection. At the time I worked in that area, Laker had three DC-10s, named *Eastern Belle*, *Western Belle* and *Canterbury Belle*. A captain said that Sir Freddie was negotiating the purchase of a fourth aircraft. When I asked what the name of that plane would be, he said "I don't care if he calls it Tinker Belle as long as the paycheck clears". I don't recall how long it was before Laker Airways ceased operations.

As always, I hope you enjoy the images of the wings and cap badges presented here.

### *Ghana Airways (GH)*



*The insignia are of the sew-on variety. The cap badge is of gold bullion thread on black material. The colors under the star are gold, green, red, green, and red. The wing is of the same construction, with the addition of gold color tape at the upper edge of the wing. There are no tags or hallmarks.*

### Air Afrique (RK)



The wing is of the sew-on variety, gold bullion thread on dark green material. The cap badge is gold bullion thread and sequins on black material. There are two flat metal tabs that bend up from the bottom of the cap badge as if they loop under a flap and there is a snap fitting at the top of the back of the badge. No tags or marks to indicate who made the items.

### JAT Jugoslovenski Aerotransport (JU)



The wing is of gold color metal with medium blue paint in the globe and lines in wings. The star is in red paint. A small pin is used to hold the wing onto the uniform.

The cap badge has a gold metal circle and silver metal wing. Blue paint highlights the silver wing and the star is red. A small screw post holds the insignia to the cap. No hallmarks on either piece.

### Laker Airways



There were two varieties of Laker wings. Both were of the sew-on type. One had gold bullion thread on black material with light blue material being the "LA". That cap badge had the Queen's crown at the top of the badge.

The second variety had red material behind the "LA" and a stylized bird at the top of the cap badge.

### Arrow Air (JW)



Both insignia are of gold color metal with red enamel.

The "A" is soldered to the circle on each piece.

The cap badge has a single screw post and one positioning pin. The wing is clutch back. Neither piece is hallmarked.

*Overseas National Airways*



*Unknown vintage. Can anyone provide information when these wings and emblems were used?*

*Silver metal insignia with red, white and blue enamel. The wing is pin back with very detailed feathering.*

*Cap badge has a single screw post with one positioning pin.*

*No hallmarks.*



*Cap badge is of the sew-on variety with silver bullion thread on black material. There is light blue satin fabric behind the letters "ONA"*

*The wing is silver color metal with a satin finish. There are two screw posts to hold the wing to the jacket. No hallmarks.*

*British Caledonian Airways (BR)*



*All insignia are of the sew-on variety with gold bullion thread on black material. There is medium blue material behind the lion on the cap badge and pilot wing. The same material is behind the brass "E" of the flight engineer brevet.*

*Happy Collecting!*

*Charlie*

*Dynamic Duo*



*Captain's Log Editors Bill Demarest (left) and Charlie Dolan (right) admire their identical ties at AI 2007 in July.*

# Safety Cards

By Fons Schaefers

f.schaefers@planet.nl

## DC-10 SAFETY CARDS

The McDonnell-Douglas DC-10 was one of the first wide body airplanes and, although not as successful as the Boeing 747, it has seen service with many airlines in all continents. Estimates are that some 150 airlines, spread around all continents, used the DC-10. When it was introduced, in the early 1970s, safety cards were already commonplace. Bearing in mind that airlines typically restyle their cards after a number of years, there must be many hundreds of different DC-10 cards for the collector to find.

Figure 1 shows front page tops of DC-10 cards from Northwest Airlines (North America), Varig (South America), Bangladesh Biman (Asia), Air Afrique (Africa) and Sabena (Europe).

With the DC-10 being the main subject of this edition of *Captain's Log*, I decided to focus on two common safety card themes where this type stands out from other types and cards: exit location diagrams and passenger oxygen supply.

### Exit Location Diagrams

A major feature of any safety card is a pictorial presentation of the entire airplane showing the location of the exits. Normally, cards widely vary in the way the airplane is illustrated, but for the DC-10 there is a striking consistency across many cards in the method of portraying the whole airplane. Almost all cards show it in a bird's eye view roughly as in Figure 2, which shows a detail of a Northwest card. I believe that this consistency comes from McDonnell Douglas giving a sample illustration to its customers.

More variation exists in the presentation of the escape routes. The two aisles are typically indicated by red stripes (or arrows) along the length of the airplane with cross stripes between opposite exits. In some cases the aisles are just straight lines running from front to rear but in other cards these lines have arrows at their ends, either inside or outside the airplane. In more sophisticated versions, the lines are interrupted, suggesting preferential exits for cabin zones, as shown in the Overseas National card in figure 3. Interestingly, the boundaries between these zones are not halfway between exit pairs but biased. For instance, passengers in the



Fig. 1

forward cabin zone are advised to go to the forward exits, even those that sit close to the #2 door pair. The ONA card clearly shows this, as does the American Airlines card (Fig. 4), where each zone has a different color. The Martinair card (Fig. 5), which has seats added to the diagram, also shows these zones but a closer look at the arrows shows that they do not completely correspond with the zones. Incidentally, this Martinair card is a special edition made for Hadj flight from Indonesia to Saudi Arabia. All text is in Bahasa Indonesia.

The Laker DC-10 card (Fig. 6) is different. It shows a mirror image of the airplane, and just a single line running from front to back, as if there was just one main aisle. A completely different presentation is shown on the Excalibur card (Fig 7), made by British Airways in their own, unique style.

The KDC-10 is a military variant in use only with the Royal Netherlands Air Force. Apart from tanker duties, it is also used for troop transport and cargo in a typical combi configuration with the cargo sitting ahead of the troops. Ahead of the cargo is a crash net. The safety card shows the crash net but not the cargo area. The indicated escape routes suggest that there are seats straight from the crash net aft, which is not actually the case (Fig. 8).

### Passenger Oxygen Supply

Oxygen equipment on board airliners is considered to be a potentially live-saving feature. At normal cruising altitudes the air is so thin that life can not be sustained. So, when there is a decompression causing the cabin pressure to drop to such levels

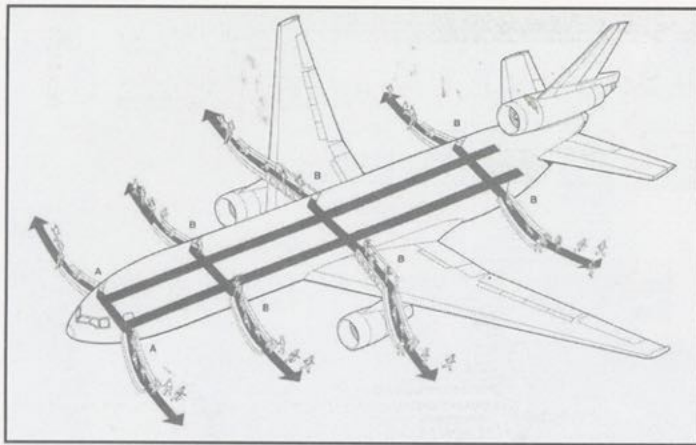


Fig. 2

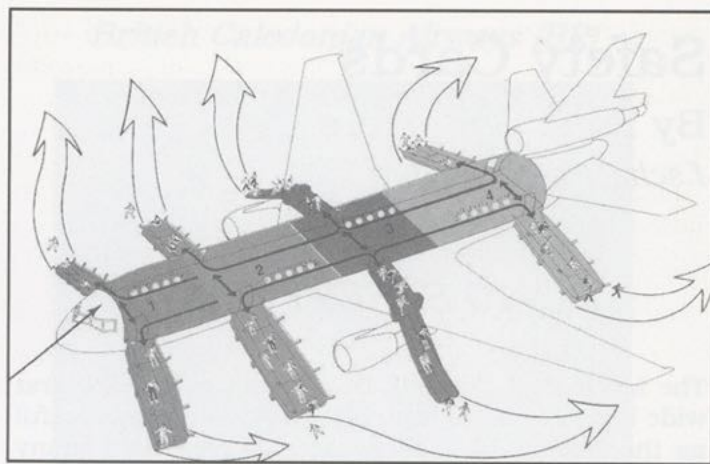



Fig. 4



**ONA** DC-10

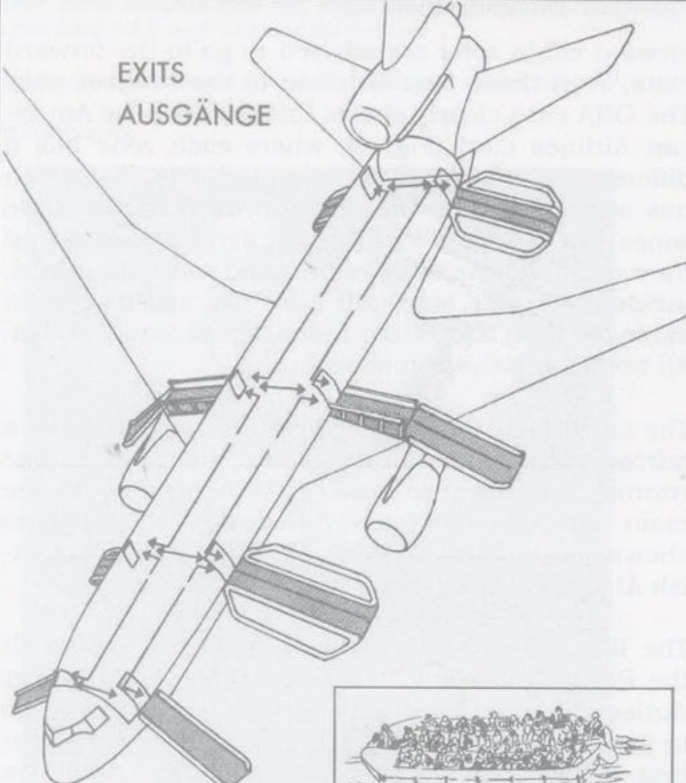
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EXITS  
AUSGÄNGE





SLIDES ARE ALSO RAFTS  
RUTSCHEN SIND GLEICHZEITIG BOOTE

Fig. 3





PETUNJUK<sup>2</sup>

KESELEMATAN PENERBANGAN



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CARA DUDUK DALAM KEADAAN BAHAYA



PINTU DURARAT

Fig. 5

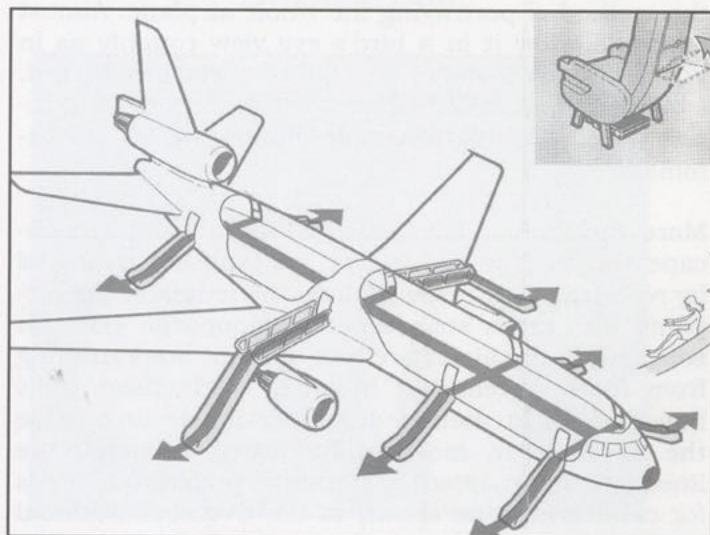


Fig. 6



occupants will perish, unless they have oxygen supplied. At least that is the theory. In reality, matters are not so bad. It was the DC-10 that proved that.

The key for that was the unique location of oxygen equipment on the DC-10. As Fig. 9 (an extract of the Laker card) clearly shows, it is seat mounted, as opposed to ceiling-mounted as in any other airliner.

In the early 1970s the DC-10 suffered a number of rapid decompressions. The NTSB studied the cases and concluded that the seat-mounted location had some flaws.

When the oxygen generator compartment automatically opens, it exposes the masks but, unlike ceiling-mounted masks, does not release them. Not all passengers realized that they had to pull the mask and of those who did, many leaned forward to the mask rather than pulling it towards them. Figure 10 shows an extract of an Air Afrique DC-10 card that actually seems to promote leaning forward. Only by pulling the mask, the lanyard pin will release and thus start the oxygen flow. (This is only shown on some cards, such as Laker's.) And of the passengers who did so, some noticed that the bag in between the generator and mask did not inflate and decided there was no flow of oxygen and therefore stopped using the mask.

The passengers in the cases studied had been exposed to high altitudes, ranging from 18 000 feet to 25 000 feet and in one case even 34 000 feet. But, because of the reasons sketched above, very few passengers actually used oxygen, yet nobody died or suffered permanent injury. This indicates that oxygen perhaps is not so vital as the safety information and some Hollywood movies make us believe. What is important though is that pilots always quickly bring the airplane to lower, safer altitudes in case of a decompression. Passenger safety cards do not tell you that.

For comments, please contact me at [f.schaefer@planet.nl](mailto:f.schaefer@planet.nl)

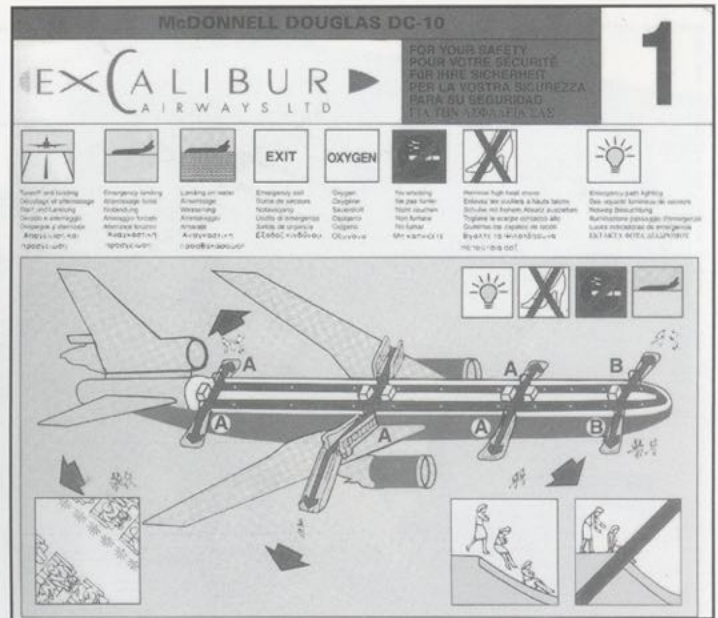


Fig. 7

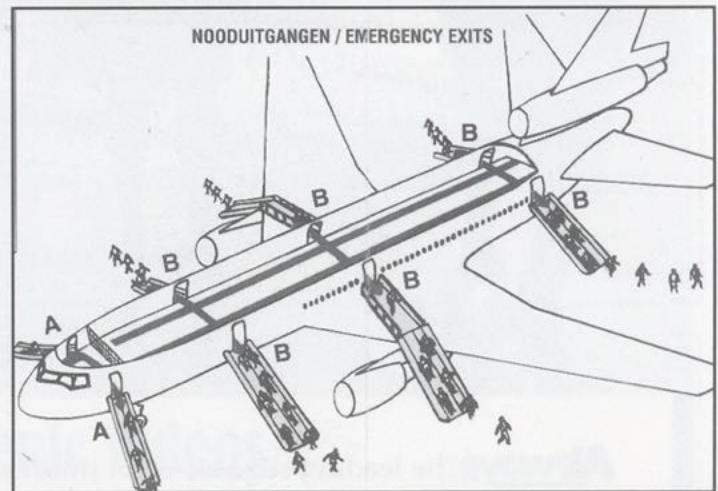


Fig. 8

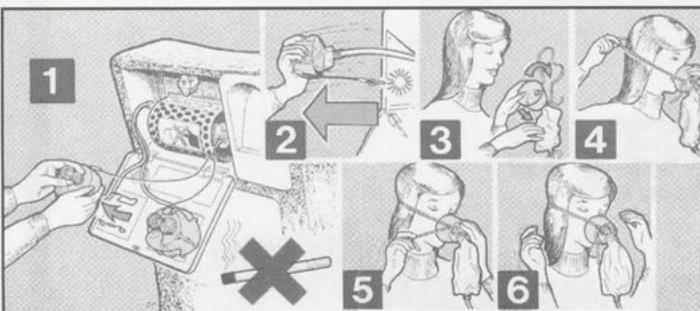


Fig. 9

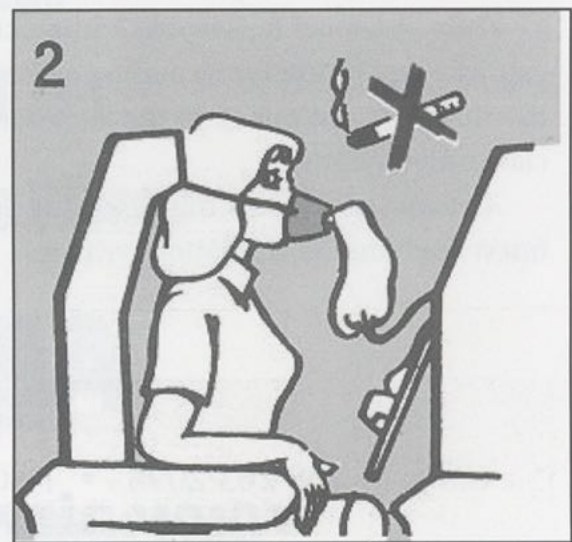


Fig. 10



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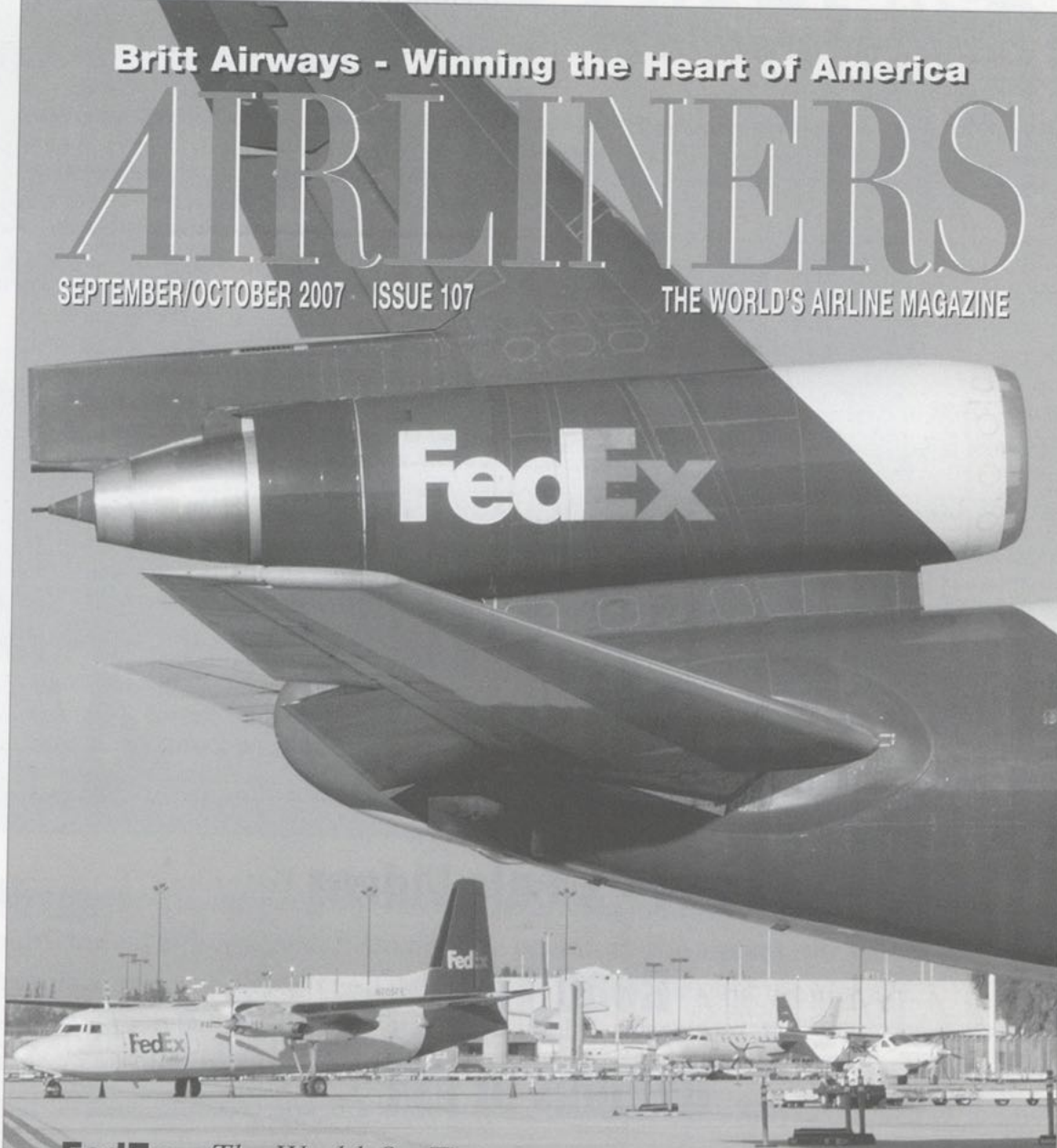
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Saturday, October 13, 2007. Museum of Flight, Boeing Field, Seattle, WA. For more information, contact Greg Mattocks, P.O. Box 1455, Bothel, WA 98041 (425) 485-8780. Mattocks@verizon.net or www.seattleairlineshow.com

### 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, New York. Courtyard by Marriott Hotel. Contact: Basilio Pipinos, apipinos@aol.com.

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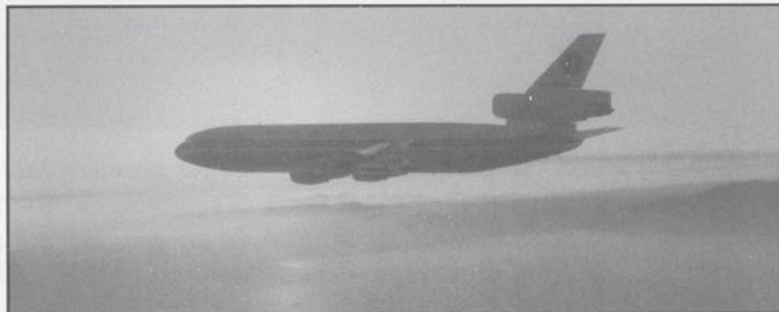
Saturday, June 21, 2008. Los Angeles, CA. Hacienda Hotel, 525 N. Sepulveda Blvd., El Segundo, CA 90245. Show hours 9am until 3pm. Admission \$5.00. Free shuttle from LAX. Special room rate of \$69/single and \$79/double available by calling 1-800-421-5900. For more info, please contact Dave Cherkis (702) 360-3615 or Marshall Pumphrey (562) 987-1904.

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July 10-12, 2008. Dallas, TX, Sheraton Grand Hotel at DFW. Contact: Tony Trapp at TTEExpress@earthlink.net (See the show advertisement on page 41 for complete information!)

### NEW YORK CITY AIRLINE COLLECTIBLE SHOW

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VARIG DC-10-30  
Airline Issued Postcard



*AVENSA Douglas DC-10-30 N41068 ~ November 2001 ~ Photograph via [www.Air72.com](http://www.Air72.com) Collection*

*AeroMexico Douglas DC-10-30 XA-DUH ~ September 1980 ~ Photograph by J. Barreras via [www.Air72.com](http://www.Air72.com) Collection*





*United Airlines Douglas DC-10-10 N1820 ~ October 1974 ~ Photograph via [www.Air72.com](http://www.Air72.com) Collection*  
*Air Florida Douglas DC-10-30 N1035F ~ February 1981 ~ Photograph by J. Barreras via [www.Air72.com](http://www.Air72.com) Collection*

