



The Captain's Log

The Journal Of The World Airline Historical Society, Inc.

Winter 2007 - Issue 32-3



United Airlines DC-8-61, N8097U, at SFO December 1972. Photo via www.air72.com Collection.

Flying With United Airlines

This Issue:

*History of United
Timetables! Wings!
Book Reviews
Model Building Tips
Postcards! And More!*



*It's Time For
Our Annual Elections*



United Airlines DC-8-54F, N8045U, April 1978. Photograph by Jon Proctor via www.air72.com Collection

United Airlines DC-10-10, N1816U, at Miami, September 1976. Photograph courtesy of Jay Selman.



United Air Lines Ticket Jacket circa 1940s. WAHS Collection.



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

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

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

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

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

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

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From The Flight Deck

Welcome Aboard!

At the recent World Airline Historical Society Board meeting in Houston, Texas, we kicked around the idea of making a membership list available to all members at a nominal fee. The year 2000 was the last time a membership list was made available. The 2000 list has a photo of an America West 757 on the cover. You will have the opportunity with the next renewal to let us know whether you are interested in obtaining a membership list and are willing to have your contact information published.

We have two new members on our Board effective immediately due to two recent resignations. Per the WAHS Bylaws, I nominated and the Board confirmed the appointments of Mr. Shea Oakley (ancientskies1@safecaaccess.com) and Mr. Dick Wallin (rwallin@aol.com) to the World Airline Historical Society Board of Directors. Please join me in welcoming our two new Board members. Both of these individuals bring valuable experience from other non-profit organizations to our Board.

The Society will be conducting elections for vice-president and two at-large board positions in the spring. All nominations will be accepted for a vote of the membership. The winners to be announced at AI2008 in Dallas.

Your officers are working hard to increase our membership ranks. We are striving to increase our exposure in Asia. We also need to increase our exposure with minorities and our female friends. Please send the Board your suggestions on how to expand our membership in these important areas.

The Society is in the process of redesigning our membership cards. Hopefully by the end of the 2008 renewal period, we will be able to give each member a new plastic membership card that will cost less and serve our needs for years to come.

During this holiday season, we all have much to be thankful for. I ask that each of you remember that your Officers, Board members, and *The Captain's Log* Editors serve the Society in unpaid positions. They donate their valuable time and money for the betterment of the Society.

I wish each of you the best holiday season ever!

Daare L. Young



Editor's Pre-flight Announcement

This is the 25th issue in our 'new' format since 2001. All of the editors appreciate your feedback and comments as we strive to bring articles of interest covering all facets of our fascinating hobby. Enjoy this issue on United Airlines.

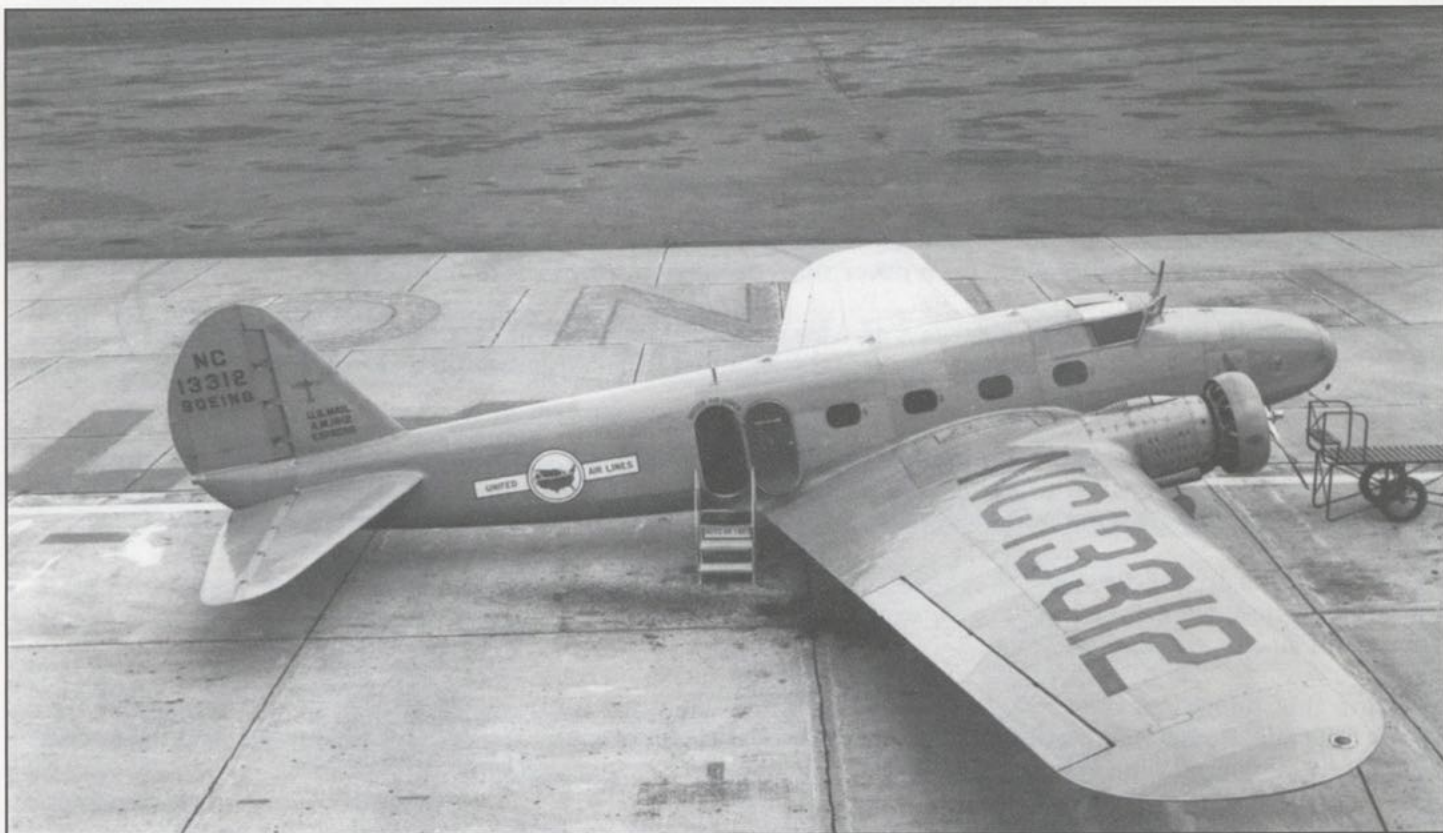
Bill Demarest

Flying Ahead...With The Log

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

UNITED AIRLINES – The Story of Airway One

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



United Air Lines Boeing 247A at Boeing Field. (Boeing)

Eighty years old, United Airlines is the proud holder of U.S. Air Certificate Number One, the nation's first coast-to-coast airline. Starting in 1926 with rickety underpowered biplanes for a pilot and a few mail pouches, today it is the world's second-largest airline by revenue, operating more than 2,330 flights a day to 139 destinations in 26 countries around the world. The fleet includes more than 400 Boeing and Airbus jets.

United Airlines has posted several firsts along the way. A small selection includes: first in the world with female flight attendants (stewardesses, 1930), first in the world with a modern all-metal airliner (Boeing 247, 1933), first domestic U.S. airline with a four-engine airliner (DC-4, 1939), first all-cargo service in the U.S. (1940), first with non-stop New York-California flights (DC-7, 1953), first in the U.S. with pure-jet short-haul aircraft (Caravelle, 1961), first in the world with the stretch DC-8-61 (1967) and first in the U.S. with the Boeing 737 (1968).

United grew out of four pioneer airlines of the 1920s: Varney Air Lines, Pacific Air Transport, Boeing Air Transport and National Air Transport. Along the way, Stout Air Lines was bought.

Varney began service on Contract Air Mail Route 5 (CAM 5) from Pasco (Washington) to Boise (Idaho)

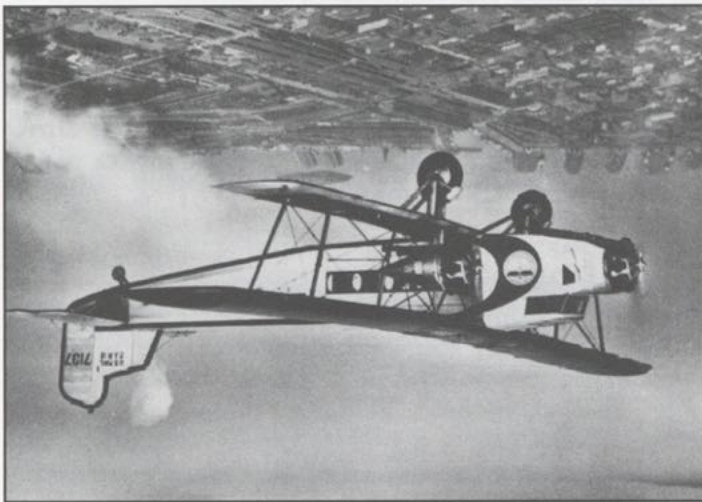
and Elko (Nevada), 460 miles, with a Swallow biplane on April 6, 1926. The flight is considered the beginning of United. It connected the Pacific Northwest (at Pasco on the Northern Pacific Railroad) with the New York-Chicago-San Francisco air mail service running through Elko.

But the Swallow was underpowered for reliable flight across the mountains between Boise and Elko and on April 8, flying was suspended for two months. Service resumed on June 8 with three Ryan M-1 monoplanes. Salt Lake City, Utah replaced Elko in 1927 and in 1928 Walter Varney bought five Stearman Speedmails for the service. In 1929 Varney also began Pasco-Seattle and Pasco-Spokane service.

Pacific Air Transport, founded at Portland, Oregon by Vern Gorst, began Seattle-Los Angeles service

Boeing Air Transport bought Pacific on Jan. 1, 1928, and on Oct. 30 the Boeing Airplane and Transport Corp. was formed as a holding company for Boeing Air Transport, Pacific Air Transport and the Boeing Airplane Company.

Pacific was merged into BAT and the merger of Boeing with engine maker Pratt & Whitney and Hamilton Propeller on Feb. 1, 1929 created the United Aircraft and Transport Corporation. Stout Air Services was bought on June 30, 1929, with its Chicago-Detroit-Cleveland passenger service and its Ford Tri-Motors. (Only Fords are Tri-Motors. Other three-engine airliners are trimotors.)

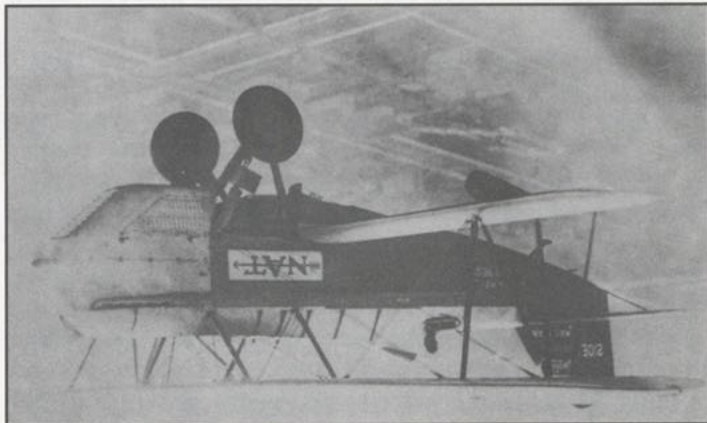


Boeing 80 trimotor of Boeing Air Transport over Seattle, Sept. 13, 1928. (Boeing System)

United now operated from San Francisco north to Seattle and east to Chicago, Detroit and Cleveland. In 1929 it flew 6,129 passengers in and out of Chicago. New York and Dallas were added when National Air Transport was bought out on May 7, 1930. It gave United control of the first continental air mail and passenger service ("from the Golden Gate to the Statue of Liberty"), calling itself "The Mainline Airway." Stout was merged into National and its Fords replaced the NAT Travel Airls, Pitcairns and Douglas M-2s between Chicago and New York. Detroit and Cleveland were dropped. Varney was bought in 1930 and this shortened the Chicago-Seattle service, flying from Salt Lake City to Seattle, rather than via San Francisco. United carried three-quarters of the nation's air mail and one-third of the coast-to-coast passengers for a total of 42,930 in 1931. The 1932 total was 88,935 and 127,695 in 1933. New York-San Francisco took 33 hours.

UNITED AIR LINES

On July 1, 1931, United Air Lines was created as a non-operating management company for Boeing Air Transport, Varney, National and Pacific.



Curtiss Falcon of National Air Transport, 1926. (United Air Lines)

(CAM 8) on Sept. 15, 1926 with seven Ryan M-1 monoplanes. Gorst convinced W.A. ("Pat") Patterson to resign from his position at the Wells Fargo Bank and join PAT. Patterson would be president and later chairman of United Air Lines from 1934 to 1965.



Boeing 40A of Boeing Air Transport. (Boeing System)

Boeing Air Transport started Chicago-San Francisco (Oakland) service (CAM 18) on July 1, 1927 with the Boeing 40A biplane. Powered by an air-cooled P&W Wasp radial engine it carried two passengers in an enclosed cabin between two mail compartments ahead of the pilot. The 40C seated four passengers, and six were delivered to Pacific Air Transport.

National Air Transport began Chicago-Dallas service via Kansas City, Wichita and Oklahoma City (CAM 3) on May 12, 1926 with Curtiss Carrier Pigeons. Chicago-New York (CAM 17) began on Sept. 1, 1927.

In 1928 BAT had introduced Boeing 80 trimotor cabin biplanes for 12-passengers between San Francisco and Chicago, connecting at Chicago with the NAT (ex-Stout) Tri-Motors to and from New York. But the biggest improvement was the introduction of the all-metal, twin-engine, 10-passenger, 170-mph Boeing 247 in the Spring of 1933. It flew coast-to-coast in 20 hours. New York-Chicago took less than five, and by July 1 eleven daily roundtrips were flown between the two cities. United ordered 59 Boeings for its airlines and one 247A as an executive and flight research aircraft for United Aircraft. Under the contract Boeing could not supply 247s to other airlines before all 60 had been delivered. Jack Frye of TWA saw his transcontinental passengers desert his Fords for UAL's 247, but Boeing refused an order from TWA and Frye looked elsewhere. Donald Douglas responded with the DC-2 and the rest is history. The DC-2 outclassed the 247, but United with its ties to Boeing, never bought it. Instead, it bought 12 improved, faster 247D models, all delivered in 1934. They were still inferior to the DC-2.

On Feb. 9, 1934 all air mail contracts were cancelled in the wake of the "Air Mail Scandal" and the Army began a disastrous period of flying the mail. The four airlines in the United group continued passenger services only. After several fatal army mail flight accidents, President Roosevelt cancelled

air mail flying on March 10, and on March 30 the post office advertised for new bids. On May 1 United Air Lines Inc. became an operating company separate of the Boeing Company and the names of its four separate airlines disappeared. It regained CAM 17 New York (Newark)-Chicago, CAM 18, Chicago-San Francisco (Oakland), as well as Seattle-San Diego and Seattle-Salt Lake City, but Chicago-Dallas went to Braniff. CAM 17 and 18 were combined as CAM 1 in 1935, issued to United Air Lines.

Freed of ties to Boeing, United ordered five DC-3 day planes and ten DST sleeper models in 1935. They entered transcontinental service in December 1936, cutting the time to 16 hours. DC-3 service San Francisco-Los Angeles began on Jan. 1, 1937. New York-Chicago "Sky Lounge" luxury service was inaugurated on Jan. 19 with DC-3s seating only 14 passengers in swivel chairs. Overnight coast-to-coast DST sleeper service started in July. The Cheyenne-Denver route was bought from Wyoming Air Services. The CAB refused a merger of UAL and Western Air Express, but it did approve a UAL-WAE Los Angeles-New York interchange sleeper service via Salt Lake City.

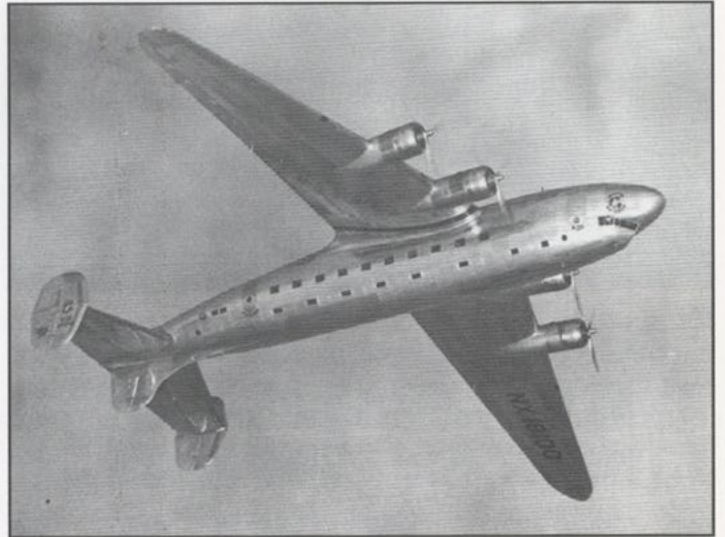
The 247 and DC-3 had to make several stops on the coast-to-coast service and Patterson invited TWA, Pan American, Eastern and American in 1936 to take part in sponsoring the four-engine long-range



Post-WW-2 Douglas DC-3 (United Airlines)

DC-4. Each contributed \$100,000. The first flight took place June 7, 1938. It carried 52 passengers by day and 30 in berths by night. Called the "Super Mainliner" it began two months of trial flights on United routes on June 1, 1939. The aircraft turned out to be too heavy, underpowered and required too much maintenance and United cancelled its order for six. Still, it can claim to have (briefly) operated the first four-engine airliner in the U.S. VAL also operated four Lockheed L-18 Lodestars along the Pacific coast in 1940-41 and on Dec. 23, 1940 it started regular New York-Chicago "Cargoliner" service.

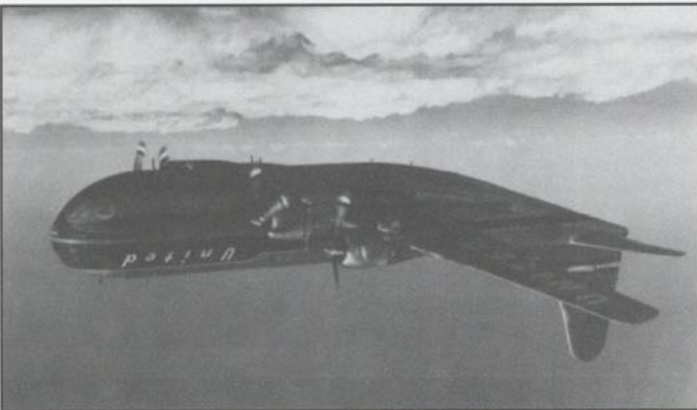
Douglas redesigned the DC-4 to be smaller and lighter for 44 passengers. 61 were ordered by various U.S. and foreign airlines, but when WW-2 broke out, production was taken over by the military. The original DC-4 *retroactively* became the DC-4E.



The original DC-4 was a failure. (Douglas)

During WW-2 United trained more than 7,000 military personnel, modified 5,500 B-17 bombers and operated more than one billion passenger miles to Alaska and to Australia for the Army (with the C-87 and C-54/DC-4). It reordered 15 DC-4s (converted C-54s) on Sept. 11, 1944 and placed them into service to New York, Chicago, San Francisco and Washington, DC on March 1, 1946. They called it the "Mainliner 230" after its cruising speed of 230 mph. But the DC-4 was no match for the pressurized 60-passenger Lockheed Constellation of TWA that cruised 50-80 mph faster.

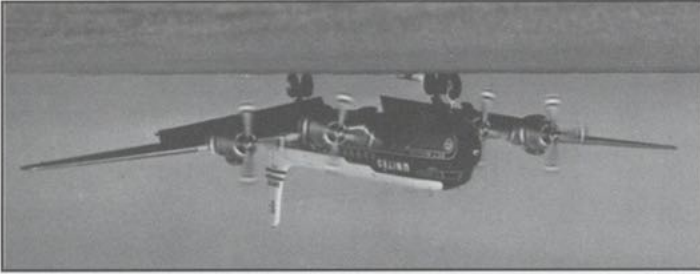
The answer was the DC-6, United's "Mainliner 300." Entering coast-to-coast service on April 27, 1947, it cut flying time to under ten hours and began San Francisco-Honolulu service on May 1. That year the airline acquired the Los Angeles-Denver route from Western Air Lines. On July 8, 1948 United carried its 10 millionth passenger and completed five billion passenger-miles since 1926.



Boeing 377 Stratocruiser. (United Airlines)

Seven luxurious Boeing Stratocruisers in a 55-seat sleeper layout went on the ten-hour San Francisco-Honolulu service on Jan. 15, 1950. Los Angeles-Honolulu service began on Oct. 9, 1950. The 107-passenger Douglas DC-6B entered transcontinental service on April 11, 1951 and Convair 340s replaced DC-3s and DC-4s on short routes out of Chicago, Denver and in Southern California from Nov. 16, 1952. A total of 55 would be bought. The last ones were withdrawn from Pacific coast services in 1968. In the mid- and late 1950s United gained access to Washington, DC, Baltimore, Philadelphia and Boston.

The six remaining Stratocruisers were sold to BOAC in 1954 when the Douglas DC-7 entered service, of which United had ordered 25 (later doubled). They inaugurated nonstop New York-Los Angeles service on Nov. 29, 1953, nonstops to San Francisco on June 1, 1954, nonstops from Chicago on June 25 and California-Honolulu on Jan. 1, 1955. Only 54 passengers were carried on the Honolulu service. When the DC-8 entered service, several DC-7s were converted to DC-7BF freighters, called the DC-7A by United (not by Douglas).



Douglas DC-7. (United Airlines)

On Oct. 25, 1955, Patterson signed an order for 30 DC-8-11 jets, making United the first domestic U.S. airline to order pure-jets. The first one, Flight 800, entered service on Sept. 18, 1959, leaving San Francisco for New York at 8:30 a.m. Pacific Time. At the same time Flight 801 left New York in the opposite direction. The -11 models were later converted to -12 models with wing leading edge slots and ex-



Douglas DC-8-11 (United Airlines)

tended wing tips for better performance. Several were upgraded to -51 models in the 1960s. On July 5, 1960 the first of 29 medium-range Boeing 720s entered service on the Chicago-Denver-Los Angeles route.

"DC-8-to-the-Fiftieth-State" New York-San Francisco-Honolulu service in nine hours and 53 minutes was launched on Feb. 18, 1960 and Honolulu-Chicago nonstop on Feb. 22. The first of 29 Boeing 720s for medium haul routes was handed over to United on April 28, 1960 and went on the Los Angeles-Denver-Chicago service on July 5.



Boeing 720. (United Airlines)

On June 1, 1961 United became the largest airline in the Western world when it took over Capital Airlines. It gave it an Eastern U.S. network and 41 of Capital's Viscounts. They operated them on the former Capital network until March 1968.

The first of 20 short-range Caravelle jets from France entered service on July 14, 1961 between New York and Chicago. Chicago-California DC-8F all-cargo services began in March 1964 and New

York was added in April. The Boeing 727-22 went on the San Francisco-Salt Lake City-Denver route on Feb. 6, 1964. Eventually they replaced the Caravelle and Boeing 720 on all short and medium services. United would buy 129 B727-22 and 104 B727-222. None remain in service today.



Sud Aviation Caravelle. (United Airlines)

The stretched DC-8-61 joined United on Feb. 24, 1967, and 1968 saw the introduction of the 727-222 and 737-222. That year United took delivery of 40 B737-222, ten used DC-8-32, 19 DC-8-61, 19 B727-222, eight B727-22QC and six DC-8F. Two DC-8s were assigned to military Vietnam charters and two to Caribbean charters.



Ex-Capital Viscount 745. (United Airlines)

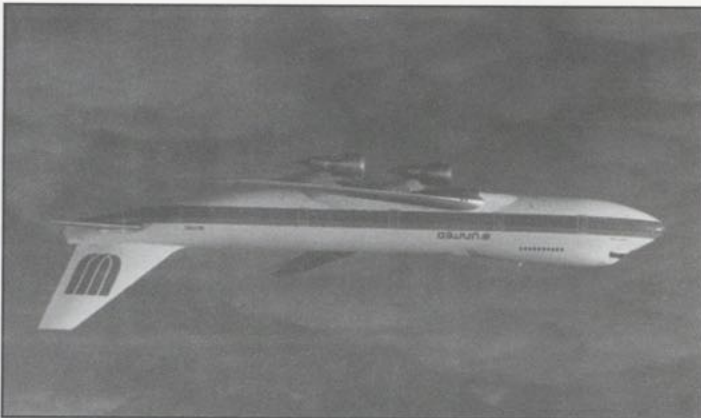
Ten long-range DC-8-62s entered service in 1969, mainly to Honolulu direct from Midwestern and Eastern cities. At its peak, the DC-8 fleet included 114 aircraft. The first of 40 (later increased to 65) 747s inaugurated New York-Los Angeles-Honolulu "747 Friendship Service" on July 23, 1970. Thirty DC-10-10 trijets were ordered on April 25, 1968 for services that did not require the 747, with options on another 30. The first entered service between San Francisco and Washington, DC, on Aug. 14, 1971.

UNITED AIRLINES

In September 1974, United Air Lines officially became United Airlines and the "Flying U" tail logo was adopted. New services were added the next ten years and in October 1984 United became the first

In April and May of that year United placed a \$15.75 billion order with Boeing for 370 B737s and 757s. That year it became the largest Pacific carrier, overtaking Northwest and Japan Airlines.

airline to serve all 50 states. On April 2, 1983 Seattle-Tokyo 747 service began. On Feb. 11, 1986 United took over the 10-country, 11-destination Pacific division of Pan American World Airways. Included were Pan Am's ten Boeing 747SPs and six Lockheed TriStar 500s.



Boeing 747-122 (United Airlines)

In 1986 United Express agreements were signed with Air Wisconsin, Aspen Airways and Westair Commuter. Today, UA Express includes Air Wisconsin, Chautauqua Airlines, Mesa Airlines, SkyWest Airlines and Trans States Airlines.

In December United started 747-422 service to Australia and Hong Kong. The 747SP and 15 DC-10-10 were phased out in 1993-94.

In 1990 UA became the launch customer for the Boeing 777. The first one was delivered on May 15, 1995 and 52 are now in service. They have replaced the 747 and 767 on many long-haul services.



Boeing 777-222. (Bill Hough)

The first of 52 Airbus A320 for domestic services, including Los Angeles-Chicago and Boston-Chicago, was delivered in November 1993. The smaller A319 went into service on July 8, 1997 from Chicago, Boston, Los Angeles and Washington, DC. Fifty-five are in service and another 23 on order or option.

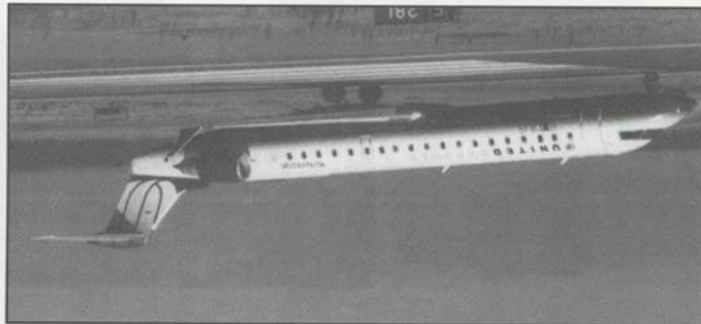
In May 1997 United became a founding member of the world-wide Star Alliance, together with Air Canada, Lufthansa, SAS and Thai International.

On Dec. 9, 2002 parent company UAL Corp. filed for Chapter 11 bankruptcy protection and in 2003 it developed plans for a low-cost carrier under the code name "Starfish." Operations started on Feb. 12, 2004 under the name "TED" from Denver, Chicago and Washington, DC to Florida, California, Nevada, Arizona, Louisiana and Puerto Rico. It has 58 Airbus A320-200. UAL Corp. formally emerged from bankruptcy in February, 2006.

In November 1987 American Airlines overtook United as the largest airline in the world by revenue launch customer for the Boeing 767 with an order for 30. The first one was delivered on Aug 19, 1982 and today 35 are in service.

In May 1988 the last TriStar was withdrawn from Pacific service and United placed an order for 30 B757-200 to replace its last 29 DC-8s. The first one was delivered Aug. 24, 1989. On Sept. 1, 1988 the number of daily departures from Washington, D.C. was increased from 91 to 114, including new services to Houston, Milwaukee, Madison, Denver and Minneapolis. San Francisco departures also went up. United now stood in third place behind American and Delta. Orders were outstanding for 14 B747-422 and 16 B767-322ER.

United Express (SkyWest) Bombardier CRJ700 in the current United Airlines colors.



Playing Cards

By Fred Chan

topflite@olympus.net

United Airlines Playing Cards

United Airlines started issuing cards in the 1930s, showing its DC-3s (Figures 1, 2, & 3) but, after the early days, it has limited its playing cards to only a few designs which are also quite plain. Every design was also used for long periods. This was very much unlike the many colorful designs from its rival TWA (see *The Captain's Log*, Summer, 2001). The DC-3 decks are now hard to find and can fetch over \$100 each.

To my knowledge, only one design (Figure 4) was used in the 1950s and 1960s. Then it was followed by a few very plain designs beginning in the 1970s and going well into the 1990s. Figures 5, 6, 7, & 8 show some of these cards. Occasionally, United packaged the deck in Figure 6 in a more colorful box (Figure 9), much to the confusion of some collectors. The plain decks are plentiful and they can be found for \$1 or \$2 each, if you even need to pay for them.

In some very rare instances, United has issued playing cards in limited quantities to mark special occasions, such as its Commuter Service (Figure 10), a San Francisco Giants game (Figure 11), and ten years of service to Argentina (Figure 12). These limited issue decks are quite rare and are usually sold for about \$30 each.

For some unexplained reason, the two most recent issues (Figures 13 & 14) are also very difficult to find and can command high prices although they have just been issued in the last couple of years. Maybe a few more copies will show up in the future.

Interestingly, the only deck issued by TED is one of the most unusual decks that have been distributed by an airline (Figure 15). It is made of transparent plastic and the suit and rank of the card are printed behind an opaque strip (so as not to give away a winning poker hand).



Figure 1

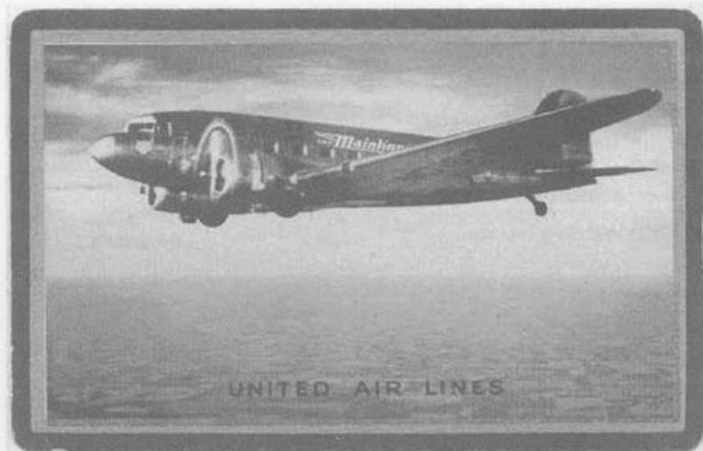


Figure 2

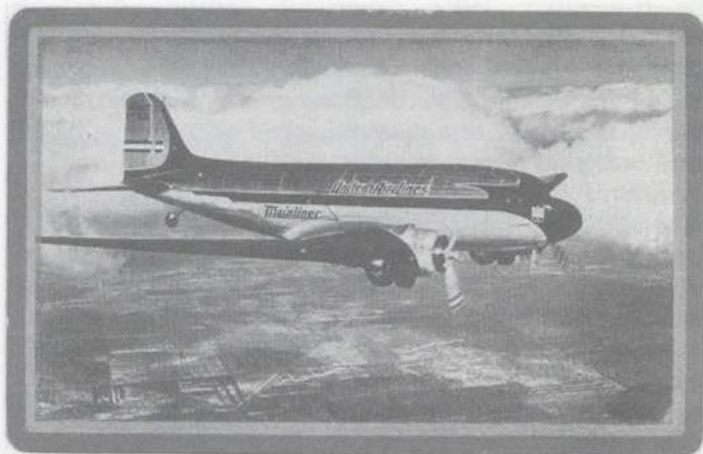


Figure 3

Figure 10



Figure 11

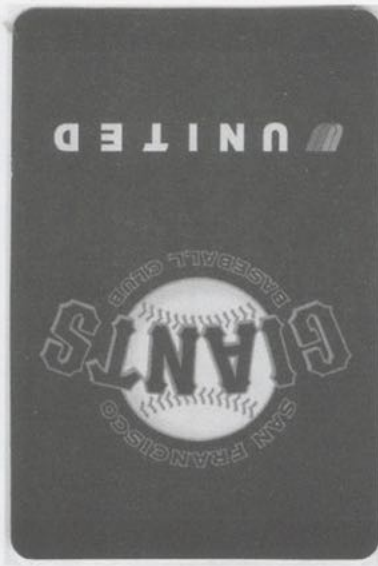


Figure 12

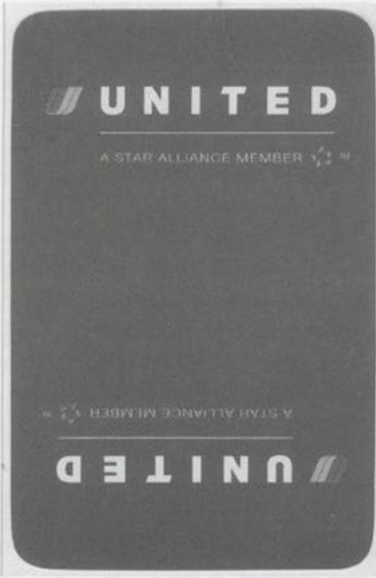


Figure 7



Figure 8



Figure 9



Figure 5

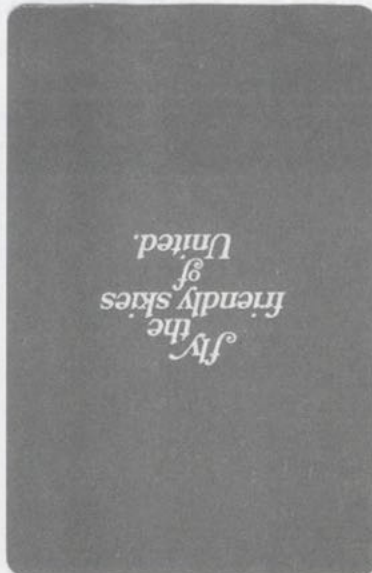
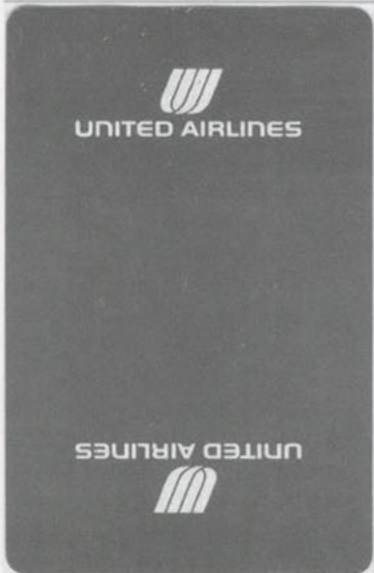


Figure 4



Figure 6



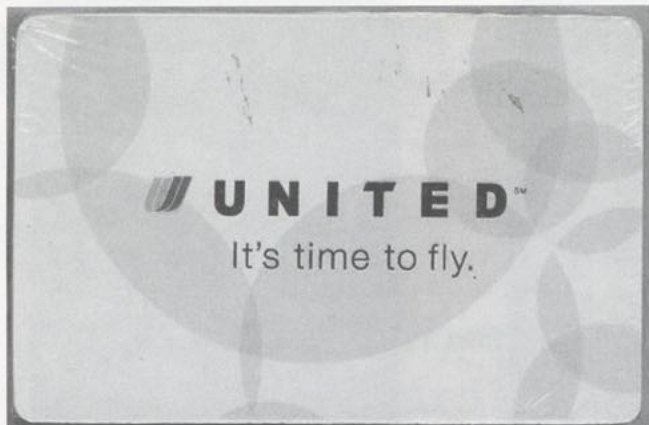


Figure 13



Figure 14

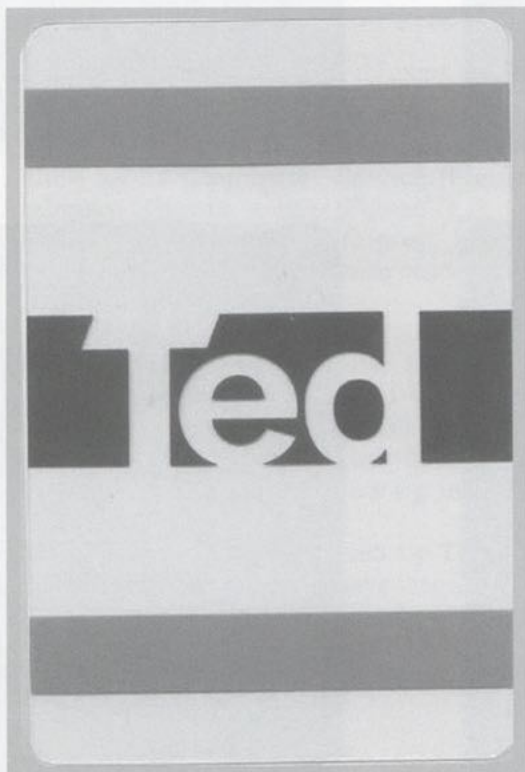


Figure 15

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

- 26-1 TWA – Trans World Airlines
SOLD OUT!
- 26-2 US Airways Memorabilia
- 26-3 Latin American Airlines
- 26-4 Commuter & Regional Airlines
- 27-1 Airlines of Canada
- 27-2 European Charter Airlines
- 27-3 The Convair Twins
- 27-4 Airlines of Africa
- 28-1 South Pacific Adventure
- 28-2 Airlines of Scandinavia
- 28-3 Eastern Air Lines
- 28-4 Douglas DC-7
- 29-1 Airlines of California
- 29-2 Airlines of the Middle East
- 29-3 The Boeing 727
- 29-4 Airlines of Alaska
- 30-1 Milwaukee and Upper Midwest Airlines
- 30-2 Meet The Fokkers!
- 30-3 The Airlines of Hawaii
- 30-4 A Capital Experience
- 31-1 British Airways
- 31-2 Airlines of Japan
- 31-3 India and her Airlines
- 31-4 The Lockheed Constellation
- 32-1 EL AL Israel Airlines
- 32-2 The Mighty DC-10

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Flying Stamps

By Jim Edwards

United Airlines

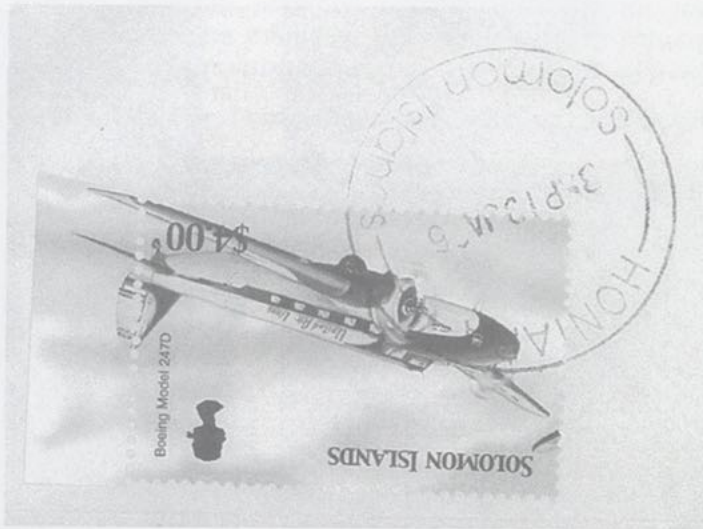
Believe it or not, United Airlines' aircraft have been prominently displayed on postal stamps from around the world. I hope you enjoy this selection!



The African nation of Sierra Leone issued this stamp in 1997 to honor the "Development of the Civil Airliner". The aircraft is a United Airlines Caravelle.



Another series of stamps were also issued in 2003 to commemorate 100 years of flight by the British Virgin Islands. This stamp from the Caribbean shows a United Airlines Douglas DC-4.



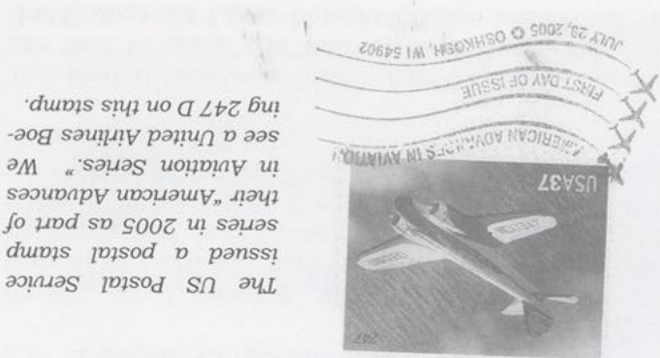
A United Airlines Boeing 247 D is portrayed on this 2003 stamp issued by the Solomon Islands in the Pacific. This series also celebrates 100 years of flight.



The island nation of Niue, located in the South Pacific, printed this series of stamps in 2003 to celebrate 100 years of aviation. Niue is also known as "The Rock of Polynesia." Above, a sheet with a stamp showing the forward section of a United Airlines Boeing 767. Below, we see a United Airlines Boeing 737-200 and a Boeing 377 Stratocruiser.



The Republic of Guinea honors the "History of Aviation" with this 1979 issue showing a United Airlines Boeing 727.



The US Postal Service issued a postal stamp series in 2005 as part of their "American Advances in Aviation Series." We see a United Airlines Boeing 247 D on this stamp.

Timetables

By David Keller

dkeller@airlinetimetables.com

United's Schedule History

In the history of commercial aviation in the United States, United Airlines holds a place as one of the pioneer airlines that helped to shape the industry. Like other airlines considered to be trailblazers, United has made numerous contributions to air travel over the years.

United Air Lines was created in 1931, as a subsidiary of United Aircraft & Transport Corporation, which was largely controlled by Boeing, the Seattle-based aircraft manufacturer. Four companies (Boeing Air Transport, National Air Transport, Pacific Air Transport and Varney Air Lines) were all brought under the banner of the new carrier, creating the "World's Largest Air Transport System".

Varney Air Lines operated between Salt Lake City and Seattle. This company's first flight on its air mail contract route between Pasco, Washington and Elko, Nevada took place on April 6, 1926, which is considered to be the beginning of United.

National Air Transport operated New York - Chicago and Chicago - Dallas routes. In the timetable dated December 1, 1930, passenger service was being operated only on the Chicago - New York route (with stops in Cleveland and Toledo). Service to Dallas was air mail only, and is shown on the route map but not in the schedules.

Boeing Air Transport operated a route between Chicago and San Francisco. In combination with the other airlines' networks, this route allowed United to be a transcontinental airline. The carrier's undated timetable contains the schedules for both Boeing and Pacific Air Transport, and shows that the two carriers were already part of United Aircraft and Transport Corporation.

Pacific Air Transport, which (as previously mentioned) was already part of the Boeing System before being merged into United, operated along the West Coast, between San Diego and Seattle. The illustrated timetable for Pacific Air Transport is dated February 1, 1928.

The United timetable dated July 15, 1931 is one of the first to show the four airlines operating under the United Air Lines banner. Those individual sub-

By AIR
with **BOEING**
SYSTEM

NEW YORK
CHICAGO
SAN FRANCISCO

SEATTLE TACOMA
PORTLAND
OAKLAND
SAN FRANCISCO
SAN DIEGO **LOS ANGELES**

"Fly with the  *Air Mail"*

Division of United Aircraft and Transport Corp.

Boeing Air Transport, Undated Timetable (Image via Craig Morris)

sidaries were identified both on the cover as well as in the schedules inside. It also appears that United printed different versions of the timetable for its various destinations, as I have seen other timetables for this same date which have a biplane depicted on the cover, and a different list of destinations above the route map.

One of United's earliest innovations was the introduction of the Boeing 247, which is often referred to as the "First Modern Airliner". This aircraft went into service with United in March of 1933, and is depicted on the cover of the timetable dated June 20, 1933. By this point, the 247's were operating the majority of the airline's flights.

United's close relationship to Boeing, allowed the airline to secure delivery of the first 60 247's to be produced. Rather than stand in line behind United, TWA requested proposals from several other manufacturer for an aircraft that would be superior to the Boeing, and received such a proposal from Douglas Aircraft. The unintended result of United being controlled by Boeing was the development of the DC (Douglas Commercial) commercial line of aircraft that began with the DC-2 as the first production model. Customers lined up for the DC-2, and the rest is history. Douglas would build thousands of DC transports, dominating the industry for the next several decades. (By contrast, only a handful of 247's were built beyond the 70 that eventually went to United, and Boeing did not reemerge as a major manufacturer of airliners until the development of the 707.)

In early 1934, the government cancelled all air mail contracts. Following a failed attempt to have the army carry the mail, new contracts were awarded later that year. However, one stipulation was that the new contracts should not go to any firm that was both an aircraft manufacturer and operator, which forced Boeing to dissolve United Aircraft & Transport Corporation. The airline was reincorporated as United Air Lines, and was awarded contracts on the majority of the routes it had previously been serving. (Most notably, the route to Dallas was no longer part of United's system.)

Douglas was in the process of capitalizing on the success of the DC-2, and proceeded to develop the Douglas Sleeper Transport (DST), also known as the DC-3 when fitted with seats rather than sleeping berths. United was quick to realize the increasing competitive disadvantage of its Boeing 247 fleet, and in 1937 became the second airline to place the DC-3 into service. The carrier dubbed the type "Mainliners", and would refer to their aircraft as such for many years to follow. The timetable dated March 1, 1937 finds the DC-3 in service between Chicago and New York as well as between Los Angeles and San Francisco.

Prior to the United States' entry into World War II, United was working with Douglas on specifications for the next generation of airliner, the DC-4. The design was pushed into wartime production and did not see service with the airlines until the war had ended. The United timetable dated March 1, 1946,

shows the first "Mainliner 230" (DC-4) services, New York to San Francisco with only 2 stops (Chicago and Denver).

The DC-4's time as the flagship of United's fleet was short, as the larger, pressurized DC-6 entered service just over a year later. The timetable dated June 1, 1947 promotes the New "Mainliner 300", which was operating transcontinental services with only a single stop. The Six was also flying on the carrier's recently added route from San Francisco to Hawaii.

Among the more unusual services flown by United was its operation to several cities in northern Nevada, including Elko, the original southern terminus for Varney Air Lines. Until early 1970, DC-6's operated a San Francisco - Reno - Elko - Ely - Salt Lake City roundtrip service. However, United wanted to phase out the last of its propeller aircraft, but the airports at Ely and Elko weren't suitable for jet service. The solution was a lease arrangement with Frontier Airlines to fly the route with Convair 580's beginning March 1, 1970. The timetable dated January 15, 1970 is the first to show the flights being operated by Frontier. (This is a revised edition of the January 15th timetable, possibly created specifically for this change.) This was also the only issue to indicate that the flights were indeed operated by Frontier, as the "double plus sign" symbol and accompanying footnote does not appear in subsequent timetables. The cover of this timetable also displays the modified titles introduced with some paint scheme modifications in 1969. These colors were dubbed "stars and bars".

In 1974 United Airlines unveiled a completely new image, including the "Double U" logo which, despite several additional image changes, is still in use today. The illustrated timetable dated September 9, 1974 is another instance of United issuing 2 timetables for the same date. The original issue for this date had a different cover photo with the old colors and titles.

Over the years, United has certainly contributed numerous innovations to the industry. One of the most significant was stewardess service, a concept that was introduced on May 15, 1930 by predecessor Boeing Air Transport. The timetable dated April 27, 1980 commemorates the 8 women who became the first flight attendants some 50 years earlier, creating a new profession in the process.

United Airlines was the first airline to operate a number of aircraft types, such as the DC-8 and Boeing 720. The September 9, 1982 timetable promotes one of United's "firsts", the introduction of the Boeing 767.

As we are all well aware, the printed timetable has largely become a thing of the past, especially for American carriers. United was one of the first airlines to make a serious attempt to eliminate printed timetables, when it decided to discontinue the public timetable and create a highly condensed version for frequent flyers only. The May 1, 1988 was the first of United's Frequent Flyer Timetables, showing only direct flights and referring to cities with airport codes. (This condensed the flight schedules down from about 230 pages in the prior issue to just 16 1/2 in the new format.) These timetables were any-thing but "user-friendly", and in 1989 the Frequent Flyer Timetable was modified to show both connections and the actual names of the departure cities rather than just the airport code. (Actual names for the destination cities would not return until 1992.) In 1990, the timetables were no longer "Frequent Flyer Timetables", and I believe that is when they again became available to the general public.

While United Airlines carries with it a proud history as an aviation pioneer, it has also become one of the enduring icons of the industry. Since its creation in 1930, it has been one of the largest air carriers in the nation, and is poised to remain such for many years to come.

(The author would like to thank Craig Morris for supplying scans of the Boeing and Pacific Air Transport timetables.)

■ FROM ELKO, Nev. (PST)			
To Ely, Nev. (PST)	8:20P	6:52P	8161
To Reno, Nev. (PST)	12:35P	1:33P	8371
To Salt Lake City, Ut. (MST)	9:03P	9:03P	8161
To San Francisco/Oakland/San Jose, Cal. (PST)	12:35P	2:53P	8371
■ FROM ELY, Nev. (PST)			
To Eiko, Nev. (PST)	11:45A	12:20P	8371
To Reno, Nev. (PST)	11:45A	1:33P	8371
To Salt Lake City, Ut. (MST)	7:10P	9:03P	8161
To San Francisco/Oakland/San Jose, Cal. (PST)	11:45A	2:53P	8371

Frontier Airlines operated flights showing in the January 15, 1970 timetable for service to Elko and Ely, Nevada.

United
Air Lines
System Timetable

Effective January 15, 1970
*Call United for details

Another United first, which occurred in the October 28, 1984 timetable, was significant for little more than public relations. With this issue, United added service to a number of cities, allowing it to lay claim to being the first airline to serve at least one city in each of the 50 states.

Up to and including the 1970's, United's network was almost entirely domestic, with the only exceptions being a few routes to Canadian destinations. In the early 80's, United added service to the Yucatan in Mexico, but the big push towards international expansion started in 1983 with a new trans-pacific route to Tokyo. The March 2, 1983 timetable promotes the new service, which was to start on April 2nd with five weekly nonstops from Seattle and one from Portland.

The Pacific was widely viewed as the best opportunity for growth, and in 1986, United greatly expanded its presence in the region by purchasing Pan Am's Pacific division for \$750 million. The March 2, 1986 timetable was the first to show the expanded Pacific network, which not only gained the airline a foothold in many popular markets, but also resulted in 747SP's and L-1011's appearing in United colors for a short time.

EFFECTIVE JUNE 1, 1947




UNITED'S GIANT, NEW
MAINLINER
THE DOUGLAS DC-8
300

World's FASTEST, finest dirliner

PASSENGERS • MAIL • EXPRESS • FREIGHT



UNITED

Our Friendly Times
September 9, 1974



September 9, 1974




UNITED AIRLINES

Our Friendly Times
April 27, 1980 Vol. 3



50 Years of Flight Attendant Service
On May 15, 1930, eight young women took to the air as flight attendants for a United Airlines predecessor. They were the world's first stewardesses, and they pioneered a profession for women and men with airlines around the globe.

April 27, 1980




UNITED AIRLINES

Our Friendly Times
March 2, 1983 Vol. 2

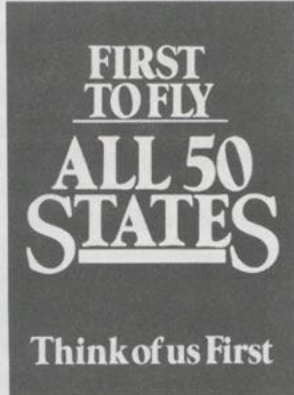


March 2, 1983



UNITED AIRLINES

Our Friendly Times
October 28, 1984 Vol. 7



October 28, 1984



UNITED AIRLINES

Our Friendly Times
March 2, 1986 Vol. 3



Hong Kong

March 2, 1986



UNITED AIRLINES


Our Friendly Times
September 9, 1982 Vol. 6

If you had a favorite airplane, this one's going to take its place.



United's 767

September 9, 1982



UNITED AIRLINES

Frequent Flyer Timetable

MAY 1, 1988

New Non-Stop Dom. Srv. and High-Density Domestic

134.7

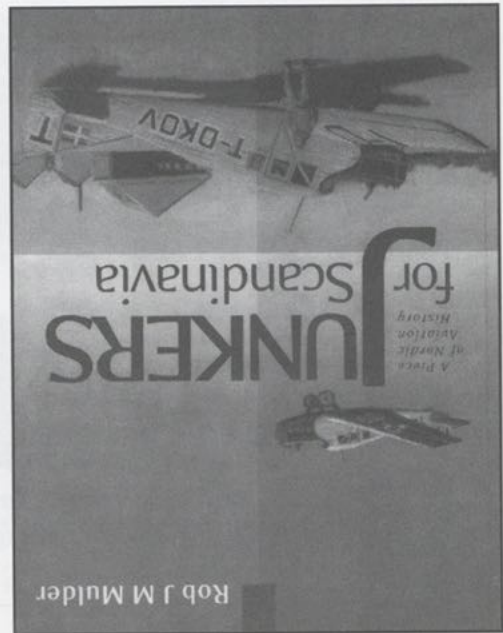
May 1, 1988

FM	TO	DEP	ARR	FLT	EQP	FREQ	ST	ML	MI
ABQ	IAD	7:05a	8:10a	2550	UA*	X7			160
IAD	IAD	12:10p	1:15p	2567	UA*				160
IAD	IAD	6:50p	8:00p	2597	UA*	X6			160
MDT	ORD	9:32a	10:02a	980	727	X7			77
ORD	ORD	7:40a	8:29a	981	727				B 655
ORD	ORD	9:32a	11:29a	980	727	X7	1	S	671
ORD	ORD	5:10p	6:04p	529	727				S 655
ABQ	DEN	8:30a	9:37a	428	727				S 339
DEN	DEN	10:20a	11:32a	878	727				339
DEN	DEN	4:35p	5:49p	580	727				339
DEN	DEN	6:49p	8:00p	307	727				339
ELP	ELP	1:41p	2:32p	749	727				224
ELP	ELP	10:14p	11:01p	875	727				224
ACV	OAK	10:40a	12:50p	3415	UA*		1		261
SFO	SFO	7:00a	8:00a	3515	UA*				250
SFO	SFO	7:00a	8:10a	3291	UA*	X7	1		291
SFO	SFO	9:00a	10:10a	3351	UA*				250
SFO	SFO	10:40a	11:50a	3415	UA*				250
SFO	SFO	1:10p	2:20p	3353	UA*				250
SFO	SFO	2:50p	4:00p	3418	UA*				336
SFO	SFO	4:45p	5:55p	3355	UA*				250
SFO	SFO	5:00p	6:10p	3293	UA*	X6	1		291
SFO	SFO	7:30p	8:25p	3410	UA*	X5			250
SMF	SMF	7:00a	8:15a	3291	UA*	X7			296
SMF	SMF	10:15a	11:30a	3299	UA*	X67			296
SMF	SMF	5:05p	6:20p	3293	UA*	X5			296
AKL	DEN	7:45p	9:11p	812	747	X23	2	D	7794
HNL	HNL	7:45p	5:55a	812	747	X23	2	D	4389
LAX	LAX	7:45p	5:09p	812	747	X23	1	D	8945
SYD	SYD	9:10a	10:25a	811	747	X23		L	1345
ALB	IAD	7:00a	8:15a	2611	UA*	X7			325
IAD	IAD	12:00p	1:15p	2607	UA*				325
IAD	IAD	5:45p	7:00p	2627	UA*	X67			325
ORD	ORD	8:05a	9:08a	457	727				B 723
ORD	ORD	8:05a	9:08a	537	727				B 723
ORD	ORD	10:22a	11:17a	849	727				S 723
ORD	ORD	4:52p	6:00p	837	727				D 723
ORD	ORD	8:10p	9:12p	405	727	X8			723
PWM	PWM	2:45p	3:26p	506	727				187

Insert, May 1, 1988

Book Reviews

Joop Gerritsma
F27f28@hotmail.com



Sub-titled 'A Piece of Nordic Aviation History,' this book describes the attempts by the German Junkers company to establish airlines in Denmark after the First World War when aviation in Germany was restricted.

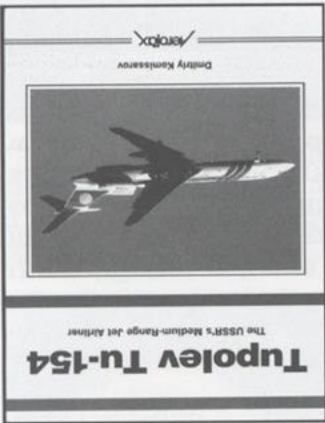
The author provides in great detail the efforts to establish Dansk Lufttransport and he doesn't seem to have missed even the smallest detail. In fact, nearly 2/3 of the 122 pages of narrative deal with this subject. But the company lasted only a year, partly because the government favored Det Danske Luftfartsselskap (DDL). There are also eleven pages of detailed tables with traffic figures, flights, a bibliography and an index.

Junkers' efforts in Sweden, Norway, Finland and Iceland are mentioned in much less detail, even though ABA (Sweden) and Aero OY (Finland) became major airlines in 1919-1939.

Printed on heavy glossy stock, this hardcover book has nearly 90 great B&W photographs of early Junkers and other aircraft and people (many photos never published before outside Scandinavia). There are also historic documents and a pair of color side views. Several timetables and stickers are reproduced in color on the back cover. Page size is 8x13 inches.

People with a strong interest in European airline history of the early 1920s will appreciate the wealth of information and photos Rob Mulder has gathered. For them, it will be a feast.

To order, you can send an e-mail to: book@europeanairlines.no and Rob Mulder will e-mail you back an invoice - Review by Joop Gerritsma



Tupolev Tu-114 and Tupolev Tu-154

By Yefim Gordon and Vladimir Rigmán (Tu-114),
Dmitry Komissarov (Tu-154).

Midland Publishing, Hinkley, England. Soft cover, 8 1/2 in x 11 in, \$36.95 each.

ISBN (Tu-114) 1-85780-246-2 and (Tu-154) 1-85780-241-1.

The Midland books about Russian airliners have achieved almost iconic status in the past 10 years for the extensive coverage of their subjects as well as for the quality of production. It is amazing to see how many previously-unknown details and photographs are emerging from what once was "behind the Iron Curtain."

These titles present in great detail the development and operational careers of the Tu-114 and Tu-154 aircraft, and along the way the reader will find a number of facts and planned developments that were totally unknown in the West - until now.

Both books are printed on top quality glossy paper and are illustrated by numerous photographs (240 and 280 respectively), including many close-up detail shots. Especially the Tu-114 book shows some stunning photographs of this, once the largest airliner in the world. While both books have B&W and color photographs, Tu-154 color shots outnumber the B&W shots by a large margin, simply because the aircraft was and still is frequently seen in the West. Review by Joop Gerritsma

Dining Service

By R. R. "Dick" Wallin

rrwallin@aol.com

United Airlines

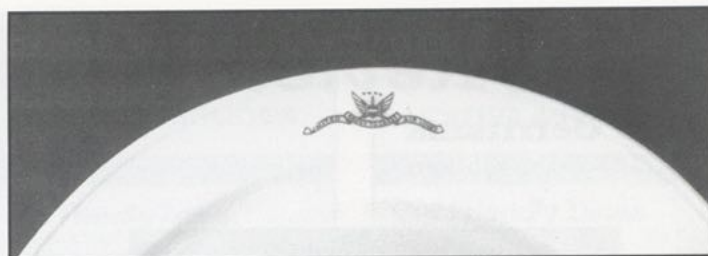
United was an early user of ceramic dinnerware and over the years had many nice and attractive patterns. In the late 1990s, I am told that they used three different patterns at the same time (the silver mesh, the pink and gray, and the gray loop). In some cases, you might have two patterns on the same flight. In others, only one depending on whether the flight was domestic or international and whether the aircraft was configured for two or three class service.



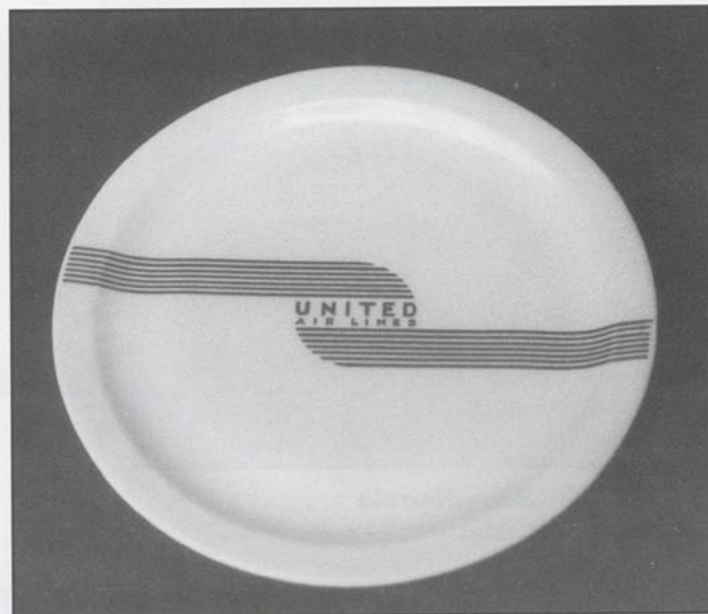
This light blue plastic ware was embossed with a variant of United's shield logo with ribbing on the sides and a star in the center. It is believed to have been introduced in the late 1940s and was still used into the early 1960s. There are also some examples of this design found in light yellow color pattern.



(Figure 2) This very lightweight pale yellow ware is believed to be from the 1930s. Only the two size plates and cup and saucer are known to exist. See Figure 3 for marking detail.



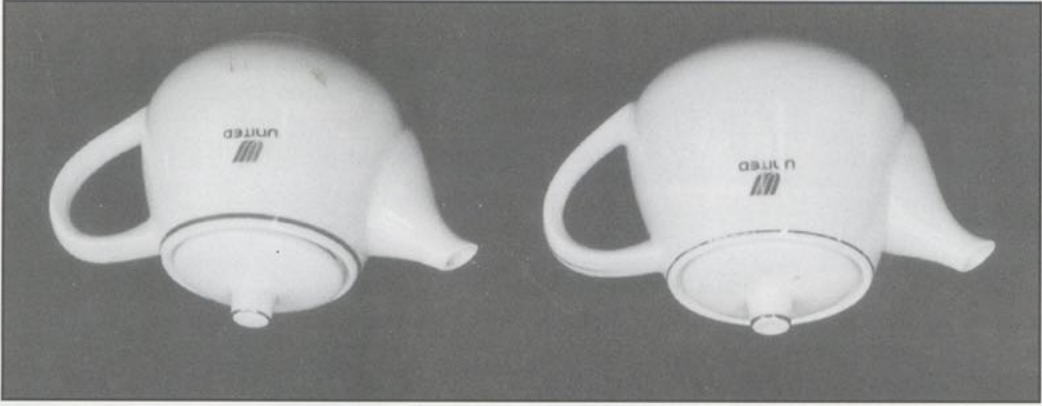
(Figure 3) Close-up of the markings in black on the piece shown in Figure 2. The banner below the shield says "Coast to Coast".



Known as the "Mainliner" pattern, this china features dark blue markings. It is made by Shenango China Co. which did not use date coding at this point. Research into printed United's materials would seem to indicate that the lettering style is consistent with that used in the 1939-1940 time period. This is a very rare china pattern. Two different size plates and a pedestal cup are the only known pieces to exist. United did have red and blue salt and pepper shakers marked like this, but they were made of cardboard, and a couple of small sauce cups marked likewise were made of a wax coated paper material.

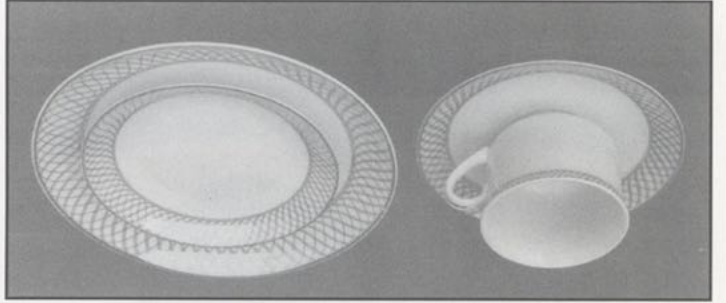


Two variations of United's shield logo are featured on these two sets. On the left, the set is in silver with no manufacturer's marks. At right is the attractive Syracuse China pattern known as Debonair Silhouette with gold markings and a ripple design.



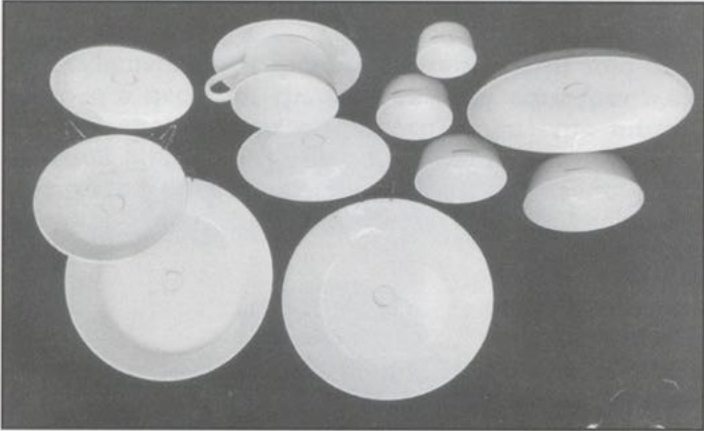
The two teapots shown below may look identical with the familiar 'double U' logo: the left has silver markings; the right is a test piece with the logo and striping in red and blue. Made by Rego.

This 'silver mesh' pattern was used in the late 1980s and into the 1990s, almost always for international First Class service. Made by Wessco.



These are two different patterns used in United's Red Carpet Clubrooms; the markings, as you might expect, are in red.

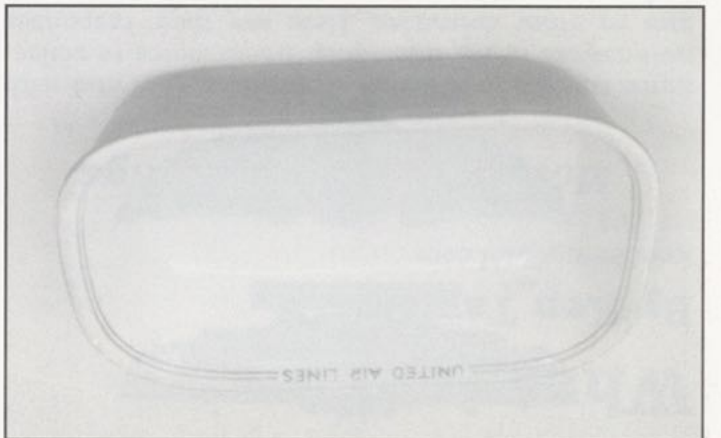
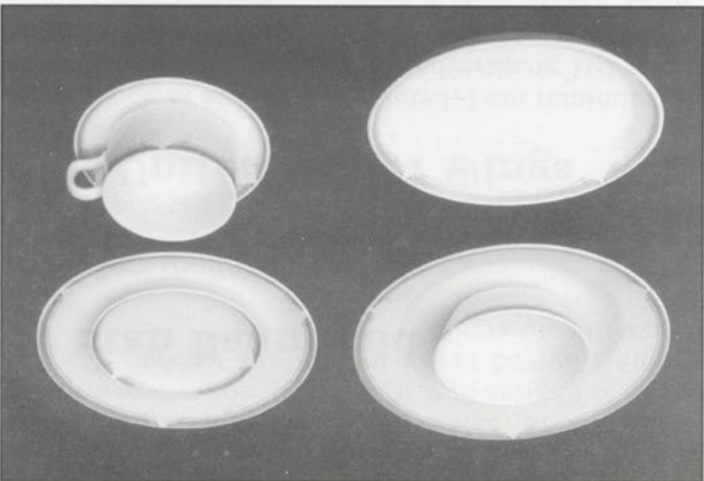
Here's what I call the 'gray loop' pattern that was first used in International Business Class, but now seems to be found in just about any type of United's premium service, both domestic and international. Made by Nortake.



Known as the "Connoisseur" pattern, it was named for United's domestic Business Class service, but it was also used for domestic First Class. Markings are in pink and gray. Made by Nortake.



There are several variants of the blue casserole dishes used by United. This example has a dark blue exterior, twin pinstripes and the name in blue. Made by Hall China Company.



Jr. Wings

By Stan Baumwald

stanwing@bellsouth.net

United Junior Wings

When I look at airlines like United, I am reminded of an adage that my professor in Advertising 101 said: "Advertising pays for itself". How true and United Airlines followed that up with lots of Junior Crew wings. I count 29 different junior wings that the airline put out and then we have a few more put out by cereal boxes, gift shops, etc.



Fig. 1

The first juniors that I have were made of pot metal and there were a great variety of the first issue. I am showing (Fig. 1) a "Future Pilot" wing and this had the logo painted on but shortly after, the airline went to a decal for the logo as I am sure that was less expensive. But this style was made in gold and silver and for Junior Pilots and Junior Stewardesses. Some had a scalloped shield and others had small lettering.



Fig. 2

Then the company changed over to a slim looking wing (Fig. 2) that was one each for the "Junior Pilot" and another for the "Junior Stewardess", a system they maintained for quite some time until they went generic and started with "Future Pilot" later on.



Fig. 3

The next issue had the "Future Pilot" (Fig. 3) and though this was still the UAL logo in color, they then put out two more issues but these were not colored and all in a blackish metal color. With that, they ended up the metal wings and started plastic.



Fig. 4



Fig. 5



Fig. 6

The first was a "Future Pilot" (Fig. 4) standing alone as this was the only one made of this series but they shortly followed with two similar wings but changed the name bar to include one for the "Future Stewardess" and another for "Future Flight Attendant" (Fig. 5). These were the last of the pin backs and the airline switched to stick-on (Fig. 6) which were never popular with collectors. And there are several varieties of this type of wing.



Fig. 7

Of the half a dozen other junior wings that were produced by various companies, my favorite is the one that is an exact replica of a UAL hat badge (Fig. 7).

United has not put out a junior wing for some time now but that does not mean that juniors are not happening elsewhere. Recently, I came across two different new juniors and would like to share them with you. One is from Hawaiian Airlines (Fig. 8) and this I picked up at the recent collectible show in Atlanta. It is about 3 1/4" wide and a stick back. A very, very pretty wing.

(Continued on page 24)



Fig. 8

What is It?

By Ken Taylor

keebeetay@aol.com

More Wings and Things

Since the last issue of *The Captains Log*, and with no answers to my questions, I sent notes to collectors in other countries. Here are their responses and more questions.

A note from Michael Webster of Australia identified Fig. 1 as being from Nordstess Airline, a division of Ansett. This wing is definitely from Australia but no mention of date, or base of operations.



Fig. 1

A letter from Estonia informed us that Fig. 2 is from "Avies Air" of Estonia; issued in 2006, and the wing in Fig. 3 is from Condor Berlin.

Fig. 2



Now, some of the questions from these collectors, Do you have the answers?

Fig. 4



The wing shown in Fig. 4 is obviously from Germany, but, from which airline?

The next group of pictures came from Mr. Frye in Indiana. He asked what airline companies are badges; Figures 5, 6, 7, 8 and 9, and where are they from? I agreed to try to find out for him. Do you know the answers?



Fig. 5



Fig. 6



Fig. 7



Fig. 8



Fig. 9

Picture # 10 has been shown in the past but we still don't have information on this wing. Can any collectors in the UK help us out?



Fig. 10

(Continued from page 22)



Many of you have heard of and possibly flown on Westjet Airlines of Calgary, Canada. Westjet has for the last decade used an embroidered wing on the leather jacket and dress jacket. One collector claimed the wing was a crappy thing. Well, the airline now has a metal wing, a simple, and yet, I think, an attractive piece. I had to borrow this badge from a pilot, who followed me to the copy machine, and when I had this picture in my hand, he pinned the wing back on his jacket and I never saw him again. Maybe one day I will have an example of this wing in my collection. Do you have any questions? Or any answers?

Ken



Fig. 9

Then a friend of mine at Midwest Airlines (Fig. 9) was kind enough to send me the latest issue from this great airline. I have never heard anything bad from anybody who ever flew Midwest and that in itself is a great compliment. The junior is a Stoffel style but has a patent number on the reverse and a PIN BACK. It comes in a plastic bag with an insert that says "Junior Pilot" and a space for the name of the junior. This was a promotional item with Midwest and Pepsi.

Happy Collecting,

Stan

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Airline Happy Hour

By Al S. Tasca

alstasca@bellsouth.net

United's Swizzle Sticks

The topic for this issue is United Airlines. The set depicted here, I believe, is an early set, because of the script style writing on the shank and the fact that the name "Air Lines" is two words instead of one, or just "United". These sticks came in 28 basic varieties, seven sticks and seven picks showing seven different destinations.

Although the sticks and picks are identical in every way, one set of sticks and picks have the name written on both sides of the shank while both sides of the shank on the other set has no name on it.

The seven destinations, shown below right, from left to right, are as follows: Chicago (Park Fountain?), Hawaii (Pineapple), Los Angeles (Movie Camera), New York (Statue Of Liberty Head), The Rocky Mountains (Bucking Bronco), San Francisco (Streetcar) and Seattle (The Space Needle).

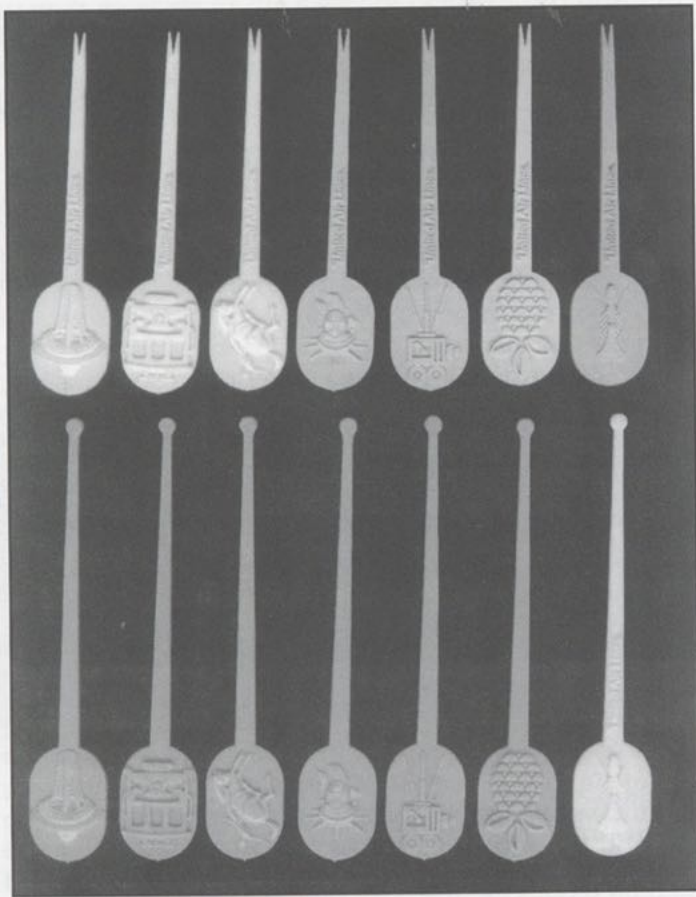
All the sticks and picks are flat plastic but the writing and logos are raised. The sticks measure 5 1/2" long and the picks are 4 1/2" long. The oval shaped tops on both the sticks and picks in both varieties are all the same size, 1" across by 1 3/8" long. This totals 28 different sticks.

But wait, it doesn't stop there. There are also color variations. I have examples of these sticks in pure white, three shades of light beige, two shades of dark beige, in yellow and in chocolate. If all of these variations came in the original 28 styles mentioned above, that would make a total of 224 different sticks.

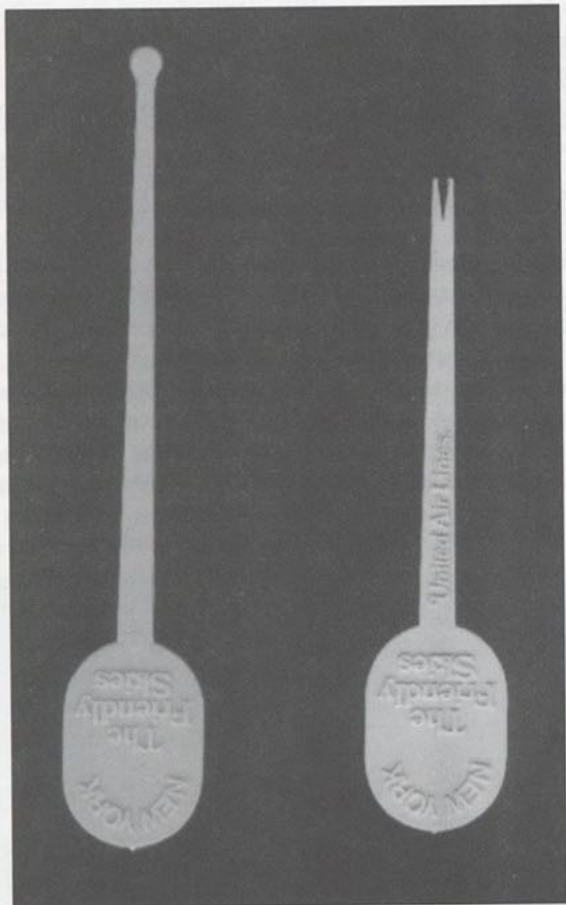
If anyone knows of any other destination or color variation, please let me know. The view on the upper right shows the reverse side of a pick and a stick, (New York); one with the writing on the shank and one without. The backs of all the other destination sticks and picks are the same with only the name of the destination being different. Incidentally, all the sticks that I have are made by "Spir-it USA".

Enjoy your favorite beverage in first class comfort!

Front Side



Reverse View



Wings! Badges!

By Charles F. Dolan

wingcobda@yahoo.com

United Airlines

Over the years, the insignia used by United Airlines have had a consistency about them. The center of the insignia, whether wing or cap badge, was a three color shield. There were wings on either side of the shield and in most cases, there were four stars above the shield. There is also a three bladed propeller behind the shield. The one major departure from this format came about in the early 1960s when UAL introduced jet aircraft. In an attempt to show the changing times, the propeller was removed from the insignia. This change was met by near mutiny by the employees and before too long, the propeller was restored and remains part of United's insignia today.

The first wing and cap badge shown here are of bullion thread and a center device which had curved lines between the colors of the shield. The next issue had the same layout, but there were straight lines between the colors of the shield. In the late 1940's, United began service with four engine transports needing flight engineers. I have a wing made of silver bullion thread, which has only the outline of the wing feathers in silver bullion. I was under the impression that this wing was worn by flight engineers. The wings with the feathers filled in with bullion thread were those worn by pilots. Recently a wing appeared on eBay which had the feathers "unfilled" and I sent a message to the seller telling him that it was a flight engineer wing. He responded and said that it had been issued to him when he began a career with UAL as a pilot. If anyone can verify that this wing was used by pilots, and indicate at which point the feathers were filled in, I would appreciate that information.

The pilot wing and cap badge used by United Air Lines today are like a cat, having multiple lives. They were first used in 1952, replacing the bullion thread on black wool issue. In the mid-1960s, the propeller disappeared and was later restored. The base metal went from silver to gold when the United Air Lines pilots were dressed in brown uniforms. Today, even while the pilot uniform has become dark blue, the insignia are still gold.

During World War II, airline pilots did yeoman service by assisting the military in moving aircraft from point A to point B. To prevent these men being treated as spies in the event of being forced down in enemy territory, they were placed into the uniform

of the Air Transport Command. I have included images of an ATC/United Air Lines pilot ID badge and the insignia worn by ATC crews. If you want to go on a trip down memory lane, rent the John Wayne movie "Island in the Sky". It is based on an exploit involving ATC crews. All of the airlines flying for ATC used the same basic badges and wings.

And now for the reason behind the brevity of this article. We are in the midst of preparations for our return to the United States after a five year tour of duty in Bermuda. We will be relocating to The Villages, Florida where I will have to learn to refer to that unpleasantness in the 1860s as "The War of Northern Aggression". Our new address is listed on the page 2 editor listing.

Have a great holiday season and a fantastic New Year.



UAL Pilot Wing 1937-1945

This is a clutch back wing composed of silver bullion thread and a silver tape just at the inner upper edges of the wings, next to the shield. The shield is of a silver metal with red enamel at the top and blue enamel at the bottom. The words "AIR LINES" are black enamel. There is a deep curve to the silver band between the red and blue parts of the shield. There is a brass plate within the black wool background of the bullion thread and shield and the back of the wing.



UAL Pilot Wing 1945-1952

This wing is of similar construction, but with a pin back. It seems only a few grams lighter than the previous issue. The silver band between the red and blue enamel now has straight edges and the words and star have been relocated. "UNITED" is now in blue enamel. This wing has a shiny label which bears the name "GEMSCO" above the words "NEW YORK, N.Y." "GEMSCO" also appears within a wreath at the left side of the label

Two varieties of silver metal cap badges were used between 1952 and the late 1960s. The first type had the wings, stars, shield and propeller and another style was introduced at the beginning of the jet age. This second style was not well received by the employees of United Air Lines and it was discontinued in short order. (Did air carriers REALLY listen to their employees at one time??)

Post 1952 Metal Cap Badges



The first example, with the propeller is mounted on a black backing of felt with a leatherette type material on the back side. The wings and shield are of silver metal. The propeller is gold color metal. There is no hallmark. The insignia has a single screw post and two positioning pins.

The second version is that from which the propeller has been removed. It has a screw post and two positioning pins. The hallmark has the word "STERLING" curving over a large "L". I assume the "L" stands for "Leavens". The words "UNITED AIR LINES" are stamped into the scroll under the shield.



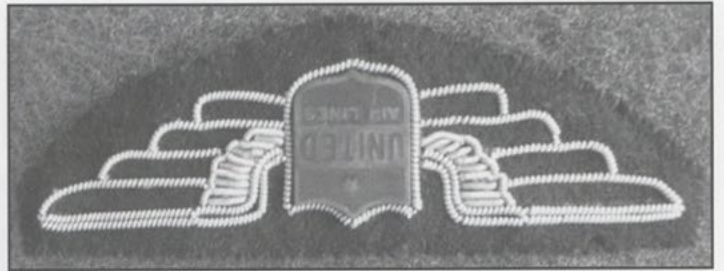
The color of the base metal of the wings and cap badges changed from silver to gold when United changed the pilot uniforms from blue to brown. The shield remained silver in color with "UNITED" in black enamel. The cap badges had a brown felt like patch between the hat material and the metal badge. The cap badge is hallmarked "STERLING" on one side and "LEAVENS MFG. ATTLEBORO, MASS." on the other side.



UAL Pilot Cap Badge Type 2

This badge is composed of silver bullion thread and tape on a black wool backing which covers a brass plate that provides the shape of the badge. The propeller blades are of gold bullion thread and the center shield is of the same design as that of the type 2 wing. I have seen photographs of the Type 1 cap badge and that mirrored the design of the center shield of the Type 1 wing.

This badge has a single screw post to hold it to the hat and there are two positioning pins to keep it in place. A small stick-on label has "GEMSCO" within a wreath and the wording "BACKGROUND ALL WOOL EXCLUSIVE OF ORNAMENTATION".



UAL Flight Engineer Wing

I will stick with my "gut feeling" and call this wing the one used between 1947 - 1952 by the flight engineers aboard DC-4, DC-6 and Boeing Stratocruiser aircraft. The wing is pin back and at one time probably had a stick-on label as previously described. There is now residue of the glue which failed to hold the label in place to this date. The major difference between this wing and that of the pilot wing is that there is no silver bullion thread within the "feathers" of the wing. This has to indicate a major difference of job description.



Early UAL Captain's Cap

The cap is of blue/grey material with the cap badge attached to the head band of the cap. The words "UNITED AIR LINES" are embroidered into the headband. This form of identifying the air carrier was also used by American Airways, American Airlines and Northeast Airlines in their early days.

United's ATC Presence During World War II



United ATC Cap Badge

The badge is bronze in color and has two screw posts, one on each wing, to attach it to the cap. There is no hallmark.



ATC Pilot Wing

The wing shown is the basic pilot wing, higher ratings had the addition of a star and a star within a wreath as one became a senior and command pilot.



United ATC Crew ID Badge

The badge is an aluminum shield with a red background and black lettering. There is a plastic film over the paper.

Back of the ID badge has an alligator clip to fasten it to the outer garment.

Additional United Airlines Insignia Dr. Charles Quarles Collection

The following United Airlines wing and badge insignia information comes from WAHS member and noted wing and uniform collector, Dr. Charles Quarles. Thank you for sharing this information with us! We always welcome contributions from WAHS members.

The Early Years



Boeing Air Transport Pilot Wing

Sterling; pinback
No manufacturer hallmark



National Air Transport

Pilot Hat Badge

Bullion badge (gold bullion with red and blue coloring in the "NAT" and "arrow") with attached elastic hat headband.

Additional United Airlines Insignia Dr. Charles Quarles Collection

The Background on Service Year Stones

Flight Attendant Wings:

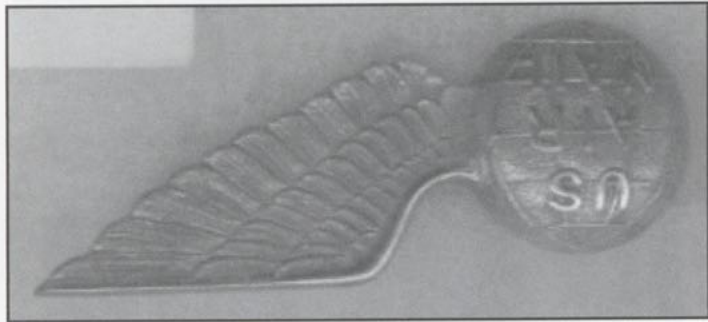
The current (silver) Flight Attendant wings are as follows:

Years of Seniority: Number of Stones:

1-9	none
10-14	one
15-19	two
20-24	three
25-29	four
30-34	five
35-39	six
40+	seven

(United has had a few Flight Attendants who served 50 years but no special wing were made for them.)

Thank you to John Corpening for this information.



The single or 'half-wing' was the Co-Pilot wing. It also in gold and has "United Air Lines" on the reverse and is pinback



This wing was used 1937-45 by various departments. I have seen "Station Manager," "Passenger Agent," "Dispatcher," and "I'm certain there were probably others such as "Radio" etc. The wing is sterling and the bar is attached on the reverse and can be removed.

Here is the information relative to the service year stones on United's pilot and flight attendant wings:

Pilot Wings:

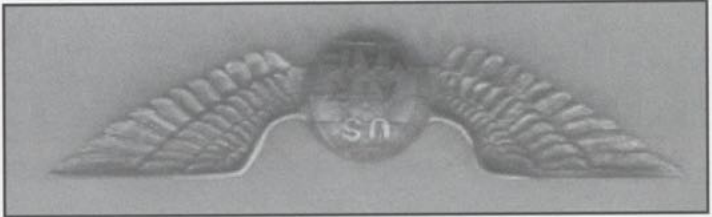
Starting in the 1950s with the silver wings (sterling for the first few years) and continuing with the current gold color wings, all are the same:

- First ten years - no diamonds, plain wing
- Ten years seniority - one diamond on the star on the arch on top of the wing
- Fifteen years - 2 diamonds
- Twenty years - 3 diamonds
- Twenty-five years - 4 diamonds
- Thirty years - one large diamond at the bottom of the wing on a wreath
- Thirty-five years - five diamonds (four at the top and one large at the bottom)
- Forty years - four rubies at the top and one large ruby at the bottom

First UAL Insignia



Badge which was the first Pilot Hat Badge. This was also worn on the jacket pocket by the Stewardesses. Gold with red, blue, and black enamel. Double screwback; no hallmark



"Air Mail" wing was the first UAL "Pilot" wing. The first pilots were designated "Pilot" or "Co-Pilot" (sometimes "Mate" was used) and did not use the "Captain" and "First Officer" designations. These wings are gold, pinback. The reverse is embossed in raised letters "United Air Lines" with no other hall mark.

Flight Attendant Wings



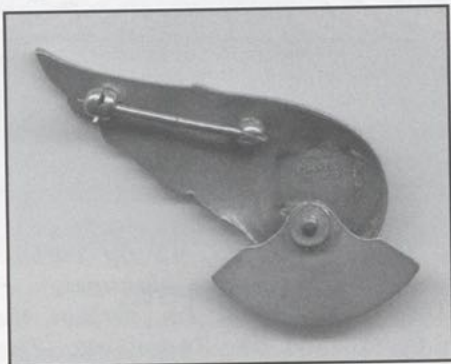
**United Flight Attendant Wing (1937-1941)
No Bar**

Sterling, pinback with additional single small screw post; hallmarked "Robbins Attleboro". Used 1937-41 as a jacket wing and 1941-54 as a hat pin (it was used on the hat with two different wings on the jacket - the half wing which had "Mainliner Service" on it and then in 1952 the small double wing).



United Flight Attendant Wing (1937-1941)

This is the 1937-41 wing with a very rare "Stewardess" bar attached to it. Although all these wings had a small screwpost on the reverse, I have only seen two of these with the "STEWARDESS" bar attached and only one photo with a group of about five Stewardesses wearing this wing. It could have been a "Chief Stewardess" or "Supervisor" wing maybe. Not common at all as are the ones without it. The next picture will show the reverse side.



This is the reverse showing how the STEWARDESS" bar is attached.



United Courier Wing 1940

In 1940 United hired three male flight attendants known as "Couriers" to work the DC-3 DST sleeper airplanes (they deemed it too difficult work for the Stewardesses to handle the berths on these airplanes). This sterling insignia was used by the United Couriers for one year only. It was later used 1950-51 for one year by the Hawaiian Stewards on flights from the west coast to Hawaii before being replaced by a wing similar to the metal pilot wings.



United Flight Attendant Wing (1951-1957)

Stewardess jacket wing. Pinback; union hallmarked; seen in both sterling and non-sterling versions.



United Flight Attendant Hat Pin (1954-1957)

Stewardess hat pin. Pinback; sterling.



United Flight Attendant Wing (1990-Current)

This is the seven diamond version representing 40 years of service.

Postcard Corner!

By Marvin Goldman

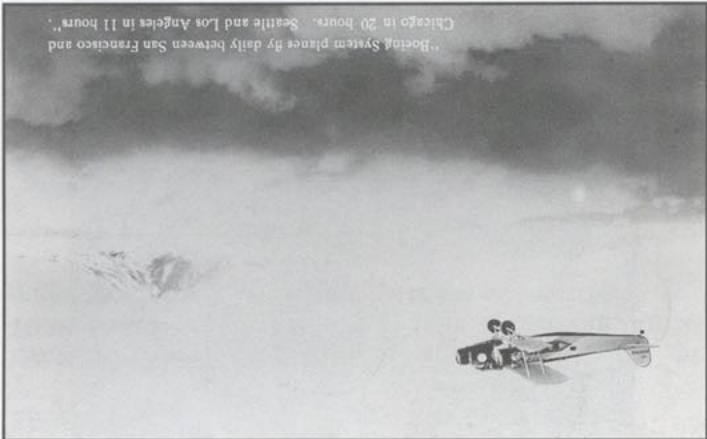
mungoldman@rcn.com

United Airlines on Postcards

Formed in 1931 by combining several pioneering airlines in the U.S., United soon became one of the world's largest airlines, and in certain years it was #1 in passengers carried and route miles flown.

As to postcards, United issued a fairly large number from its founding through the 1970s. Since then, the airline issues have been relatively few, with the most noted ones being published by local offices of United outside the U.S. Of course, private publisher cards showing United aircraft exist in great variety.

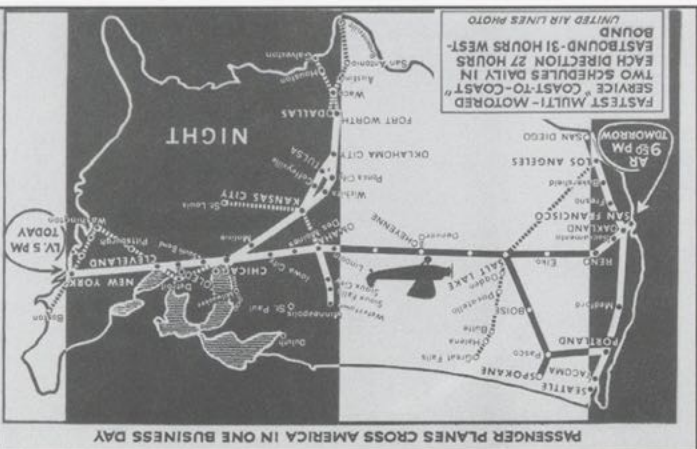
Let's take our tour of United postcards in a way that shows the airline's development. Its main predecessor, Boeing Air Transport, did issue a few postcards, all rare now:



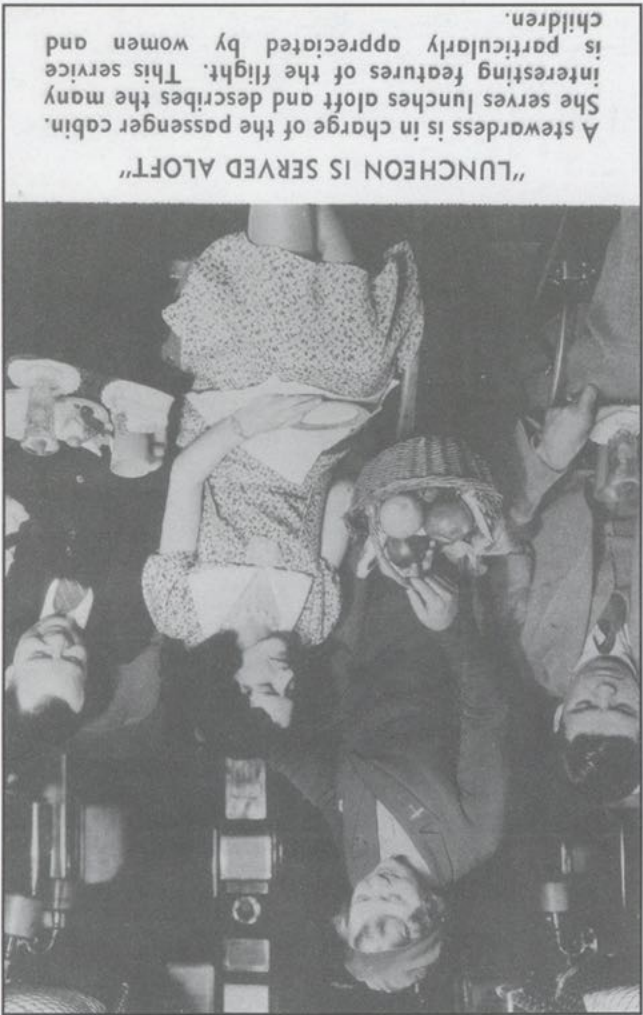
"Boeing System plane by daily between San Francisco and Chicago in 20 hours. Seattle and Los Angeles in 11 hours".

Boeing Air Transport, Boeing 80A no. 793K, black and white card ("B&W"), probably an airline issue ("AT"), published by Advertisers Publicity Service, Rutherford NJ, about 1928-29. Real Photographs Co. of Liverpool published an identical card without the front writing (No. 178).

In 1932 United boasted U.S. coast-to-coast service in as little as 27 hours eastbound. This included the world's first stewardess service, introduced in 1930 by United's predecessor Boeing Air Transport:



United advertising map postcard with Boeing 80A silhouette, B&W, AI#303, 1931.

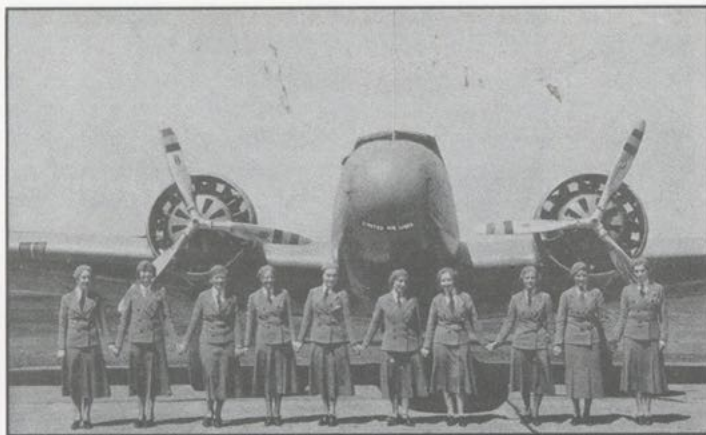


"LUNCHEON IS SERVED ALOFT"

A stewardess is in charge of the passenger cabin. She serves lunches aloft and describes the many interesting features of the flight. This service is particularly appreciated by women and children.

Stewardess serving lunch on a United Boeing 80A, B&W, AI#401, probably 1931-32.

In June 1933 United introduced the Boeing 247, a more modern all-metal aircraft, which reduced coast-to-coast travel time to 19-1/2 hours. Several United advertising postcards publicized the 247:



Ten United stewardesses grace its new Boeing 247, B&W, AI #405, 1933.



DC-3 interior, B&W, AI, back title "Mainliner Comfort Aloft", probably late 1930s.

THE MOST INTERESTING FLIGHT I EVER MADE ■ ■ ■ ■

That's what passengers are saying about United Air Lines popular morning departure, 8:00 A.M. from Oakland Airport and 8:20 A.M. from San Francisco Airport, for Chicago and New York, with flight over the scenic west by daylight. There is no aerial trip in the world like it—the beautiful Sierras, picturesque desert country with arrival in Salt Lake in time for luncheon, Cheyenne and Denver for dinner, Chicago shortly after midnight and New York at breakfast time.

Also overnight flights west leaving
7:50 P. M. and 11:20 P. M.

San Francisco Office - 320 Geary St. - Douglas 1940 • Oakland Office - Oakland Airport - Trinidad 1730

UNITED AIR LINES



Sleeper berth in one of United's sleeper DC-3s, B&W, AI, back title "Sleeper Type Mainliner", probably late 1930s.

Boeing 247 on United local San Francisco office AI, dark blue print, imprinted on back of a standard U.S. postal card, postmarked 4 February 1935.

The introduction of the superior Douglas DC-3 in 1936, however, spelled the end of the 247 as a leading airliner. By 1937 United started operating the DC-3s as its main aircraft in coast-to-coast service:

United opened the first airline flight kitchen in 1936, and later started to issue numerous meal menu postcards, some of which are quite rare:



DC-3 at Reno, Nevada, B&W, real photo by Alexander J. "Zan" Stark, #T-478, probably in 1940s. Chris Slimmer in his guest postcard column of *The Captain's Log* Winter 2000/2001 issue calls this one of his all-time favorite rare airport cards.

Navy Week
Oct. 26-Nov. 1, 1941

Grapefruit Maraschino Cocktail

Breast of Chicken, Mainliner
Green Asparagus Tips

Cloverleaf Rolls
Hearts of Lettuce
Roquefort Cheese Dressing

Mocha Cream Puff
or
Cheese and Crackers

Coffee Tea Milk
 Mints

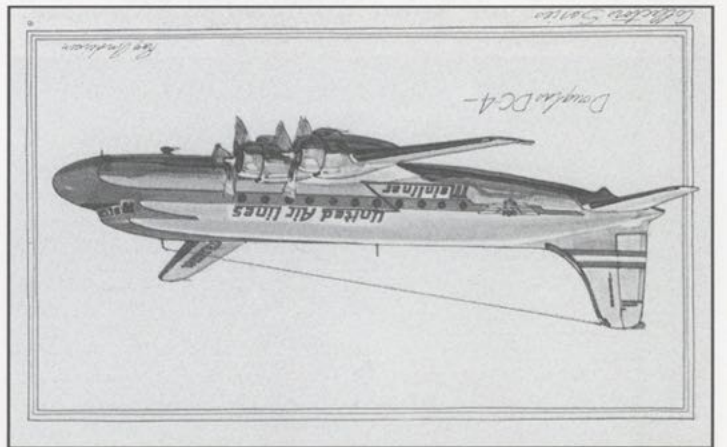
New York

United menu postcard for "Navy Week: Oct. 26-Nov. 1, 1941", red-white-and-blue print, AI. The back says "The Nation Salutes the Navy". Shortly thereafter, Dec. 7, 1941, the U.S. Navy was attacked by Japanese fighter planes at Pearl Harbor, Hawaii.

Postcard reproduction of early 1950s United travel poster publicizing its romantic Hawaii service and Boeing 377 Stratocruiser, published by Pacifica Island Art, Inc., modern issue.



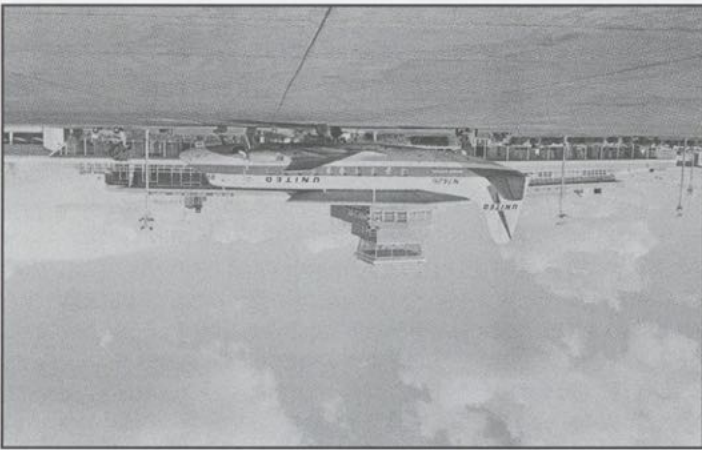
Douglas DC-4, one a series of about 40 Roy Andersson art postcards issued by United around 1973 and showing historical aircraft of United and its predecessors, published by Johns-Byrne Co., Chicago.



With the end of WWII in 1945, the U.S. airlines started to expand with larger propeller aircraft. United operated several four-engine Douglas models, including the DC-4, DC-6 and 6B, and DC-7, as well as the Boeing 377 Stratocruiser:

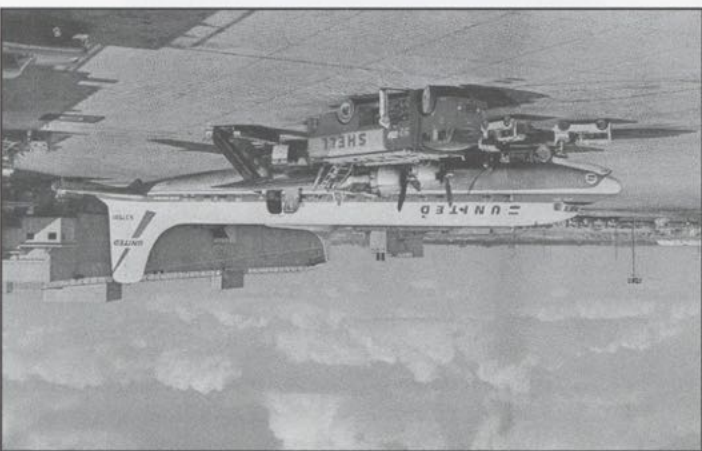
The pure jet era arrived in the U.S. in 1959, and United started with the DC-8. My first flight on United was in February 1964 on a DC-8 from JFK to LAX. As an impoverished student at the time, I originally had a ticket from LGA to LAX on a supplemental carrier operating DC-6 props, United States Overseas Airlines, but when their evening flight was cancelled at the last minute for lack of an operable aircraft, I splurged for the only late night flight out, 10PM on a United DC-8. There were about 20 passengers and it seemed nearly as many flight attendants. The early jet age was an exciting time, and this card says it all:

United Viscount N7426 at Quad City Airport, Moline, Illinois, Dexter Press #84063-B, about 1963.



Jetprop aircraft originally served as a bridge between propeller aircraft and the coming jet age. United's acquisition of Capital Airlines in 1961 gave United many Vickers Viscount jetprop aircraft that had been in Capital's fleet.

Douglas DC-6B, N37581, in new color scheme introduced in late 1950s, at O'Hare, Chicago, Curtich 7C-K2639, distributed by Aero Distributing Co., Inc.





United DC-8. The back text promotes Los Angeles International as "the major western jet age terminal", Colourpicture, Boston, #P31751, published during 1959-63.

In 1961 United introduced the Caravelle twin-jet built by Sud Aviation of France and the first with rear engines. Although the Caravelle developed a fine service record internationally, United proved to be the only passenger operator of the type in the U.S.



Caravelle VI-R, N1010U, at Minneapolis-St. Paul, Curteich #3DK-75, about 1961-63.

During the 1960s through 1980s, United operated many different jet aircraft built by Boeing and Douglas. Here are a few selections:



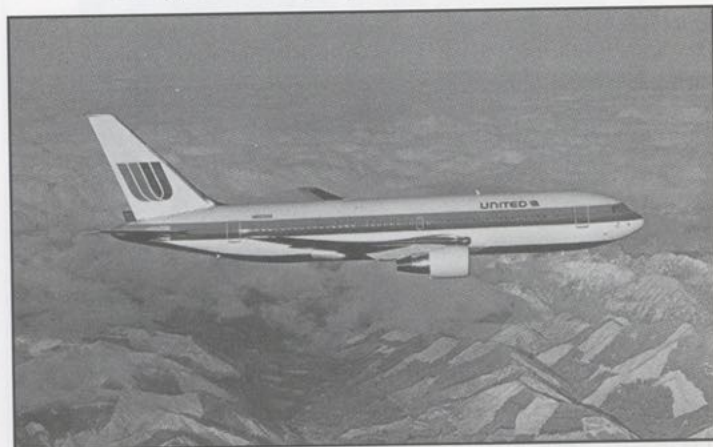
(Previous Column) Boeing 737-200 "City of Toledo" at Toledo, Ohio, Dexter Press #45080-C, published by Photo-Lect Co., Toledo, 1968.



Boeing 727-200 at Cleveland, Ohio, Curteich 7DK-302, distributed by George W. Klein News Co., Cleveland, 1960s.



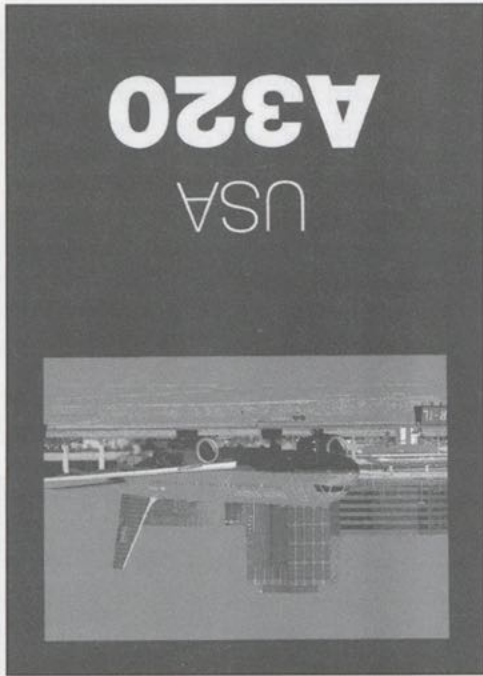
Douglas DC-10, AI, about 1971.



Boeing 767-200, N603UA, Published by Aviation World, Inc. #B-023, 78605-D, with imprinted response message to United regarding an invitation to board a United preview flight, 1980s.

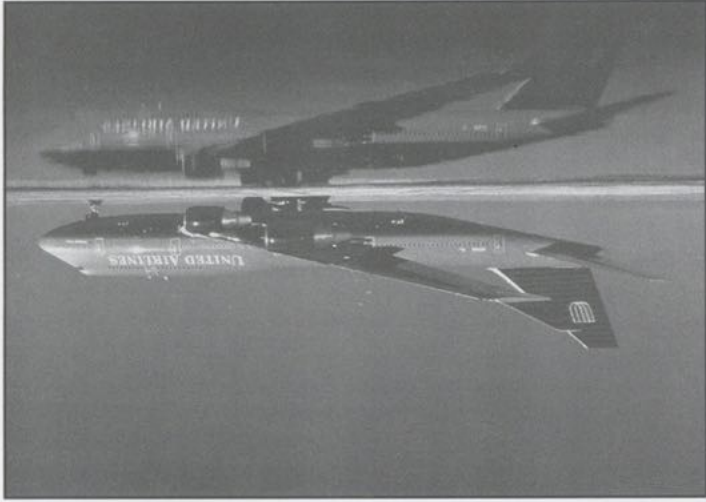
(Previous Column) United Express (Westair Commuter Airlines) Embraer 120RT, N282UE, published by Aero Postcard Sales, Somerset, England, early 1990s.

In the 1990s United resorted to a non-U.S. aircraft manufacturer for the first time since its 1960s purchase of French Caravelles, introducing Airbus A319 and A320 aircraft into its fleet.

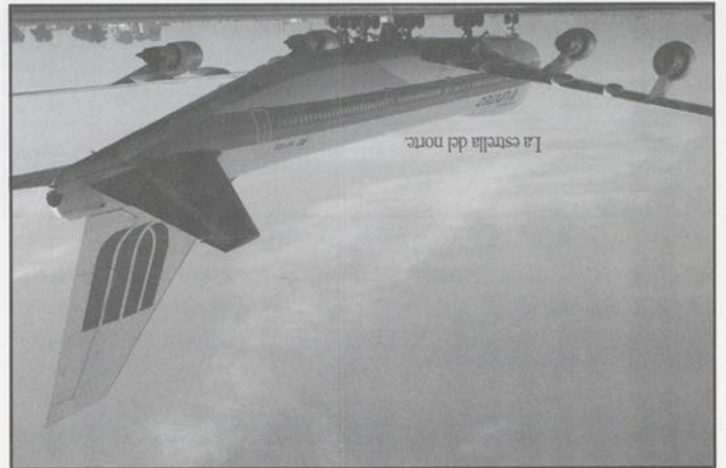


Airbus A320 in United's gray and dark blue livery, at Orange County airport, California, published by Daimler-Benz Aerospace Airbus GmbH, #004, 1990s.

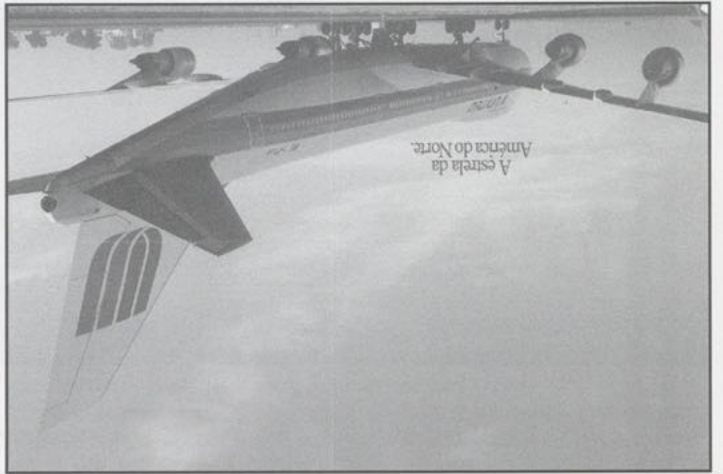
Within the past decade, airline issues by United have mainly been published by local United offices abroad, in such countries as Germany, Japan, Switzerland and Thailand. Some are aircraft photographs and others are artistic drawings. We close our overview of United postcards with two examples:



Boeing 747-400, AI by United's Frankfurt, Germany office.

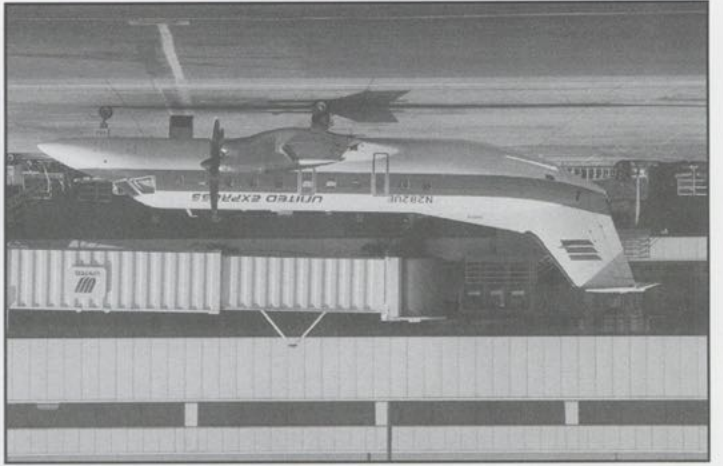


Boeing 747-100, N4732U, in United new double "U" livery adopted in 1974, AI #FPC10X, text on front and back in Spanish, perforated with two detachable timetables on back for UA984/1680 service, Santiago, Buenos Aires, Miami, New York (JFK), oversize, 6" x 9" (15 x 23 cm.).



A similar card was also printed in Portuguese advertising the flights to/from Rio de Janeiro and Sao Paulo, Brazil. (William Demarest Collection)

United utilizes several feeder commuter airlines operating with "United Express" titles. The postcards I have seen in this area are all publisher cards, for example:





Boeing 777-200 in United's current livery, AI by United's Bangkok, Thailand office, 2006.

Notes: Except as noted, original postcards of the above are in color and are from the author's collection. The first two Boeing 80A cards were acquired from Allan Van Wickler, and the Navy Week menu card from Randy Lieberman, several years ago. My estimate of the availability of the cards shown: Rare: the Boeing 80A, 247, DC-3 and menu cards shown; Uncommon: DC-6B at O'Hare, Viscount at Moline, DC-8 card when it has the "Jet" lettering; 737 at Toledo, 727 at Cleveland, 747 in Spanish and Portuguese; the rest are fairly common.

References: Cearly, George W., United: The Main Line Airway (self-published, 1989); Davies, R. E. G., Airlines of the United States since 1914 (Smithsonian Institution Press, 1972); Forty, Simon, United Airlines (Ian Allan Publishing, 1997); Garvey, William & Fisher, David, The Age of Flight, A History of America's Pioneering Airline (Pace Communications, Inc., 2002).

If you ever have suggestions or other comments on our postcard articles, please let me know. Until next time, Happy Collecting! **Marvin.**



Airbus A320 postcard issued by Airbus Industrie. United never flew A320s in this color scheme. (William Demarest Collection)

Editor's Favorite UAL Postcards

As a former United employee, and an avid postcard collector, I couldn't resist adding a few more postcards to Marvin's article. I hope you enjoy these United postcards as well. **Bill Demarest**



A little known fact is that United controlled the Mexican carrier LAMSA between 1943 and 1952 to have a presence in the Mexican market. Notice the color scheme on this DC-3!



This Tokyo airport postcard captures in beautiful color with a rainbow one of United's L-1011s acquired from Pan Am. Another NRT postcard exists with the same photo but a different border.



Buffet style dining on a United Boeing 377 Stratocruiser! The elegance of air travel has now returned with the introduction of the massive Airbus A380 into service.

costs during the program development. Cost sharing was discussed as taxpayers, Boeing, and passengers were expected to put money up-front to assure that future orders would offset the development costs. By September 1965 twenty-one airlines and a leasing firm had reserved delivery positions at \$100,000 each.

United had reserved options on six aircraft. In 1967 Pan Am and 10 other airlines also pledged \$1 million each for the American SST for a total of \$52 million committed from the airlines. In April 1967 President Johnson announced that two prototypes would be built at a cost of \$1.44 billion. One can see there's quite a difference between a \$52 million investment and costs of \$1.44 billion. Both the escalating costs and the problem with the sonic boom finally led to the program's cancellation. On May 18th, 1971 the U.S. Senate put the final nail in the coffin of the American SST project by voting to end project payments in a 58-37 vote.

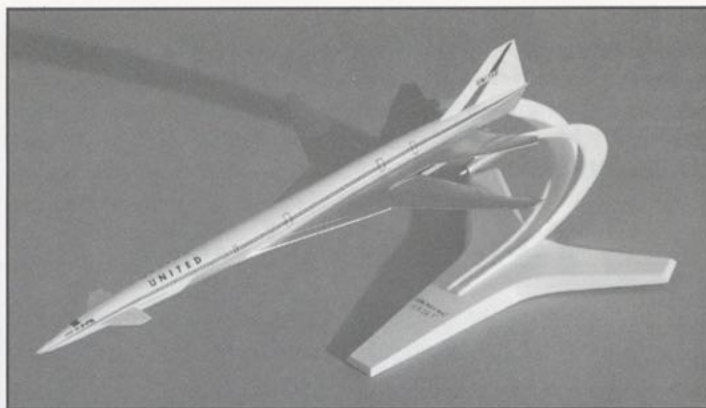
I first built this model as a preteen in the early 1970's. I thought it pretty neat with it looking fast, being in a small scale, not having too many parts, and working swing wings. I'm certain it was never painted or decaled and was used as a toy for a few years. Nowadays the kits can still be found on eBay or from used kit sellers. Prices aren't cheap but more reasonable than the legendary Otaki Tristar that often seems to sell for close to \$100 on eBay. My friend Bill Abbott gave me this kit a few years back. The clear coat on the decals had yellowed a little so I bleached them in a sunny window. I did manage to get most of the yellow out and also ended up cutting out the yellow between the United letters on the titles. This time I primed the model with Tamiya white primer, and painted it with Pure White and Gloss Aluminum Tamiya paints. The stand is pretty neat as well. It did need some putty and sanding to look nice. I used a black Sharpie marker to highlight the Boeing SST title on the stand.

So here are my two United jet models that are worlds apart from each other. I also have a ¾ finished 777 kit as well as quite a few unbuilt DC-6s, 720s, and DC-8s in my stash. United is a great airline and there are many opportunities to make models of United aircraft. I've also snuck in a photo of my KLM DC-10 that was supposed to be finished for the last issue of *The Captain's Log*.

Happy Modeling!

Ken

The Monogram box art photographs are from Box Art Den at www.boxart.com.



Monogram Boeing SST



Monogram Boeing SST released in 1968.



Monogram Boeing SST re-released in 1973.



KLM Royal Dutch DC-10 model mentioned in the previous issue of *The Captain's Log*, 32-2.

Safety Cards By Fons Schaefer *f.schaefer@planet.nl*

UNITED AIRLINES From Leader to Follower

In the pioneering years of air transport, United was very conscious of cabin safety. It is generally seen as the first airline that employed stewardesses. (1) Even though safety was not their first task, they did set the standard for today's flight attendants whose first priority is cabin safety. That was in 1930.

In 1952 United carried out what was probably the first passenger evacuation test ever of an airliner. In an upstate New York setting, United with the help of Cornell University (Ithaca, NY) organized a series of Niagara Falls sightseeing flights which were to end in a simulated emergency requiring 265 unsuspecting passengers to evacuate. (2) (3) The then president of United, Mr. Patterson, wanted to be sure that the new coach class that was being introduced onto the DC-6 would still allow safe evacuation. The flights, from and to Buffalo, NY, were however made in a DC-4. In one of the flights a real emergency developed and the airplane was diverted to Syracuse, NY and a real evacuation took place. It is not known whether safety cards were part of those tests, but I would be surprised if they were.

The first safety card used by United that I am aware of is a typical 1950s ditching folder, showing a raft whimsically signed "For rent - seagoing bungalow". [Fig. 1]

In the early 1960s, when jets were introduced to the fleet, United issued an innovative, serious toned, 12-page booklet that featured all the safety facilities of the new DC-8 that passengers needed to know about: oxygen masks, exit locations and operation, life jackets, life raft location and removal and instructions how to operate the emergency ground slide [Fig. 2]. The text was in English only and a good deal of graphics was used. It is interesting to compare this equipment with that of today. Basically, the only piece that has since really changed are the slides. In the original DC-8, they were stored in the ceiling and their deployment required a complex set of actions [Fig. 3]. Launching a life raft was even more cumbersome. Today, activating a door control will open the door and launch the slide, which may double as a raft, without further intervention.

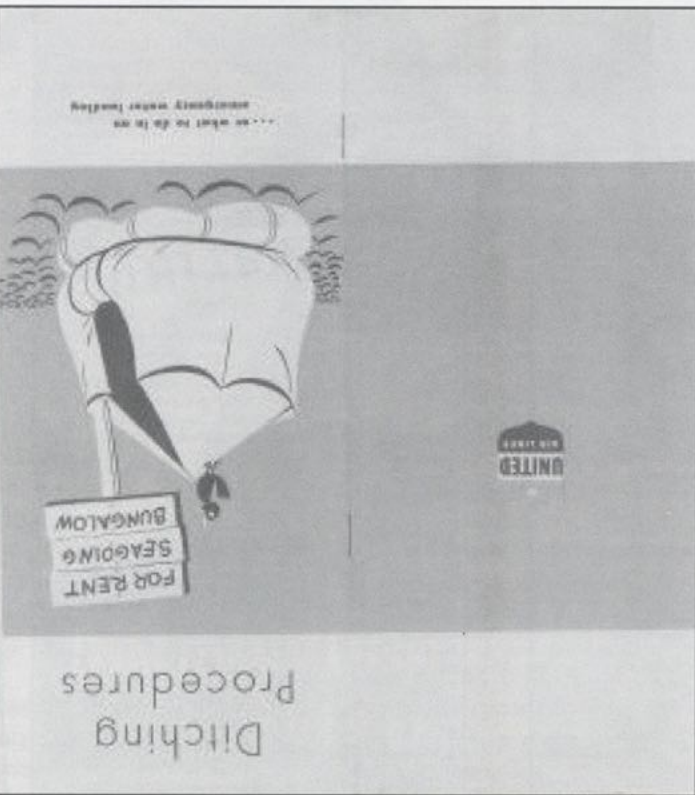


Fig. 1

Since the late 1960s United has become a follower in cabin safety and cards, responding to FAA requirements changes as well as developments in safety card fashion. A typical example is the 727-200 card that represents the artwork used by all U.S. carriers when the FAA required type specific safety cards [Fig. 4]. The front of the single, two-sided card includes an exit diagram whose orientation was typical for those days: the nose of the airplane is at the top, which corresponds to where a forward facing passenger would see it. This particular card represents an exit configuration that was unique for United's original 727-200s which had an extra pair of exits just forward of the wing. These exits were in anticipation of an FAA rule change that, when finalized, came out less restrictive, not requiring these exits any longer. (4) Later they were deactivated. (5)

All the facilities of the 747 did not fit a single card so when that airplane type entered service United started to use folded cards. The front showed a cabin diagram of similar orientation as the 727 but inside it had a more modern side view presentation, illustrating a floating airplane surrounded by not less than 15 rafts [Fig. 5]. Raft capacity in those days was typically 25, hence such a high number. Illustrations were graphic and black and white, with orange added for the rafts, life vests and oxygen masks.



Fig. 2

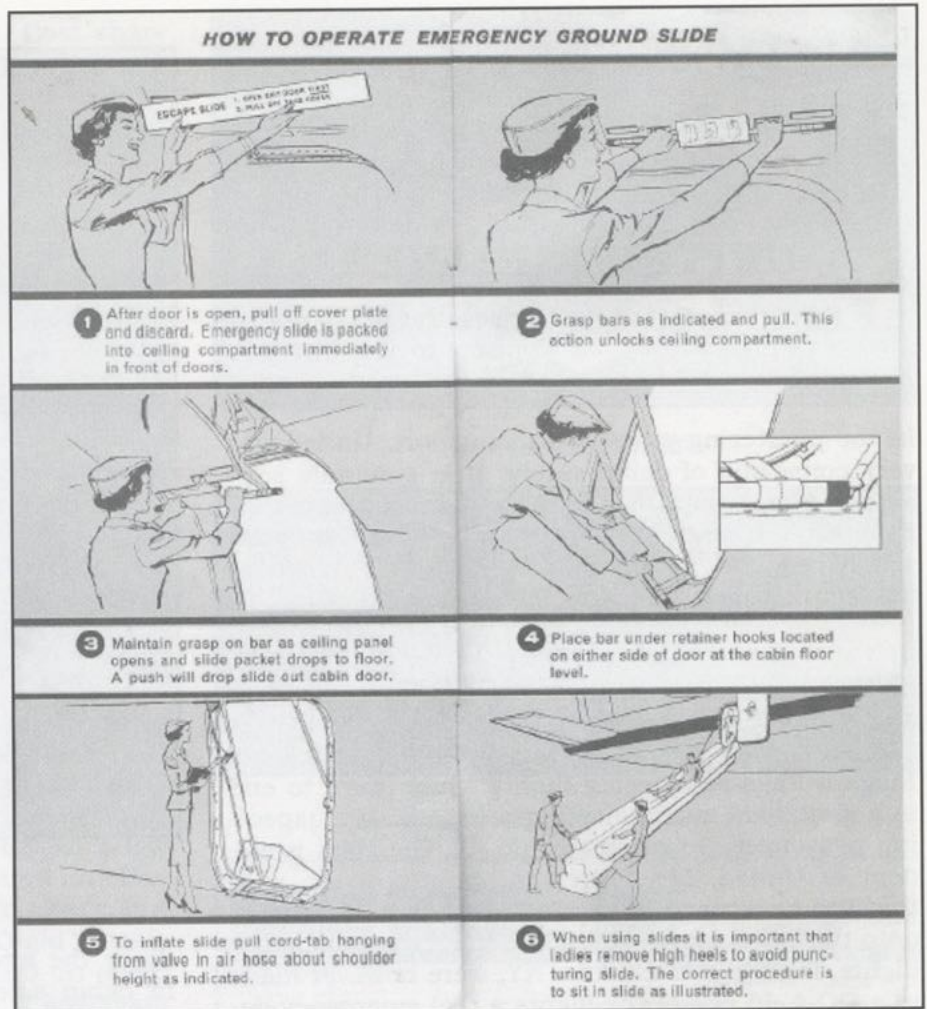


Fig. 3

STRETCH B-727

FOR YOUR SAFETY, know how to move out of this airplane fast. There is fire-danger any time a landing is other than normal—particularly when the airplane structure is damaged.

Below is a floor plan of the plane you are in. Familiarize yourself with the location of the exits. Note particularly the exits nearest you. Study how they are opened and also the protective position you should assume during an emergency landing. When leaving, do not take coats, purses or baggage with you. Move to the exits immediately.

A WORD ABOUT YOUR SEAT BELT—Rough air (turbulence) at high altitudes, although infrequent, can be severe. When seat belt sign is lighted in-flight, please comply with the sign to prevent possible injury. Experienced air travelers usually have their seat belts fastened all the time and pull them up snug when the seat belt sign is lighted.

HOW TO OPEN EXITS

DOOR EXITS AND ESCAPE SLIDES

1. Lift handle up and over.
2. Push door out.

ESCAPE EXITS WITH SLIDES

1. Pull handle in and fully up.
2. Push exit out.

3. When exit falls out—slide is automatically inflated.

4. Pull handle in.

5. Rotate it to full up position.

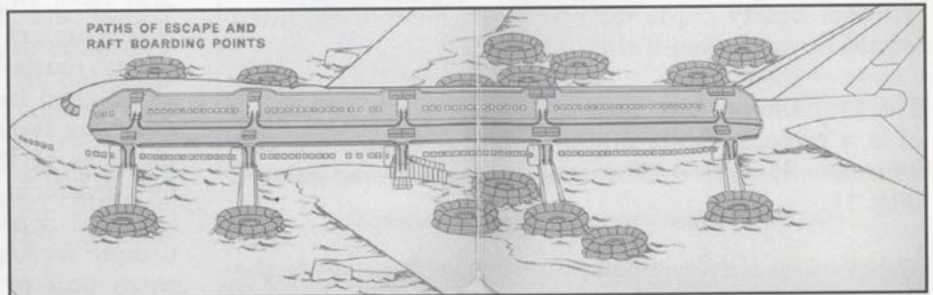
6. Push door out.

4. When door is swung open—slide is automatically inflated.

AFTER SLIDE INFLATES - JUMP AND SLIDE IN SITTING POSITION

ESCAPE WINDOWS OVER WINGS

1. Pull window handle in and down.
2. Discard window.
3. Exit through window-leg, body, leg.
4. At rear of wing, slide down flap.



(Left) Fig. 4

(Above) Fig. 5

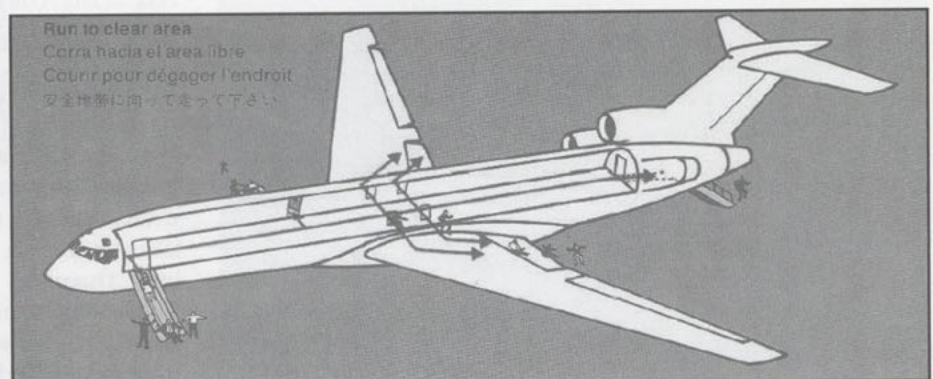


Fig. 6

United has always had big fleets requiring many cards making these abundantly available for collectors. Some cards are rare though. What about the Caravelle that United used from 1961 to 1972? Has anyone seen a safety card for that?

For a brief period, United operated Lockheed L-1011s. The safety cards for these reveal artwork by another safety card producer, Interaction Research, long term provider for Pan Am, the original operator of those airplanes. [Fig. 10]

For comments, please contact me at f.schaefer@planet.nl

Figures 4 and 10 were kindly provided by Marc Iasinga

Notes

- (1) Ellen Church, hired by Boeing Air Transport, an ancestor of United Airlines, is generally regarded as the first stewardess
- (2) FAA public technical conference on emergency evacuation of transport airplanes, Seattle, WA, Sept. 1985
- (3) Website of United Airlines: www.united.com/page/article/0.6722.3302.00.html, visited 8 Nov. 2007
- (4) Airways, August 2002, p. 62
- (5) This reminds me of a remark that I made in the "Airlines of Japan" edition of the Log (31-2), in which I suggested that JAL's 727s which later went to Dan-Air were equipped from the start with side exits *q/t* of the wing. I received several mails from persons saying that this was not the case. They are right. Quite likely, these exits were only added when Dan-Air acquired those aircraft and operated them in high density seating configurations to meet British aviation safety requirements.



Fig. 8

In the late 1970s fashion changed and United went along with its full color, letter sized, folded cards for all types. The top of the card was code colored to identify the type for aircraft cabin replenishment staff, a feature that has been kept since. Inside, texts in four languages accompanied photographs of the safety facilities. Only the exit diagram, now showing the airplane in a quarter top view, remained artwork. In one particular case, this artwork was quite confusing: Fig. 6 gives the exit diagram for an airplane type that appears to the eye as a stretched 727. This graph however comes from a short 727 card and the exit number and locations confirm that. For non-overwater airplanes, this format gave space on the front for a nice picture of the aircraft type in the air. [Fig. 7]

Since about 1990, United employs the services of a company specialized in making safety cards, AeroSafety Graphics, founded in 1985. In that, it probably followed one of its United Express partners, Air Wisconsin, who used AeroSafety Graphics already in 1988 for cards of its F27s, see Fig. 8.

As the company name suggests this firm mainly uses graphic artwork for getting the safety message across. Since 1996, the FAA requires instructions in text for exit row seating restrictions and United selected to put these on the front page. This makes these cards less attractive to take and study than those with the nice airplane photograph of the 1980s. Latest versions carry even more small print. See Fig. 9: 777 card dated 10/98 on the left, A320 card dated 5/02 on the right.



Fig. 7

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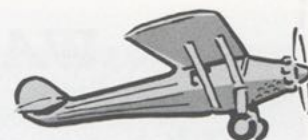
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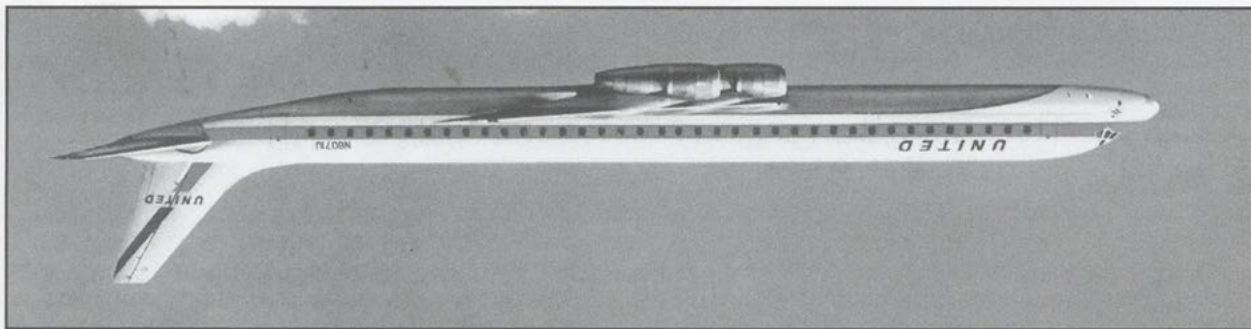


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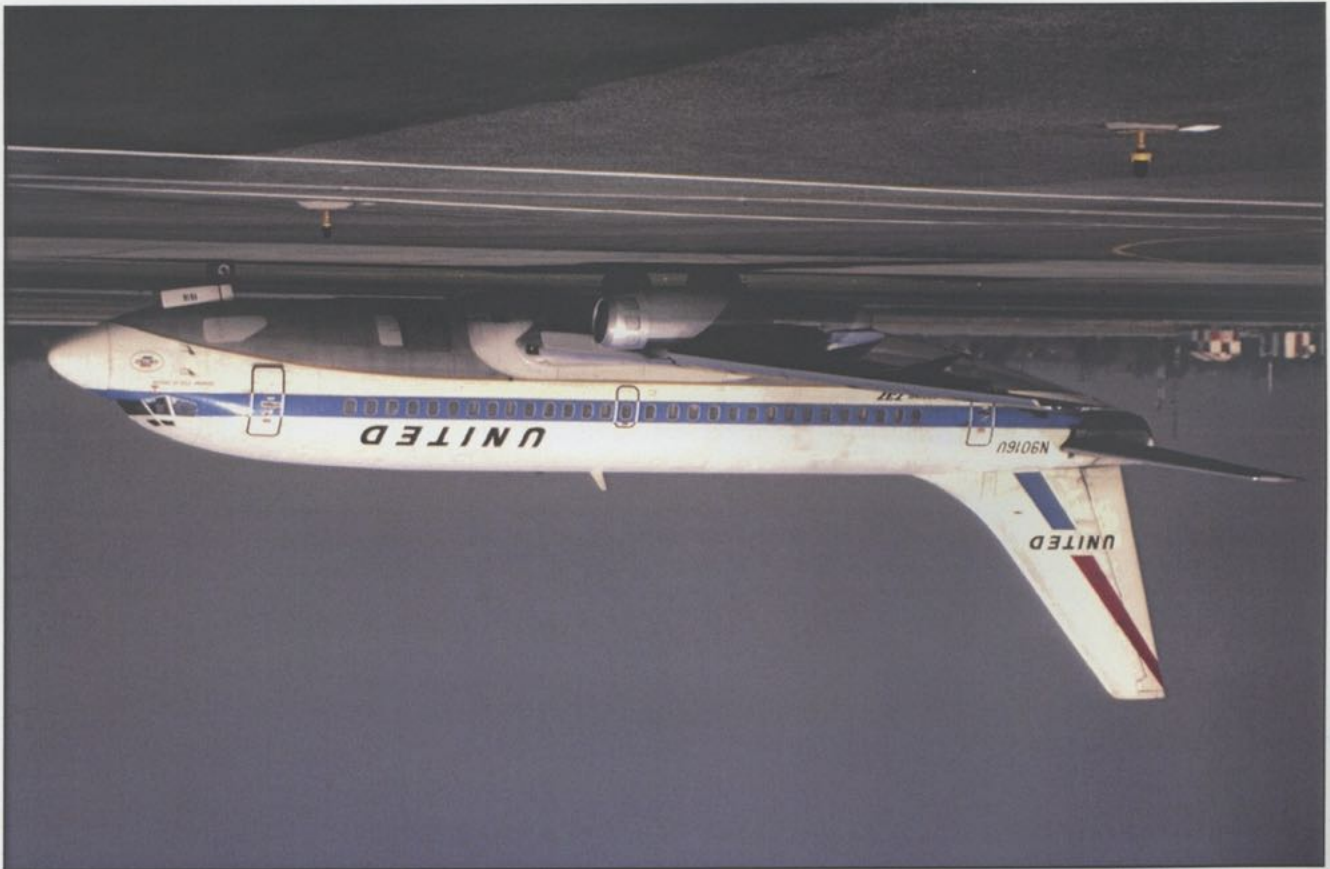
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United Airlines Boeing 737-222, N9062U, January 1994. Photograph via www.Air72.com Collection

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