



The Captain's Log

The Journal Of The World Airline Historical Society, Inc.

Summer 2009 - Issue 34-1



*TWA Trans World Airlines Boeing 707-331B N18712, June 1975
Photograph by John K. Morton via Air 72 Photography*

The Boeing 707

*Our review of the
Boeing 707 over
the last 50 years.*



*Feature Article!
Timetables!
Dinnerware!
Postcards!
Wings! And More!*



*BOAC / Cunard Boeing 707-436 G-ARRA, Tokyo Haneda, 1961
Photographs via Aviation Photography of Miami Collection
Western Boeing 720B N93150, Mexico City, June 1966*



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Global International Airways Boeing 707-321B ~ Airline Issued Postcard ~ 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*:

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From The Flight Deck

Welcome Aboard!

Our thirty-third annual convention in Orlando (MCO) is just a few weeks away. WOW! Who would have thought in this day and age, that we would have the staying power of **33 years**. It makes me proud to be a member of the World Airline Historical Society and of each and every one of you who has contributed to our viability and longevity. Let's keep the dream alive for at least another 33 years!

It is not too late to make plans to join us in Orlando, but time is running out. There are still a very limited number of inside tables available. I suspect they will be gone very soon.

For you photographers and spotters, please note that special arrangements have been made with the Greater Orlando Airport Authority. You will be allowed to photograph and spot from the ninth floor of the airport parking garage **with an approved airport issued spotters form**. Anywhere else is strictly forbidden. You will be asked to leave immediately. Go to www.AI2009.com and click on the Spotters/ Photographers link for the details on how to comply with the rules. This will make your time spent in Orlando much more enjoyable and hassle-free.

Many of you have sent me e-mails asking about our convention next year in the New York Metro area. We have been concentrating on promoting this year's convention in Orlando. Planning for the New York Metro convention is well underway. Contracts have been signed with the hotel and the 'official' airline, and the "coming out party" will be at this year's convention. You will be able to get convention information, sign up for display tables, and register in the Orlando AI2009 display hall.

The World Airline Historical Society will be represented at three different locations during AI2009. At one of these locations, we will be selling donated airline memorabilia. Yes, like every other non-profit organization we have to have working capital to keep our heads above water. Please stop by our tables to renew your membership, purchase a donated item, or just to visit with members of the Board.

On behalf of the Board of Directors, I thank you for your continued support. We are looking forward to another year of exciting news, new friendships and memorable acquisitions. I think Paul Collins would be very proud of what he started.

See ya in the land of Mickey,

Duane L. Young

Duane Young, President., President@WAHSONline.com,
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WAHS proudly on display in Munich, Germany at the Erding Plastic Modeling Club function with Josef Schmidt.

Flying Ahead...With The Log

Issue 34-2 ~ The World of Pan Am
Issue 34-3 ~ Water & Rotors
Issue 34-4 ~ New York! New York!
Issue 35-1 ~ Aircraft over Britain

The 707 Changed Air Travel Forever

By Joop Gerritsma
Captain's Log feature editor
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Cathay Pacific operated many former Northwest 707-351C models. This is VR-HHE, line no 425. (Gerritsma Coll.)

On Oct. 26, 1958 air travel changed forever. On that day, Pan American World Airways inaugurated New York-Paris-Rome Boeing 707 jet service. Seating twice as many passengers and flying at twice the speed of the latest propliners, the 707 offered a four fold increase in productivity. For the first time, mass travel became affordable. It was the start of the future.

When production ended in February 1992, Boeing had delivered 1,010 B707s and B720s. Of these, 879 went to airlines and 93 B707s were E-3 AWACS and E-6 Aerial Command Post models for six military operators. The others were government VIP and military transports for several countries. The airliners included 138 -120, five -227, 545 -320, 37 -420 and 154 B720s. (Boeing did not use B707. We do in some cases to separate numbers ordered/built from the model numbers)

The evolution of the 707 has been told many times in the past in greater detail than we will ever have space for in *The Captain's Log*. But a summary is in place.

Boeing began jet transport studies in 1946, using German jet engine and swept wing technology captured at the end of the Second World War. Studies were based on its Model 367 (C-97). The USAF and the airlines showed no interest but the studies continued. By 1951 they had evolved into the Model

367-80, a totally different aircraft. (Plans using the B-47 bomber as a starting point were abandoned.) On April 20, 1952 (some say April 22), Boeing president Bill Allen authorized spending \$16 million of company money to build a prototype aerial tanker and transport compatible in performance with the B-47 and B-52 of Strategic Air Command. The first metal was cut in October and the aircraft was rolled out at Renton on May 15, 1954. Designated the Boeing 707, Boeing and FAA records call it the 367-80, or simply "Dash 80". It was an experimental aircraft with only a few cabin windows, no passenger amenities and cargo doors on the port side, one before and one after the wing. It first flew on July 15, 1954 with Alvin "Tex" Johnston and Richards "Dix" Loesch as pilots. Engineer L.A. "Bert" Binegar was added on later test flights.

On Sept. 1, 1954 the USAF ordered 29 as the KC-135, but demanded a wider fuselage to carry standard containers and only the forward cargo door. Boeing increased the fuselage diameter from 132in

(3.35m) to 140in (3.56m). Several repeat orders took the total to 742 over the years. The first 29 were known at Boeing as the 717-100A, the others as the 717-148.



707-123 HK-1802 of Aerocondor, Colombia, began life as an American Airlines 707-123 in 1959, line no. 26. (Gerritsma Coll.)

Boeing now turned to the airlines, but they found the cabin too narrow and too short, seating only 98 passengers in five-abreast seating. Plans for the DC-8 called for a cabin of 147in (3.73m) wide and a longer fuselage. Boeing redesigned the 707 by increasing the cabin width to 148in (3.77m) and stretching it to 138ft (42.31m) for 179 passengers. The cabin floor was lowered to create a roomier look. Wingspan was increased to 130ft 10in (39.88m) and Krueger flaps were added inboard of the outer engines for improved takeoff.

The result was the 707-120, a U.S. domestic transcontinental aircraft. Transatlantic range was marginal and a fuel stop was required at Gander or Shannon on most flights. Still, on Oct. 13, 1955 Pan Am ordered 20 B707s, mainly because of its substantial lead in time over the DC-8 (of which it ordered 25). Pan Am would later dispose of its DC-8s and would buy 126 new 707s from Boeing, ordering their final ones in 1967 and operating it until 1981. It also bought nine second-hand 720s and had two 707s on short-term leases for a total of 137. Boeing used the first three Pan Am aircraft, N708PA, N707PA and N709PA, for certification trials. N709PA was delivered on Aug. 15, 1958.

On Nov. 9, 1955 American Airlines ordered 30 B707-123 for domestic use. (Five were cancelled when 720s were ordered.) AA would eventually operate 102 B707s and 25 B720. It called its 707s and 720s both "707 'Astrojets.'"

Powered by turbofan engines beginning in 1960, a 'B' suffix was added to the Series or "dash" suffix (707-120B). American was instrumental in developing the -120B and all its -123s were either retrofitted or delivered new with turbofans. Five Pan Am -121s were also retrofitted to -121Bs and the turbofan became standard on all new-production 707s. The addition of a C indicates a passenger/cargo (combi) version. Boeing modified the last two digits

of the suffix for each buyer. Pan Am was the first customer and received number 01, hence 707-121. Number 22 was reserved for United but wasn't used until it ordered B720-022s in 1957. American was number 23. Continental 24, Eastern 25, Braniff 27 and so on. TWA had 31. TWA's first order was for 15 B707-131s. Repeat orders took the total to 131 B-707-131(B)s, 331(B)s and 720Bs. When the numbers to 99 were exhausted, Boeing switched to a number-letter combination (e.g. 3K1 for TAROM). The suffix remained with the aircraft forever, even if the next owner(s) made changes to match the rest of the fleet. For instance, Pan Am's N720PA was operated by a dozen airlines after it was sold, but it remained a 707-321. Pan Am also operated six 707-331s ordered by the Hughes Tool Company for TWA but not taken up, and two -139. Likewise, Braniff (27) operated four ex-Qantas 707-138Bs.

The other 707-120 customers were American (25 -123 of which 22 were converted to -123B), Continental (five -123), TWA (15 -131 and 41 -131B, Western (two -139) and the USAF (three -153 as VC-137A for VIP use.) The two Western aircraft were intended for Cubana but were not delivered following the Castro revolution. Boeing leased them to Western before selling them to Pan Am.



Line no. 48 was delivered to TWA in 1959 as 707-131. ARCA Colombia leased it in 1975. (Gerritsma Coll.)

Boeing soon stretched the fuselage to 142in 11in (43.56m) and increased the wing span to create the long-range -320. Pan Am amended its first order to six -121s and fourteen -321s. This would become the most-popular model with 545 built. It attracted the first international sale for ten -328 to Air France and four -329s to SABENA on Dec. 28, 1955.

Boeing used two parallel sets of production numbers. Each aircraft ordered had a manufacturer's serial number (msn), but also a line number in the order it was completed. Aircraft ordered but later cancelled have an msn but no line number. Msn 20518 and 20519 were built as EC-137 AWACS test aircraft with line numbers 856 and 858. They were later rebuilt as E-3As with the same msn but line numbers 898 and 920. The highest line number was 1012, msn 24499, an E-3A Sentry for the Royal Air Force. The highest msn was 24510, line number



Uganda Airlines operated 5X-UAC, line no. 369, for 10 years on lease. It was originally with Northwest. (Gerritsma Coll.)

1009, an E-3A for the French Air Force. The Dash-80 (msn 17158) had no line number. Total 707/720 production is therefore 1,010 airframes.

Models built:

367-80: Prototype;

707-020: See Model 720;

707-120: Pratt and Whitney JT3C-6 engines, 13,000 lbs. (5,900 kg) takeoff thrust with water injection or 11,000 lbs. (5,000 kg) dry. With turbofan JT3D-1 of 17,000 lbs (7,718 kg) takeoff thrust called -120B. (Sixty -120s and 78 -121Bs built. Boeing also retrofitted many -120s to -120Bs.) Two fuselage lengths, the standard "long body" and the "short body". Since the swept-back horizontal tail extends past the fuselage, the "fuselage length" is less than the "total length."

The long-body (standard) fuselage is 138ft. 10 in. (42.32m) long and the total length is 144ft. 6in. (44.05m). The short-body -120 fuselage is 128ft. 10in. (39.27m) and the total length 134ft. 6in. (41m), a difference of 10ft (3.05m) behind the wing. Qantas of Australia was the only buyer of the lighter "short-body," requiring it for its Asian and Pacific network where many runways were too short for the standard -121. It bought seven -138s (later retrofitted to -138Bs) and six -138Bs. They introduced the option of a special streamlined pod between the fuselage and the No. 2 engine to transport a spare engine. The wingspan for both models is 130ft. 10in. (39.88m), height to the top of the (original) vertical fin 38.7ft 7 in. (11.76m).

707-227: "Long-body" -120 with JT4A-3 of 15,800 lbs (7,167 kg) takeoff thrust for Braniff's nonstop Dallas-New York service. They took about 30 minutes less than the -123 of American Airlines and Braniff claimed having "the world's fastest jetliner" and "the jet with the big engines." Five built.

707-320 Intercontinental: Long-range model for 189 passengers. Fuselage length 142ft 11in (43.56m), total length 152ft 11in (46.61m). Wingspan 142ft 5in (43.41m). The -320B has JT3D turbofans and a modified wing. The -320C is a combi or a non-convertible freighter (blanked out windows) with forward cargo door.

707-420 Intercontinental: As the -320, but with Rolls Royce Conway 508 engines of 17,500lbs (7,945kg) thrust. BOAC was the first to order and the British airworthiness authority demanded a taller vertical tail to prevent "Dutch roll" and a ventral strake under the tail to guard against over rotation. Boeing subsequently fitted these modifications to 707s and 720s on the production line and retrofitted them on many existing aircraft. 47 built, major customers BOAC (18), Air India (6), Lufthansa (5), VARIG (3), El Al (3), Cunard-Eagle (2).

720: 707 model for short- and medium-range. First called 707-020, later 717. Seven feet nine inches (2.36m) shorter than "long-body" -120 with a lighter structure, lower-powered JT3C-3 or JT3C-7 engines of 12,000 lbs (5,443kg) thrust, carried less fuel, modified wings for shorter takeoffs. Model number changed to 720 at the wish of United Air Lines. 154 (65 B720s, 89 B720Bs) built on the same production line as the 707 for 17 operators. Major customers United (29), American (25) and Eastern (15).

There is disagreement about the 707 base model suffixes. Boeing and the airlines use -120, -220 and so on, but Tony Pither, Christopher Chant and Alwyn Lloyd (see "Books" at the end) say the FAA type certificate shows -100, -200 and so on. So does a special edition of "Airliner World" magazine of 2000, sponsored by Boeing. George Cearley Jr. (see "Books") disagrees and says government records and the FAA use -120, -220, and so on as base numbers.

Proposed models:

707-420B: -320B with modified wing, Conway 506 engines of 21,000 lbs. (9,525 kg) thrust, 1962.

707-520B: Several models, including fuselage stretch of 12ft (3.66m) over the -320. JT3D-5A of 21,000 lbs (9,525 kg) thrust or Conways. Also an eight feet (2.44m) fuselage stretch for 197 passengers over a longer range.

707-620: Successor to the -420B with 180ft (54.86 m) fuselage; 230 passengers; 4,000 mile (6,400km) nonstop U.S. transcontinental range, JT3D turbofans.

707-620B: Fuselage length of 210ft (64 m); 240 passengers, non-stop transatlantic range.

707-700B: -320 with 22,000lbs (9,980kg) CFM56-1B turbofans. Used to test KC-135 re-engining program. One built in 1979 but retrofitted to -320B for lack of airline interest, sold to the government of Morocco. Boeing Military Airplane Corp. bought many ex-airline turbofan 707s in 1982-84 to re-engine 128 KC-135s.

707-820B: Various models with 195ft (59.45m) fuselage for 275 passengers, range of 5,000 miles (8,000 km), JT-3D-15 turbofans of 21,000lbs (9,525kg), later JT3D-15 of 22,500 lbs (10,200 kg) thrust. Fuselage lengths of 198ft (60.35m) and 208ft (63.40m) also considered with 7,000 mile (11,265 km) range.

Shanghai Y-10

Developed in China in the 1970s. Remarkably similar to the 707 with about the same seating capacity as the 707-120 in a 99ft 9in (30.40m) fuselage. Wingspan 138ft 7in (42.24m). JT3D-7 engines that were available as spares for the CAAC 707-320 fleet. First and third prototypes were static test beds, the second first flew on Sept. 26, 1980. Public debut on Dec. 8, 1981 with Shanghai to Beijing flight. Preserved in an aviation museum at Beijing. No series production.



British Caledonian 707-373C, line no. 349, was ex-World Airways. (B.Cal photo)

QANTAS was the first airline to sell its 707s after replacing its -138Bs with -338Bs. Eastern's 720s were not far behind, but the second-hand market really picked up when Pan Am, TWA and American began selling their large fleets. Yet, any 707 and 720 still flying today with whatever obscure carrier can be traced back to its original owner by the "suffix" number.

Today only a few 707s and 720s remain in service, mainly for cargo. Even though twice as many were built as of the DC-8, the latter is still found in greater numbers.

Marvin Goldman presents a selection of 707 post-cards of many major carriers in his column. To offer as wide a range of liveries as possible, I have chosen photos of aircraft of smaller and later carriers. Carriers that in many cases no longer exist.

Notable dates:

Dec. 20, 1957: First flight of the first production 707-121 (N708PA);

Aug. 1958: Pan Am begins 707-121 New York-San Juan cargo service (N709PA);

Oct. 26, 1958: Pan Am starts 707-121 New York-Paris service (N711PA);

Nov. 16, 1958: Pan Am starts 707-121 New York-London service (N712PA);

Dec. 10, 1958: National Airlines starts 707-121 New York-Miami service with N710PA leased from Pan Am;

Jan. 25, 1959: American Airlines starts 707-123 Los Angeles-New York service;

July 29, 1959: Qantas starts 707-138 Sydney-Honolulu-San Francisco-New York-London service. First non-U.S. airline with 707 service;

Mar. 12, 1961: First 707-123B American Airlines Los Angeles-New York service nonstop;

Dec 19, 1959: Braniff starts Dallas-New York service with 707-227;

Aug 27, 1959: PanAm starts 707-321B Los Angeles-San Francisco-London service on the Polar route;

May 27, 1960: BOAC starts 707-420 London-New York service;

Nov 23, 1959: First flight B720.

March 12, 1960: American starts B720 New York-Chicago-Mexico City service.

"Must have" books:

George W. Cearley Jr.: "Boeing 707 & 720" (Cearley, Dallas, 1993);

Tony Pither "The Boeing 707, 720 and C-135" (Air-Britain, 1998)

Jon Proctor: "Boeing 720" (World Transport Press, 2001);

Jim Winchester: "Boeing 707/720" (Airlife, 2002)

Alan J. Wright: "Boeing 707 (Ian Allen, 1990)

Dominique Breffort: "Boeing 707/KC-135 and Their Derivatives" (Historie & Collections, Dec. 2008)

All are strong on technical and operational details and are profusely illustrated with color and B&W photos of airline and military 707s and (K)C-135s. (Airliners only in Cearley and Proctor.) Cearley has many technical drawings.

Except for the new Breffort book, all out of print, but second-hand copies are worth buying.

Other books:

Christopher Chant: "Boeing 707 Super profile" (Haynes Publ., 1983). Interesting but superficial out-of-date text;

Alwyn T. Lloyd: *Boeing 707 & AWACS* (Aero Detail & Scale, 1987). With great close-up detail photographs but disorganized text by this Boeing service engineer.



JAR Aircraft Services made its aircraft available for private charters. This is 720-047B (ex-Western Air Lines), line no. 307 (Gerritsma Coll.)



Caesars Palace took gamblers to Las Vegas in ex-United 720-022, line no. 265. (Gerritsma Coll.)



Before 707-138B N108BN, line no. 388 ended up with TAG International, it had flown for Qantas, then for Braniff. (Gerritsma Coll.)



Iran Air leased this 707-321C, line no. 368 from Pan American. (Gerritsma Coll.)



LAN Chile had CC-CEB, 707-385C, line no. 447, new from Boeing. (Gerritsma Coll.)



Qantas 707-338C, line no. 660, was leased by Air Niugini. (Gerritsma Coll.)

Flying Stamps

By Jim Edwards

The Boeing 707

Over the last 50 years, the Boeing 707 has been portrayed on numerous postal stamps from around the globe. Enjoy this selection from our files!



India issued this postal stamp in 1961 showing an Air-India Boeing 707 and Humber-Sommer bi-plane on the 50th anniversary of the world's first airmail service from Allahabad to Naini in 1911.



Zaire (now the Republic of the Congo) originally issued this stamp in 1978 to celebrate the history of aviation with a SABENA 707 and a Fokker VII. The same image was later overprinted in 1980 and again in 1985 for different occasions and amounts.



An Aer Lingus 707 is featured on this postal issue from Ireland in 1999 to commemorate commercial aviation.



This beautiful rendition of a LAP Boeing 707 was issued in 1987 by Paraguay to honor the airline.



Grenada & Grenadines issued this stamp in 1985 to mark the 40th anniversary of the founding of the International Civil Aviation Organization. A BOAC 707 is featured here.



Another postal issue from the Caribbean is this Saint Lucia issue with a British Airways Boeing 707 from 1980.



Australia celebrated the 50th anniversary of QANTAS in 1970 with these two postal stamps showing a Qantas Boeing 707 and a Fokker bi-plane.

The Arrival of the First 707 in Paris

By Allan Van Wickler

On the morning of October 27, 1958, I was one of only two New York-based PAA'ers that day in Paris. I participated in the sales meeting in the Champs Elysees sales office that morning along with Dhan Mukherji, Atlantic Division's Traffic and Sales Manager.

After, we beat it out to Le Bourget for the arrival of the first ever regularly scheduled commercial jet aircraft (transatlantic "Jet Clipper", if one prefers) to the Continent of Europe. I took three 35 mm. photos of the occasion and offered them for use in the company's 25th anniversary celebration of said flight in 1983. I still have a copy of that spectacular press kit and the photos played a prominent role. They are the first three shown here.

A month before, an "employee and family only" event took place at the new PAA Hangar 14 at Idlewild, featuring N708PA in all its beauty. This might possibly have been the first ever Boeing 707 visit to NYC. I photographed that as well and they are the last two shown here.

I still fume that BOAC, in a normal European-style ploy at that time, had the gall to slap 20 some odd passengers on to one of their Comet IV proving flights (IDL/LON) a week or two beforehand, and claimed a first thereby!

Editor's Note: Van was with Pan Am's Marketing Department in New York from 1958 to 1962. All photographs by the author.



Collecting Air Line Stocks & Bonds

By Lawrence Falater

(Editor's Note: We always welcome contributions from our members. Here's a fascinating insight into another airline collectible!)

Air Line stock certificates and bonds are official documents issued by the actual air lines which often bear the officers' signatures. Most utilize vignettes and are beautiful steel-plate engravings which are considered to be one of the highest forms of commercial art. They represent a great variety of certificates ranging from the mid-eighteenth century up to the present day. Sadly to say, a few companies have discontinued issuing certificates in favor of the less secure book entry accounts.

A few examples of certificates are discussed in this article.

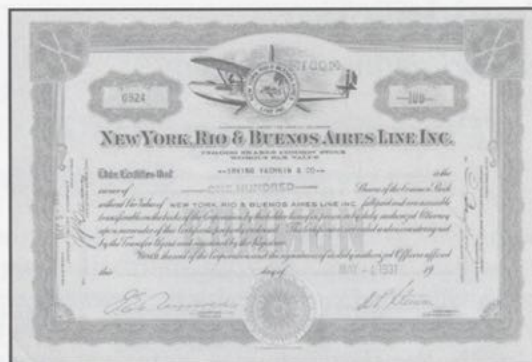


The Alaska Air Group, Inc. stock certificate printed in black and rose is a modern issue dated 2001 and is uncanceled. An interesting allegorical female graces the stock and is flanked by an urban and rural scene. This is a current or "live" company currently traded on the stock exchange. There is always a special appeal for Alaska air line companies as other Alaska issuers are seldom available.



The illustrated American Airlines, Inc. certificate is a bond representing indebtedness of the company for \$10,000 issued in 1981 which bore 5 1/4% interest. This attractive black and red bond bears the familiar AA tail portion of the plane. This is a canceled certificate created by small perforation cancels

of the date when canceled. Different colors were issued for other denominations. In the case of American, other issues including stock certificates are of a less desirable appearance.



The New York, Rio & Buenos Aires Line Inc. is a very appealing certificate in black and orange which was issued in 1931 for 100 shares. A company seal is imposed over their seaplane vignette which is very desirable, since very few airline stocks bear an image of their plane. This company was incorporated in 1929 before the stock market crash which resulted in a great contraction of travel business and caused this company to be absorbed by a larger company.



The Pennsylvania Central Airlines Corporation, circa 1936, is a black and green specimen certificate of common stock in a rather attractive layout with an allegorical male. Specimens are usually very limited in number and are distributed to the officers for final approval before production of the certificates. They usually have all zeros in the serial number area as well as the word "specimen" in the signature areas. The Pennsylvania Central became Capital Airlines. It is interesting to track the actual evolution of company and company names through certificates.

The Boeing Company stock certificate in black and blue is a real favorite, since it portrays Boeing with his sea plane and Canadian mail bag. This is a modern certificate of our greatest plane producer. It is uncanceled and is therefore a "live" stock.

(Continued on page 35)

Timetables

By David Keller

dkeller@airlinetimetables.com

The Boeing 707

The Boeing 707 was not the first pure-jet transport to enter airline service, as that distinction went to the de Havilland Comet, which entered service roughly 6-½ years ahead of the 707. Nor was it the second, with the Tupolev 104 entering service in 1956. However, the 707 is widely viewed as the type that literally and figuratively got the Jet Age "off the ground".

On October 26, 1958, Pan American World Airways operated the first 707 revenue service from New York to Paris and Rome (with a refueling stop in Gander). This did not even qualify as the first Trans-Atlantic jet service, due to the fact that the reengineered Comet IV began operating the route earlier in the month. Nonetheless, this date is considered one of the major milestones in aviation, leaving no doubt that the era of the jets had begun.

Just 6 weeks later, National Airlines earned the honor of being the first to operate domestic jet service using 707's leased from Pan Am on its New York to Miami route. The timetable dated December 14, 1958 shows the service actually starting on December 10th, with a second roundtrip added on the 16th. As mentioned, these were leased aircraft, and did not appear in National colors.

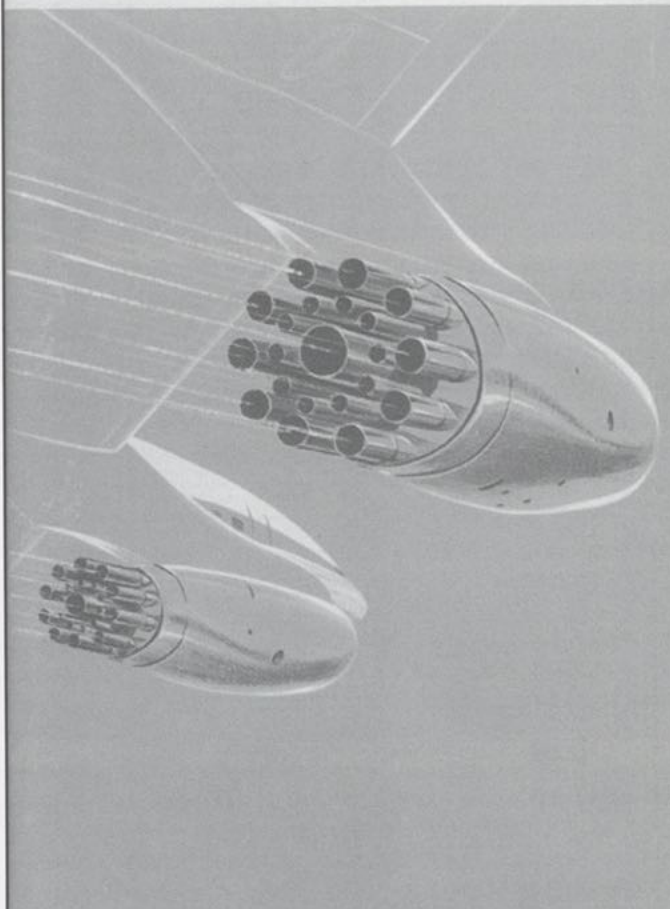
The last in the trio of early 707 "firsts" was American Airlines' transcontinental service, which started on January 25, 1959. The 4 ½ hour flight time promoted on the cover applied to the eastbound flights only, as the westbound trips took an hour longer. Either way, the jets shaved about 3 hours off the time required by the carrier's DC-7's, bringing about one of the most impressive flight time reductions in the history of commercial aviation. (Interestingly, 50 years later, that same flight requires roughly an hour longer than in 1959!)

Almost overnight, DC-7's and Super Constellations became obsolete, and would finish their days carrying passengers to El Paso, Birmingham and Wichita, or moving to the night shift as freighters. Many of these aircraft, representing the best the piston era had to offer, would be scrapped before their older brethren which were less expensive to operate and therefore of more interest to those airlines that did not have the need (or finances) to acquire jets.


OCT. 26 - NOV. 30, 1958

PAA

SYSTEM TIME TABLE



PASSENGERS
MAIL
PARCEL POST
CARGO



PAN AMERICAN WORLD AIRWAYS
WORLD'S MOST EXPERIENCED AIRLINE

Pan American ~ October 26, 1958

With the risk of oversimplifying matters, the bulk of 707 civilian production consisted of the -120 series aircraft, followed shortly thereafter by the larger -320 "Intercontinentals" which possessed increased range for Trans-oceanic flights. Both were originally equipped with turbojet engines, changing over to turbofans as soon as they became available. (The fanjets were designated -120B and -320B/C series aircraft.) Although the 720 was developed from the 707, and was initially designated 707-020, I will leave discussion of that aircraft for another day!

STARTING

OCT. 26th

the No. 1 airline across the Atlantic
is the first airline
to bring you transatlantic **JETS**

JET CLIPPER SCHEDULES

(Local Times)

DAILY	DAILY	TO / FROM	DAILY	DAILY
10 00	19 00	NEW YORK	21 25	14 45
21 35	↓	LONDON†	↑	11 00
	08 00	PARIS	18 00	
	11 20	ROME	15 00	

†London service effective Nov. 16th

No increase in minimum fares—Economy Class round trip NY/London/
NY \$453⁶⁰; NY/Paris/NY \$489⁶⁰; NY/Rome/NY \$591⁵⁰.
Deluxe PRESIDENT SPECIAL Service also available on every flight.

*Trade-Mark, Reg. U. S. Pat. Off.

Pan American JET Clippers* fly on Bulova Time

Pan American ~ October 26, 1958

Boeing was eager to please its customers, and developed several models for specific customer requests. The least-produced 707 variation was the 707-220 series, developed to meet the needs of Braniff International Airways' South American service. This aircraft combined the smaller airframe of the -120 series, with the more powerful engines being used on the -320. Only 5 such aircraft were built, and only 4 were delivered to Braniff as a result of an aircraft being lost in the test program. The timetable dated January 4, 1960 shows the new type being touted as the "El Dorado Super Jet" and the "World's Fastest Jetliner". As a side note, the registration on the aircraft depicted in Braniff's artwork is N7071, which was the one aircraft that was never delivered to the carrier.

As the 707 became the mainstay of a number of US fleets, airlines around the world also found it suitable for their operations. Some of these airlines had also sent specific requirements to Boeing, as was the case with Qantas. The Australian airline operated long sectors, and was willing to trade capacity for increased range. Boeing's answer was the 707-138, which was about 10 feet shorter than the standard -120. A timetable from 1960 (exact date unknown, as the item is missing its cover), shows the seating arrangement for the aircraft, with 32 First Class seats and 60 in Economy, for a total of 92. (I don't believe many 707's carried only 92 seats.) Braniff, which seemed to have a penchant for odd-ball 707's, purchased several -138B's from Qantas in 1969, as the latter carrier had reequipped with the larger -320 series aircraft.

The Air India timetable dated May, 1960, shows the 707 Intercontinental operating along with Lockheed Constellations. The Constellations would soon be retired, and the carrier would operate an all-707 fleet until the addition of the 747 in the 1970's. Air India's 707's were -420 series aircraft, which was basically a -320 airframe with Rolls-Royce engines in place of the usual Pratt and Whitneys. Only a handful of airlines would purchase the -420, with BOAC, El Al, Lufthansa, Varig and Cunard Eagle rounding out the customer list. With the exception of Cunard Eagle (which became part of BOAC in the early 1960's), each carrier went on to order -320 fanjets.

Another Asian airline to operate an all-707 fleet was Kuwait Airways. The timetable dated April 1, 1977, finds the carrier promoting their fleet of 707-320C's.

South America saw its share of 707 operators, one of which was Varig of Brazil. The timetable dated January 1, 1967 finds the airline operating 3 competing first generation types: the 707, DC-8 and Convair 990. The latter types would eventually be phased out in favor of additional 707's.

The Air Jamaica timetable dated October 23, 1966 shows 707's in service between Jamaica and New York. This carrier was the predecessor of the present day Air Jamaica, and appears to have only used leased aircraft from BOAC and BWIA.

Sabena was one of many European airlines to utilize the 707 for long-haul services. The timetable dated April 1, 1967 displays the aircraft on the cover and has a "Boeing Intercontinental Jet" logo on each interior page.

Ireland's Aer Lingus also used the 707 on its long-haul services, primarily across the Atlantic. The carrier's April 1, 1974 timetable finds the 707 operating from Ireland to New York, Chicago, Boston and Montreal.

Despite the fact that the 747 was going into service in December, the November 1, 1971 South African Airways timetable displays a classic night view of one of the airline's 707's. This was the carrier's US edition of the timetable (entirely in English), and would continue to utilize the same cover photo until the mid-1970's.

As second-hand 707's became available, a number of airlines took the opportunity to add them to their fleets. Air Siam was a small carrier backed by the Thai royal family in late 1960's and early 1970's. While this carrier operated several different aircraft types in its short history, the timetable dated February 1, 1974 shows a 707 operating 4 weekly round-trips between Bangkok and Hong Kong. Interestingly, it appears that the eastbound trip required 3 hours and 40 minutes, versus 1 hour and 40 minutes for the return. (I'm guessing that the times are wrong, as the time zone differential of one hour is correct.)

Airline deregulation in the US arrived in 1978, resulting in the creation of a large number of new carriers. Most chose second-generation equipment, such as 727's, 737's, DC-9's or BAC 1-11's, but a few went with the veteran 707. One such airline was American Eagle Airlines (not related to the present-day American Eagle), which operated scheduled charters to Frankfurt, Germany. The illustrated timetable (probably from 1981), shows a series of flights between Minneapolis/St. Paul and Frankfurt. An insert inside this item also shows service to Frankfurt from Baltimore, Detroit and Cleveland. Further research indicates that the carrier went bankrupt in April of 1981, so it is possible that these services were never operated.

Global International Airways was another carrier to utilize the 707 for scheduled charters. The "timetable" for Summer 1982 shows the carrier operating 16 routes. With the exception of the sole

December 14, 1958

NATIONAL

AIRLINE OF THE STARS

FIRST WITH JET SERVICE IN U.S.A.

MAKE YOUR WINTER RESERVATIONS NOW

SYSTEM TIMETABLE

SOUTHBOUND—BOSTON—NEW YORK—PHILADELPHIA—WASHINGTON—JACKSONVILLE—TAMPA—MIAMI—HAVANA

TABLE 1 FLIGHT NUMBERS	FT A 807	FT A 807	Boeing 707 1	FT DC-7B A 801	AT 801	FT DC-7B A 801	DC-7 406	DC-7 275	DC-7 227	Boeing 707 225	DC-7 611	Boeing 707 206	A 611	DC-7 203
NATIONAL AIRLINES, INC.														
BOSTON (DST) L														
PROVIDENCE (DST) L														
NEW YORK (DST) L			JET											
NEW YORK (MIDW) (DST) L														
NEW YORK (Rear) (DST) L														
PHILADELPHIA (DST) L														
BALTIMORE (DST) L														
BALTIMORE (DST) L														
WASHINGTON (DST) L														
WASHINGTON (DST) L														
RICHMOND (DST) L														
NEW YORK (NEWS, HAMPTON, STILL) (DST) L														
NORFOLK-PORTSMOUTH (DST) L														
NEW BEHN (DST) L														
FAYETTEVILLE (DST) L														
WILMINGTON (DST) L														
CHARLESTON (DST) L														
SAVANNAH (DST) L														
JACKSONVILLE (DST) L														
JACKSONVILLE (DST) L														
DAYTONA BEACH (DST) L														
ORLANDO (DST) L														
ORLANDO (DST) L														
LAKELAND (DST) L														
TAMPA (DST) L														
MIAMI (DST) L														
MIAMI (DST) L														
KEY WEST (DST) L														
HAVANA (DST) L														

ALL FLIGHTS CARRY AIR FREIGHT

ONLY NATIONAL FLIES JETS between MIAMI and NEW YORK 135 minutes nonstop!

Page 3

EFFECTIVE JANUARY 23, 1959

AMERICAN AIRLINES

AMERICAN AIRLINES, Inc.
AMERICAN AIRLINES DE MEXICO, S. A.

COMPLETE SYSTEM TIMETABLE
QUICK REFERENCE INDEX ON PAGES 2 and 3

Now **4 1/2** Hours Coast to Coast

on the **707 JET FLAGSHIP**

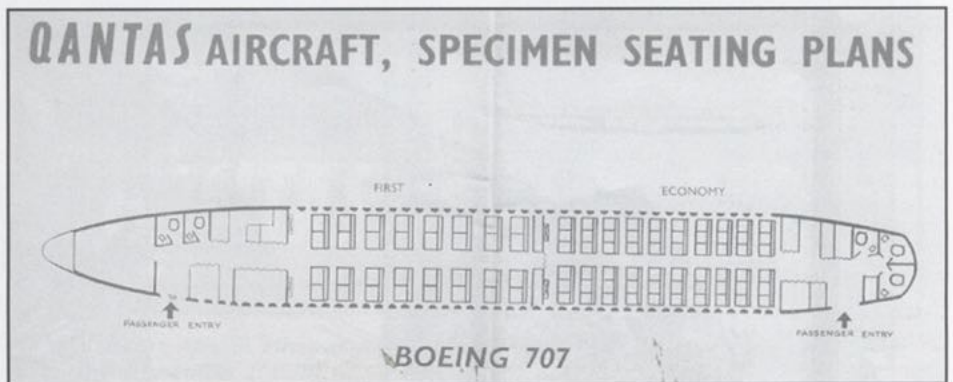
America's Leading Airline

National Air Lines ~ December 14, 1958

TABLE 1	FIRST CLASS SERVICE					
	Mercury Service (FT) +B-707 3	The Mercury DC-7 701	The Mercury DC-7 705	The Mercury DC-7 709	The Mercury DC-7 703	Mercury Service (FT) +B-707 7
New York (LaGuardia) EST Lv	am	am	Noon	pm	pm	pm
New York (Int'l. Airport) " Lv	L4 9.45 Eff. Feb. 15	L4 10.00 Disc. Alt. Feb. 14	L4 12.00 (Operates 12.01 PM Mondays)	L2 .50	D4 4.00 Ex. Sa. Disc. 1/31	D4 6.15 EH Jan. 25
New York (Newark) EST Lv						
Los Angeles (Int'l. Airport) PST Ar	12.15	\$4.00	\$6.00	D8.30	\$10.00	8.45
	gm	gm	gm	gm	gm	gm
	NON-STOP	NON-STOP	NON-STOP	Via Dallas	NON-STOP	NON-STOP

For more detail Refer to Table Nos. → 7

American Airlines ~ January 23, 1959



QANTAS Boeing 707 Seating Chart ~ Undated

domestic route (Detroit - Las Vegas), this item shows departure dates, but no departure or arrival times. This airline folded the following year.

While the US Airlines removed their 707's from scheduled passenger service by the end of 1983, airlines in other countries kept them in service well beyond that point. The Taron timetable dated October 30, 1988 finds the type in service from Bucharest to a half-dozen destinations. Taron operated a unique fleet in those days, which also utilized IL-62's, TU-154's, BAC 1-11 (some of which were assembled in Romania), IL-18's and AN-24's.

50 years have now passed since the 707 carried its first revenue passenger. While the type has long since been retired by virtually every airline that operated it, Saha Airlines in Iran reportedly still flies 707's on domestic services. How long this will continue is anyone's guess, but there is no doubt that the 707's operational days have basically come to an end. Nonetheless, the 707's legacy is carried on by the thousands of Boeing transports that followed, carrying hundreds of millions of passengers annually.



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WORLD'S FASTEST JETLINER!
 New York • Texas • Chicago

El Dorado Jet
 SUPER
 exclusively on Braniff
 the Different and Superior
 BOEING 707-227
 the JET with the BIG engines

FASTEST Cruises over 600 mph
POWER PLUS 20% to 40% more
EPICURE MEALS Braniff's famed service
ON-TIME The most power in reserve
ELEGANT LUXURY Decor exclusively Braniff's
 (Both first-class and tourist.)

Braniff ~ January 4, 1960

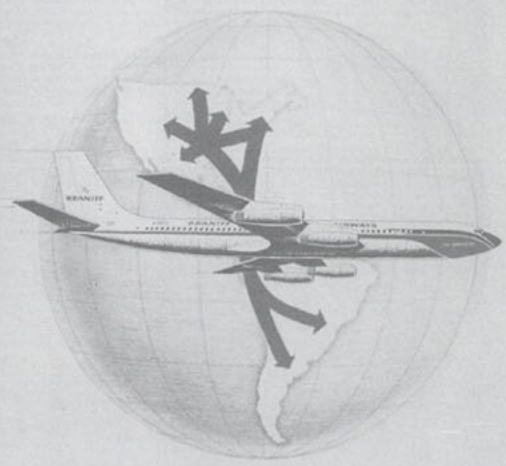
AIR-INDIA
 May 1960
 BOEING 707 INTERCONTINENTAL



(Left)
 Air-India
 May 1960

Effective January 4, 1960

BRANIFF
International
AIRWAYS
 Largest, Oldest Airline Serving the Heart of Both Americas



Fly Braniff's
El Dorado Jet
 SUPER
WORLD'S FASTEST JETLINER
 the Different and Superior BOEING 707-227
 exclusively on BRANIFF

KUWAIT AIRWAYS

Bringing businessmen of the world together.

SUMMER TIMETABLE
Effective 1st April 1977 to 31st October 1977

Kuwait Airways ~ April 1, 1977

VARIG Airlines

TIME TABLE - SYSTEM WIDE EFFECTIVE JAN. 1st 1967

AMERICA DO SUL - AMERICA DO NORTE SOUTH AMERICA - NORTH AMERICA AMERICA DEL SUR - AMERICA DEL NORTE

G. A. T.	RUMO NORTE NORTHBOUND HACIA EL NORTE	RG 816 896 (S)	RG 842 787 (D)	CONNEX 787 (D)	CONNEX 787 (D)	CONNEX 787 (D)	RG 816 896 (S)	RG 842 787 (D)	CONNEX 787 (D)	CONNEX 787 (D)	RG 816 896 (S)	RG 842 787 (D)	CONNEX 787 (D)	CONNEX 787 (D)	RG 816 896 (S)	RG 842 787 (D)	CONNEX 787 (D)	CONNEX 787 (D)
-4	SANTIAGO	14:20																
-3	MONTEVIDEO		16:30															
-3	BUENOS AIRES	17:05 17:45		16:50 17:40		17:05 17:45		16:50 17:40						18:00 18:50		18:00 18:50		
-4	ASUNCION																	
-3	MONTEVIDEO	18:15 18:55				18:15 18:55								18:00		18:00		
-2	SÃO PAULO (Congonhas)		21:50		21:50		21:50		21:50		21:50		21:50	21:00		21:00		21:00
-2	SÃO PAULO (Viracopas)		20:50		20:50		20:50		20:50		20:50		20:50	21:00		21:00		21:00
-2	RIO DE JANEIRO (Galeão)	22:00 22:50	RG 800 890 (S)	22:00 22:50	RG 804 787 (D)	22:00 22:50	RG 804 787 (D)	22:00 22:50	RG 800 890 (S)	22:00 22:50	RG 804 787 (D)	22:00 22:50	RG 804 787 (D)	22:00 22:50	RG 800 890 (S)	22:00 22:50	RG 804 787 (D)	RG 804 787 (D)
-2	SÃO PAULO (Viracopas)	10:00 10:50 11:30		23:40		23:50		23:50		23:50		23:50		23:40		23:40		11:00 11:50 12:30
-2	BELEM			20:00 20:40										03:00 03:40				
-6	LIMA	12:00 12:40																13:00 14:40
-4	CARACAS			04:00 05:30										04:00 05:30				
-5	BOGOTA	18:30 17:30																
-6	PANAMA CITY	18:40 19:30																17:30 18:15 18:30
-8	MEXICO CITY	21:40 22:30																20:20 21:15
-6	MIAMI			07:30										07:30				
-6	NEW YORK			06:30		06:30		06:30		06:30		06:30		06:30		06:30		
-8	LOS ANGELES	22:50																23:00

VARIG ~ January 1, 1967

tarom

ROMANIAN AIR TRANSPORT

ORAR TIMETABLE

30 Oct. 1988
25 Mar. 1989

TAROM ~ October 30, 1988

SAA

SOUTH AFRICAN AIRWAYS

TIMETABLE

NOVEMBER 1, 1971
to
MARCH 31, 1972

MEMBER OF
IATA
QUALITY IN AIR TRANSPORT

WORLD WIDE TRAVEL BUREAU
355 SOUTH "A" STREET
OXNARD, CALIFORNIA 93030
483-2224 486-3522

South African Airways
November 1, 1971

SUMMER SCHEDULES

SABENA


BELGIAN World AIRLINES

EFFECTIVE DATES
APRIL 1, 1967 THROUGH
OCT. 31, 1967

BELGIAN World AIRLINES


SABENA ~ April 1, 1967

中華航空公司
CHINA AIRLINES
EFFECTIVE OCTOBER 31, 1976




國際航線班機時間表
INTERNATIONAL TIMETABLE

China Airlines ~ October 1, 1976

 **AER LINGUS**
IRISH

Summer Timetable
1974
Effective April 1 thru October 31

Services to Ireland, Britain
and Europe



Aer Lingus ~ April 1, 1974

NONSTOP



**CHARTER FLIGHTS
FROM
MINNEAPOLIS/ST. PAUL
TO FRANKFURT**

Atmos Charters & Tours

American Eagle ~ 1981

**Global
International
Airways**

1982 SUMMER SERVICES



**World-Wide
Charter Service**

Everything We Do . . .
We Do For You

Global
International
Summer
1982


Page 2

U.S.A. - ITALY
GLOBAL INTERNATIONAL AIRWAYS
1982 SUMMER SERVICES

New York To: Rome	Rome To: New York	New York To: Rome*	Rome To: New York
FLT. No. 264	FLT. No. 265	FLT. No. 264	FLT. No. 265
MAY 08 Sat	MAY 09 Sun	AUG 05 Thu	AUG 06 Fri
MAY 15 Sat	MAY 16 Sun	AUG 07 Sat	AUG 08 Sun
MAY 22 Sat	MAY 23 Sun	AUG 12 Thu	AUG 13 Fri
MAY 29 Sat	MAY 30 Sun	AUG 14 Sat	AUG 15 Sun
JUN 03 Thu	JUN 04 Fri	AUG 19 Thu	AUG 20 Fri
JUN 05 Sat	JUN 06 Sun	AUG 21 Sat	AUG 22 Sun
JUN 10 Thu	JUN 11 Fri	AUG 26 Thu	AUG 28 Fri
JUN 12 Sat	JUN 13 Sun	AUG 28 Sat	AUG 30 Sun
JUN 17 Thu	JUN 18 Fri	SEP 02 Thu	SEP 03 Fri
JUN 19 Sat	JUN 20 Sun	SEP 04 Sat	SEP 05 Sun
JUN 24 Thu	JUN 25 Fri	SEP 09 Thu	SEP 10 Fri
JUN 26 Sat	JUN 27 Sun	SEP 11 Sat	SEP 12 Sun
JUL 01 Thu	JUL 02 Fri	SEP 16 Thu	SEP 17 Fri
JUL 03 Sat	JUL 04 Sun	SEP 18 Sat	SEP 19 Sun
JUL 08 Thu	JUL 09 Fri	SEP 23 Thu	SEP 24 Fri
JUL 10 Sat	JUL 11 Sun	SEP 25 Sat	SEP 26 Sun
JUL 15 Thu	JUL 16 Fri	SEP 30 Thu	OCT 01 Fri
JUL 17 Sat	JUL 18 Sun	OCT 02 Sat	OCT 03 Sun
JUL 22 Thu	JUL 23 Fri	OCT 07 Thu	OCT 08 Fri
JUL 24 Sat	JUL 25 Sun	OCT 09 Sat	OCT 10 Sun
JUL 29 Thu	JUL 30 Fri	OCT 14 Thu	OCT 15 Fri
JUL 31 Sat	AUG 01 Sun	OCT 16 Sat	OCT 17 Sun
AUG 05 Thu	AUG 06 Fri	OCT 21 Thu	OCT 22 Fri
AUG 07 Sat	AUG 08 Sun	OCT 23 Sat	OCT 24 Sun
		OCT 28 Thu	OCT 29 Fri
		OCT 30 Sat	OCT 31 Sun



Courtesy with a smile.

**AMERICAN EAGLE
AIRLINES, INC.** 

TO: Frankfurt, Rep. of Germany

From: Baltimore, MD
-Sunday - Flight UJ 100 - NON-STOP
Dep. 11:40 pm - Arr. 1:30 pm (Monday)
-Wednesday - Flight UJ 100 - NON-STOP
Dep. 2:20 am - Arr. 4:10 pm

From: Detroit, MI
-Tuesday - Flight UJ 300 - NON-STOP
Dep. 8:10 pm - Arr. 10:25 am (Wednesday)
-Saturday - Flight UJ 300 - NON-STOP
Dep. 6:10 pm - Arr. 8:25 am (Sunday)

From: Cleveland, OH
-Sunday - Flight UJ 100 - DIRECT
Dep. 8:40 pm - Arr. 1:30 pm (Monday)

TO: Baltimore, MD

From: Frankfurt, Rep. of Germany
-Sunday - Flight UJ 101 - NON-STOP
Dep. 5:10 pm - Arr. 7:55 pm
-Monday - Flight UJ 101 - NON-STOP
Dep. 3:30 pm - Arr. 6:15 pm

From: Cleveland, OH
-Sunday - Flight UJ 100 - NON-STOP
Dep. 8:40 pm - Arr. 9:40 pm

TO: Detroit, MI

From: Frankfurt, Rep. of Germany
-Sunday - Flight UJ 301 - NON-STOP
Dep. 11:05 am - Arr. 1:55 pm
-Wednesday - Flight UJ 301 - NON-STOP
Dep. 7:10 pm - Arr. 10:00 pm



TO: Cleveland, OH

From: Frankfurt, Rep. of Germany
-Sunday - Flight UJ 301 - DIRECT
Dep. 11:05 am - Arr. 4:40 pm

From: Detroit, MI
-Sunday - Flight UJ 301 - NON-STOP
Dep. 4:00 pm - Arr. 4:40 pm

For Reservations and information
see your Travel Agent
or in the Baltimore Area dial 659-7700*555666
in the Washington Area dial (703) 528-3131
in the Detroit Area dial 963-4847*555666
* wait for second dial tone

AIR SIAM

Timetable

Effective February 1st, 1974
UNITED STATES EDITION

Hours from GMT	FLIGHT NO. EQUIPMENT	VG	MON	TUE	WED	THU	FRI	SAT	SUN	Code
			906 B707 Y	902 B747 F/Y	906 B707 Y	902 B747 F/Y	906 B707 Y	904 B707 Y	902 B747 F/Y	
+7	BANGKOK	D	0900 B↓R 1340	0830 B↓R 1310	0900 B↓R 1340	0830 B↓R 1310	0900 B↓R 1340	1330 ↓L 1810	0830 B↓R 1310	BKK
+8	HONG KONG	D		1420 ↓L 1800		1420 ↓L 1800			1420 ↓L 1800	HKG
+9	TOKYO	D		1930 ↓D		1930 ↓D			1930 ↓D	TYO
			International Date Line			International Date Line				
			TUE			THU			SUN	
			B 0720			B 0720			B 0720	
-10	HONOLULU	A	C0600			C0600			C0600	HNL
		D	0900 ↓L			0900 ↓L			0900 ↓L	
-8	LOS ANGELES	A		1653 ↓L		1653 ↓L			1653 ↓L	LAX

Air Siam ~ February 1, 1974

AIR JAMAICA FLIGHT SCHEDULES

Effective October 23, 1966

FROM NEW YORK TO JAMAICA						FROM MIAMI TO JAMAICA								
OCT. 23 THRU NOV. 19	FROM NOV. 20			OCT. 30 THRU NOV. 27	OCT. 23 THRU OCT. 29									
JM 473 207 F/Y TH FR SA SU	JM 473 707 F/Y DAILY	↓	↑	JM 474 707 F/Y TH FR SA SU	JM 474 207 F/Y TH FR SA SU	JM 474 707 F/Y TH FR SA SU	JM 403 227 F/Y WE	JM 509 227 F/Y DAILY	↓	↑	JM 408 227 F/Y DAILY	JM 407 227 F/Y WE		
1030	1030	LV	NEW YORK (Kennedy)	AR	2050	1940	1940	0900	1615	LV	MIAMI	AR	2020	1400
1410	1410	AR	MONTEGO BAY	LV	1720	*	*	1015	1630	AR	MONTEGO BAY	LV	1905	1245
1440	1440	LV	MONTEGO BAY	AR	1650	*	*	1040	1655	LV	MONTEGO BAY	AR	1840	1220
1510	1510	AR	KINGSTON	LV	1620	1600	1500	1105	1720	AR	KINGSTON	LV	1815	1155

*Northbound passengers in Montego Bay should board southbound JM 473 and return to New York via Kingston
 †JM 473 will arrive Montego Bay and Kingston one hour earlier Oct. 23 thru Oct. 29

See reverse side for fare information

For reservations, call your local BOAC office (except in Florida), in Florida, BWIA-MIAMI at Franklin 1-8693.

Services operated for Air Jamaica by BOAC and BWIA

Air Jamaica ~ October 23, 1966

WANTED:

The next generation of
airline enthusiasts!



Here's why you should be a "Jump-Seat Member" of WAHS!

Receive your own copy of our quarterly airline newsletter, **The Captain's Log** - that's four magazines a year! An annual membership is only \$15 (\$15 less than before)!

Vote on all of life's BIG DECISIONS at WAHS. Whip out your official WAHS membership card at the annual AI show and WAHS will pay your entrance fee!

Now the Fine Print: You must be younger than 18, sponsored by an adult WAHS member, wait a few years (until you're 18) to sit in the Captain's Seat on the WAHS Board.

Slide Photography

By Joe Fernandez & Eddy Gual

n314as@yahoo.com / eddyslides@bellsouth.net

"Are Aviation Photographers Really Terrorists"?

I looked out the window and saw a beautiful morning. Temperatures were perfect and the forecast was calling for clear skies for the rest of the day. As any spotter would do, I headed to the airport to take pictures. When I arrived at the "dedicated" family viewing area, I set up my photo equipment which usually consists of a two camera bodies, two short telephoto zoom lenses, and a small stool which allows me to go above the fence line even at a distance. Per airport request, I proceeded to call their security dispatch office to let them know I was there taking pictures. They immediately approved my presence and told me to have a great day.

I was not there for more than 5 minutes when a police officer screeched to my remote location. He came with his lights on and would not take his eyes away from me. He cautiously exited the car with one hand on the taser gun (still on his belt). He promptly asked me to step down and wanted to know what my intentions were. I told him that I was an aviation spotter taking pictures of planes for hobby. I also told him that we are aviation enthusiasts and can be found at most airports around the world. He did not believe me and kept asking questions. "Why are you taking pictures of the planes and the terminals in the background"? At that point, I began to get a little irritated. I missed a good subject that was taking off. Again I told him that this is a hobby and that I have been taking pictures of planes for over 35 years. I asked him if aviation photography is now a crime and if I was committing a criminal offense. I also let him know that I called their dispatch to approve my position prior to shooting. After all that, you could still see a doubt on his face. He asked for several forms of identification and to surrender all the telephone numbers of dispatch to see if I had actually called in which he verified my call. Later, still in doubt, he told me that terrorists always pose as photographers to plan attacks against airports and we are cutting down on photographers who shoot around airport perimeters which is illegal. He also said that photographer/terrorists plant global positioning electronic units to map the airports via satellite communication from locations such as viewing areas (I am laughing inside of me of this guy's story). Then I asked him if I was going to be arrested because I fit "his" description of a terrorist and should be checked out and because accord-

ing to him, my activity was "illegal". He refused to arrest. I went on telling him that terrorists do not usually attack in view areas and that we are extra security at airports who have reported thousands of incidents in the past that otherwise would have gone unnoticed. I also told him that we are responsible for over 80% of most aviation magazine articles and photographs which promote aviation. My last question to him was if he was new at his position. To my surprise, he said yes!

After the tragic incidents of September 11, 2001, the general public has become paranoid of aircraft spotters. Taking pictures at any airport, even from dedicated areas, is prompting calls to emergency services from onlookers describing us as "suspicious individuals" and that we need to be checked out immediately. On isolated occasions, there have been numerous calls placed for the same thing prompting more than one police car to show up to "check out" the suspected individuals. In one incident, a pair of spotters have been seen getting arrested and hauled away for just committing the violent crime of "Aviation Photography". The spotters pressed charges against the airport and local government for harassment.

There have been so many frantic calls on spotters that airports who once had family spotting areas and visitor terraces, have shut these down to the general public and have put in larger fences at public expense that do anything but secure the airport. In fact, it makes the airport look more like a prison. Remember that the terrorists of 9/11 bought plane tickets and boarded the aircraft in a normal way. Would a fence have helped avoid this? I don't think so! How could children watch planes now when they have ugly walls in front of them, threatening signs at public locations, or a number of useless fences in their eyes blocking the airport view? Is this the positive we want to put into their young eyes?

Not everything is negative. Most police officials know about us and have commended our actions as extra security for airports. Some of us have even been registered with the airport's security office as volunteers for both inside and out, and that permission has given us a chance to get occasional tours of airport facilities. Both Eddy and myself suggest that if you go spotting, take a few examples of your work (photos or magazine articles) so they can see what you do. If you have a business card or a website, give the information to them. Be relaxed and answer their questions. Be professional. Defend your territory. If told to leave, get their name off their shirt and report what they did (if you are in a dedicated area, find out if things have changed at that location). Leave the area for a while or maybe for the day and come back later. Do not resist or do not

(Continued on page 23)

Playing Cards

By Fred Chan

topflite@olympus.net

The Boeing 707

Having been the 707's launch customer, it was not a surprise for Pan Am to have featured the aircraft on its playing cards (as well as other marketing materials). The card shown in Figure 1 is of very good quality with pictures from Pan Am's destination posters printed on the reverse side.

Apparently not wanting to cede any marketing advantage, TWA issued three different designs (Figures 2-4) showing its Boeing 707s although the earliest version was based on an artist rendition, probably because a 707 with TWA's livery was not ready to be photographed. Fortunately for collectors, both Pan Am and TWA had always been very generous with giveaways, so these decks are generally available.

The most surprising thing I found while pulling together the material for this column was that no other American airline had issued 707 playing cards in spite of the pioneering status of this aircraft. Instead, many of the carriers in the Middle East featured their 707s extensively. This is even more surprising because some passengers (including myself) have had playing cards confiscated when entering some Middle Eastern countries.

Alia (now Royal Jordanian) and Ethiopian Airlines each has three different designs (Figures 5-10) while Kuwait Airways issued two (Figures 11 & 12). Iran Air had a deck of 707 cards (Figure 13) before the ayatollahs came into power and the old Iraqi Airways also issued one 707 deck in its better days (Figure 14) before things deteriorated under Saddam Hussein.

Figure 15 shows a deck from El Al with the unusual reproduction of a postage stamp presumably showing a 707. If you look closely at the picture (an artist rendition, not a photograph), you will notice that the engine pylons do not have the distinctive curvature of those on a 707. Perhaps this was poetic license because El Al did not fly any other 4-engine long narrow bodies except the 707/720.

Unlike the 707 decks from Pan Am and TWA, the decks from the Middle East are very difficult to obtain and a mint deck can fetch anywhere from \$30 to \$100.

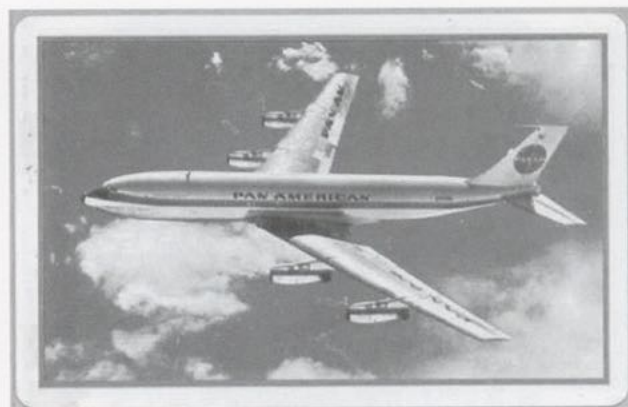


Figure 1



Figure 2



Figure 3



Figure 4



Figure 5



Figure 6

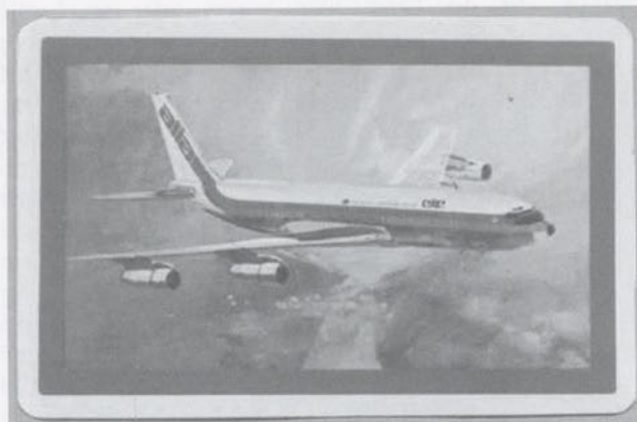


Figure 7



Figure 8



Figure 9



Figure 10



Figure 11

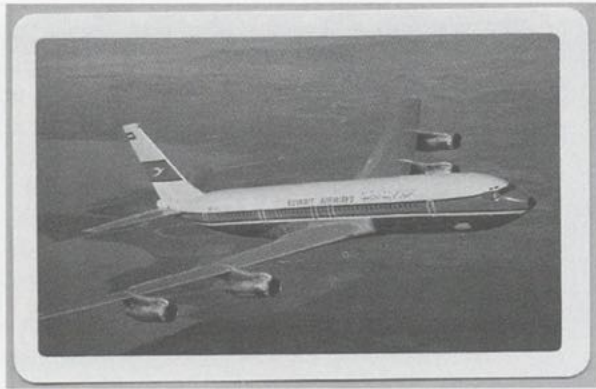


Figure 12

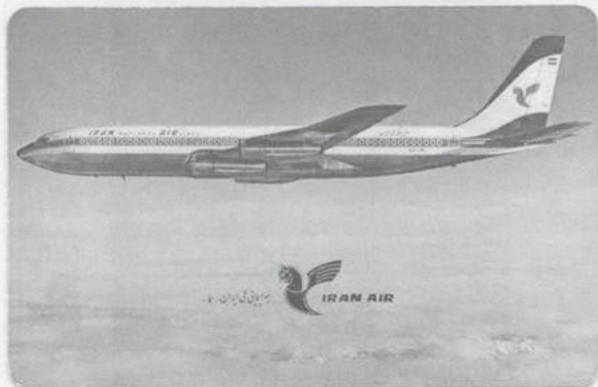


Figure 13



Figure 14

New WAHS Members!

Please welcome the following new members:

Jason Wilson, West Virginia
National Museum of Commercial
Aviation, Georgia

Gary Sease, Florida
Larry Gruza, Texas
Denny Welton, Montana

We're happy to have you with us!



Figure 15

(Continued from page 20)

push it a little extra like I did in the prior story above. Spotting is not terrorist activity nor is it illegal. There is no such rule written by the government, local airport, or by the FAA. Spotting is free security programs for all airports. Had it been illegal like some of the officers stated, then all airports would have to cover all the terminal windows leading to the airliners and people would be forced to use blindfolds to avoid looking at any airplane...and cameras would have to be confiscated! We have cameras to record incidents. We have cellular phones to call emergency should it be necessary. Continue to spot (from proper areas). Unfortunately, we are in a new era. Things are not the way they were and will never return to the past but it does not mean the end for the enthusiast. Aviation is a beloved subject. Since childhood, we all wondered in amazement how such large piece of machinery can fly so freely across the sky. The more photographers we have out there, the better it is for all to understand what we do. Don't be afraid of the bad apples. You WILL encounter them from time to time. Have fun!

Joe Fernandez and Eddy Gual

**AIRLINERS
INTERNATIONAL
2010
NEW YORK**

Label Time

By Daniel Kusrow

dkusrow@us.net

www.airlinebaggagelabels.com

The Boeing 707 at 50+ in Labels & Stickers

By the late 1950s, the commercial aviation industry had already witnessed the birth of jet transport in the early 1950s with the commercially unsuccessful de Havilland Comet I. Boeing had spent the decade designing and perfecting military jet bombers, which in turn had led to a commercial development program that culminated in the Boeing 707 Stratoliner model, the world's first widely successful jet transport. All the world's airlines lined up to buy the aircraft and place it quickly into service. The aircraft was a game changer of the highest magnitude. It allowed for rapid profitable flight operations on a large scale that quickly democratized air travel globally. The airlines issued many different baggage labels and stickers to commemorate the inauguration of this jet aircraft into their fleets, which decisively overtook all the other prop transports by the mid 1960s.



Pan American World Airways had placed the inaugural order with Boeing for the 707, and had played a significant role in the manufacturer's development of the aircraft. On October 26th 1958, one of the airline's 707-121's operated the nation's 1st trans-Atlantic jet service between New York and Paris. The 707 went on to enjoy a multi-decade career with the airline. Your author's first airplane trip was on a Pan Am Boeing 707 from Bangkok in 1972. This Uncommon baggage label dates to 1958.

American Airlines initiated on January 25th 1959 the first regularly scheduled U.S. domestic jet trunk line service, with flights between LAX and N.Y. Idlewild Airport using its own 707-123s. This event also meant that the airline was also the first to offer transcontinental jet service. This Common baggage



label dates to 1959 and commemorates this historic period of inaugural flights of American's Jets.



TWA received its first 707-131 in early 1959 and inaugurated transcontinental service between San Francisco and New York in the spring, followed quickly by the initiation of other domestic Stratoliner routes. Transatlantic 707 services were launched by the latter part of the year. By 1961 the airline had become the first all-jet operation in international service. This Uncommon baggage label dates to 1960.



Northeast Airlines

Northeast Airlines leased a Boeing 707-331 from TWA and inaugurated its first jet service between New York and Miami in December 1958. This one aircraft carried out all jet operations on this route for the airline, which clearly showed the operating efficiency of the model. It provided a serious competitive advantage to the airline over its much larger rival Eastern Airlines. This Scarce baggage label dates to 1960.



Continental Airlines took delivery of its first several 707-124s in April and May, 1959 with daily non-stop service between Chicago ORD and N.Y. Idlewild Airports started in June. Kansas City and Denver were soon added as stops on Golden Jet flights that featured television in the First Class Lounge of the Jets. This Uncommon baggage label dates to 1960. (Marvin Goldman Collection)



Western Airlines

Western Airlines leased directly from Boeing two 707-139s in the spring of 1960, while it awaited delivery of its own ordered 720s, and operated the aircraft between Seattle and Los Angeles. They later flew them on routes to Minneapolis and Denver. This Common baggage label dates to 1960. (Marvin Goldman Collection)



SABENA which took delivery of its first Boeing 707 in late 1959, became the first European airline to place it into service in early 1960 with non-stop service between Brussels and the Belgian Congo, and non-stop service to New York quickly followed. As the Congo entered crisis, one 707-329 flew non-stop to Brussels with a record 300 plus passengers. This Uncommon baggage label dates to 1960 and also shows the Sikorsky S-55 helicopters the airline used in interconnecting regional European service.



Air France in late January 1960 launched 707 services between N.Y. Idlewild and Paris Orly. Opera-

tion of 707s to Chicago, Los Angeles and Mexico City quickly followed. This Common baggage label dates to 1960 and depicts the Boeing 707 with the Sud Caravelle in front of a very stylized map of the world, reflecting the global reach of the airline's planes. (Marvin Goldman Collection)



Braniff International Airways began 707 flights between Chicago and Dallas and Houston in March, 1960 and by the end of that summer were using the planes throughout Latin America. These Common baggage labels date to 1960, and are a set of 12 labels depicting the countries in North and South America that were served by the airline's 707 El Dorado Super Jets. (Marvin Goldman Collection)

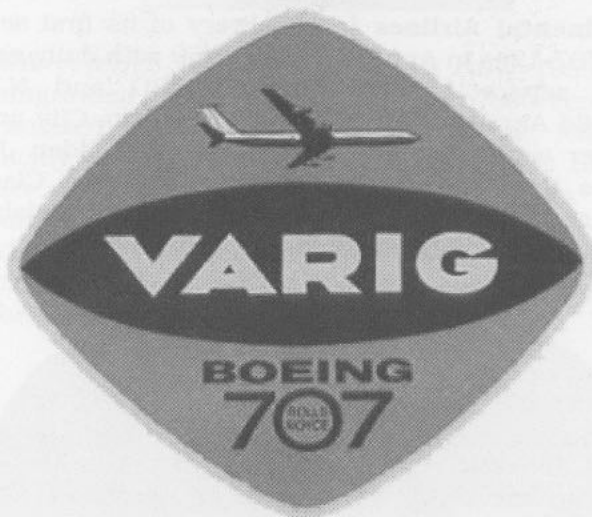


Deutsche Lufthansa was one of earliest European airlines to introduce the 707 into its fleet operations. Jet service with -430s between Frankfurt am

Main and New York Idlewild airports began in March of 1960. This Uncommon baggage label dates to 1961 and features very clean and crisp graphics. On the 707's vertical stabilizer is the Crane design, which is the oldest logo in the airline industry, dating to 1919 (Deutsche Luft-Reederei), and which still graces all Lufthansa vertical stabilizers to this day.



South African Airways took delivery of the first Boeing 707s to operate with an African airline in the summer of 1960. They started on the Springbok service between Johannesburg and London later that year, and were soon seen in other European cities by the following year. This Scarce baggage label dates to 1961. (Marvin Goldman Collection)



VARIG launched its first jet operations with Sud Caravelles flying international flights between Brazil and New York in 1959, and by the summer of 1960 the airline introduced 707-441s between Rio de Janeiro and New York. This Common baggage label dates to 1961 and features the interesting addition of the fact that the airline's 707s were powered by Rolls Royce jet engines.



El Al launched its first pure jet service with a leased B-707-441 from VARIG in early 1961 between Tel Aviv and New York. By the summer of that year the airline was flying its own 707s, and quickly established world records in speed, distance, and service with the aircraft. The airline kept using 707s into the early 1980s. This Scarce baggage sticker dates to 1961-1962.



Northwest Orient Airlines inaugurated its jet operations with the Douglas DC-8 in 1960, and was flying the short range Boeing 720 by 1961. The Boeing 707 entered the airline's fleet in 1963, replacing the DC-8 on international (to Asia) and long haul domestic routes, and by then the airline had become the U.S.'s first all fan jet operation. This Common baggage label dates to 1963.

AVIANCA Colombian Airlines started jet operations in the summer of 1960 with a leased Pan American 707 between New York and Miami on its route to Bogotá. By 1961 the airline began flying its own Boeing 720s on the Bogotá to Idlewild Airport run. This Scarce baggage sticker dates to 1963 and features just a great period photo image of the im-



Printed in U. S. A.

peccably attired stewardess and ocelot (too bad the cat is not looking at the camera) that just screams the era, like the jet engines of the 707.



JAT Yugoslav Airlines was really the only Communist Bloc airline that flew American commercial aircraft, including Boeing and Douglas models (but then Tito's Yugoslavia always marched to the tune of its own drummer). In 1969, the airline took delivery of a 707-320B, which was followed by 3 more in 1971. These aircraft flew on European routes and to New York's JFK. This Uncommon baggage label dates to 1971.



TAAG Angola Airlines introduced Boeing 707-320 B/Cs in 1979, and by 1980 the airline had six of them flying to destinations in central and southern Africa, continental Europe, and Havana. They continued in service with the airline into the late 1990s. This Uncommon baggage sticker dates to 1983.



The Boeing Company extensively used over many years a very early model 707 as a flying test bed, but this label was produced many years after this, and more for commemorative / historic purposes. The series of labels, of which this is one, depicted in cartoon fashion all the models of Boeing jet transport aircraft in the period house colors. This Un-common baggage sticker dates to 2003. (Henk Heiden Collection)

Notes:

All labels and stickers are from the collection of the author, unless otherwise indicated, and all are air-line issued, except the Boeing Company sticker.

Sources:

Guttery, Ben. Encyclopedia of African Airlines, McFarland & Company (1998).

Smith, Myron J., Jr., The Airline Encyclopedia, 1909-2000, The Scarecrow Press (2002).

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- 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
- 32-3 United Airlines
- 32-4 Skies Over Texas
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What is It?

By Ken Taylor

keebeetay@efirehose.net

More 'What Is It?'

We received several replies to Captain's Log 33-4, referring to the comments about PAA and China National Aviation Corp. Here is a sample of a CNAC wing:



This reply came from Pake' of Antique Alley on Kapiolani Blvd in Honolulu, Hawaii. Also from the same shop is this question?



Which Atlantic is this wing? Is this Atlantic Airways of 1941-1942, Atlantic Service, a joint venture of Pan Am and BOAC?

Also from Issue 33-4 *Captain's Log*, are two replies from Bernie M. and Charlie Dolan. Referring to Fig. #1. These wings appear to be from Aviation department of Cities Service Petroleum Company, pre 1960's.



There are always questions ...first from Antique Alley in Honolulu...Which Pan Am badge is this, (#36) cap badge with blue enamel?



Next is a series of unidentified wings from Charles Dolan. Any ideas?

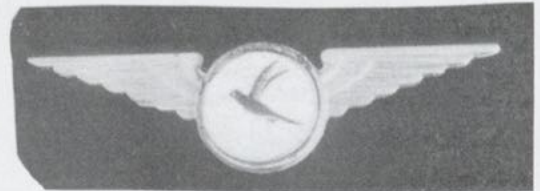


Fig. 37



Fig. 38



Fig. 39



Fig. 40

(Continued on page 33)

Wings! Badges!

By Charles F. Dolan

wingcobda@yahoo.com

Babysitting A Boeing 707

It seems fitting that this issue is concentrating on the Boeing 707. The late Martin Caidin, who wrote a book about the Boeing 707, was the keynote speaker at Airliners International '91 which took place at the same complex in Orlando as this year's show.

I had occasion to spend many hours working in and around the large Boeing transport. In 1965 I had a summer job as a "ramp rat" at TWA's New York International Airport terminal, now used by jetBlue. During the early seventies, I was a Customs inspector at Niagara Falls, NY (KIAG), and spent many hours clearing passengers and searching aircraft of flights operated by carriers such as Caledonian, Donaldson International, Lloyd's International Airways and Dan-Air London. The story, which follows, concerns a much larger, better known airline - Pan Am.

When I began my career with the U.S. Customs Service, it was still a face to face and pen on paper operation. We had not entered the age in which anybody could lie to you on a computer screen. We had the chance to deal with importers, travelers and carriers in person. All airline departures and arrivals were conducted under Customs supervision. That is why I was assigned to issue a clearance to and witness the departure of a Pan American World Airways charter flight from Niagara Falls, NY to Paris.

The overtime assignment was considered a "berry" in those days. You went to the departure airport, verified the General Declaration and registration numbers of the aircraft, perhaps registered a few cameras or binoculars for some passengers and then went home after seeing the aircraft take off. No confrontations, no digging through dirty laundry, no searching heavily used lavatories and no paperwork resulting from arrests. As I said, a "berry".

I left home at about seven forty-five in the evening for the twenty minute drive to Niagara Falls Int'l Airport. As I passed the Bell plant on Route 62, I could see the familiar blue globe on the tail of the Boeing 707. Life was good, the aircraft was on the ground, being fueled, and would soon depart, allowing me to get home early so I could get enough sleep before reporting for work at seven-thirty the next morning at Lewiston Bridge.

In short order, the passengers were boarded, the door sealed and the steps taken away. That's when the plan went into the porcelain receptacle.

All went well until it came time to spin number two engine. Despite many attempts, it chose not to start, in fact, it chose not to spin. The Flight Engineer had an idea of what caused the problem. The valve which sent pressurized air into the compressor stage was not operating. In an effort to relocate a potential maintenance delay from New York State to Paris, an unauthorized "fix" was attempted. The passengers were taken to the terminal and a motley crew was assembled to attempt to bring the reluctant engine to life.

The engineer and a few other individuals removed the engine cowling and by means of a relayed set of signals indicated when the engine was supposed to receive its needed compressed air. At that time, the engineer, standing on an eight-foot ladder began to pound on the valve housing with a three-pound sledge hammer. Several attempts went unrewarded and a call was placed to Pan Am operations describing the dilemma and requesting approved repair efforts.

Several hours later, a Learjet arrived from the Detroit, Michigan area carrying several Pan American mechanics and the replacement part for the offending valve. The question was asked if anyone had attempted to remove the engine cowling, because that would have been wrong. Naturally, all of us (sorry, those) folks who were covered with jet A soot answered in the negative. The first thing the "real" mechanics did to attempt to correct the starting problem was to pound the same valve casing, but in this case with an eight-pound sledge hammer. They had as much success as those who had attempted the original "fix". About an hour later, with the new part installed and the aircraft logbook properly annotated, the passengers were invited to re-board. The engines started promptly and I watched the Boeing climb into the very early morning sky on its trip to La Belle France.

Is that the end of the tale? Sadly, no. I knew that I had to be to work in a very few hours and that I was closer to my work station than I was to home. I decided to "save time" and head to Lewiston Bridge instead of home. I got to the bridge, spent a long time removing the evidence of burned fossil fuel from my hands and arms and dragged a clean uniform from my locker. I had about two hours before the start of my shift, so I told one of the folks on the midnight to eight shift that I was going to go into the radio room to catch a few hours of sleep. I asked him to let the other folks know where I was so that someone would wake me in time to start work.

By now you've probably predicted the end of this story. When I awoke at nine-thirty and exited my hibernation cave, I was quickly advised to contact Karen and the Branch Chief, in that order, ASAP. Because I had not returned home from a "quick job" and my request to tell folks where I was napping had not been honored, lots of folks were driving up and down Route 62 looking for my car's tail lights poking up from a drainage ditch.

Moral of the story --- Even if you're not E.T. PHONE HOME!!!

Wings from Various 707 Operators



Air Berlin USA (ABE) (ZF)

Gold color metal wing, satin finish except for polished top edge and center disc. Blue and orange "arrow" and blue stylized letters "AB". Clutch back with no hallmark.



Air Viet Nam (VN)

Bullion wing is of gold color thread on black felt material. A yellow field with three red stripes (the design of the Republic of Viet Nam flag) is under the dragon's head.

This wing has a white plastic backing with a safety type pin to attach it to the shirt or jacket.

No indication of manufacturer.



Hang Khong Viet Nam

Metal wing is of a dark brass color metal. The center shield is of white enamel with a light green dragon's head and three red enamel stripes under the dragon.

The wing is pin back also lacks any hallmark.



Arkia Israel Airlines (ARK) (IZ)

The wing is of silver bullion thread on black felt material. The end of each "wing" has a "male" end of a snap fitting that goes into the corresponding fitting, which is sewn onto the uniform jacket. There is no indication of the manufacturer.

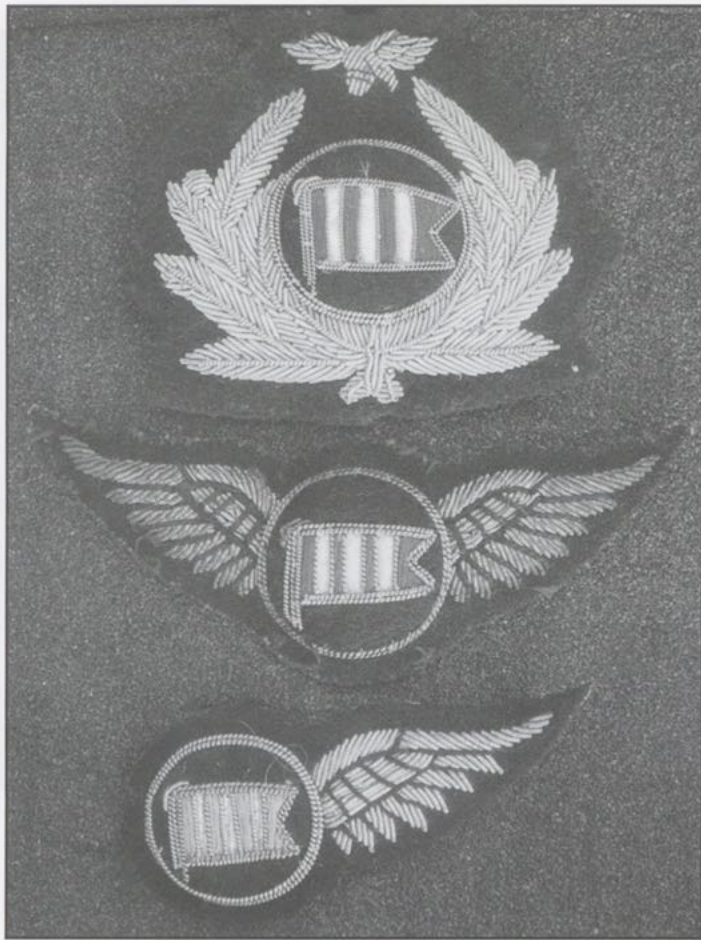
The cap badge is of stiff black material with the wings and lettering in silver bullion thread, outline of Israel in light brown thread and the edge of the disc in gold bullion thread. The method of mounting the badge to the cap is the same as that of the wing.

Again, no indication of manufacturer.



Donaldson International Airways (DIA)

This wing is of gold bullion thread on thin black felt material. The center shield is of orange material with the letters "DIA" made from black thread. The wing is of the sew-on variety without any label to indicate maker.



Dan - Air London (DAN) (DA)

All insignia are of the sew-on variety. There are no labels to indicate manufacturer. The backing is black felt material with thin padding. The insignia are of gold bullion thread with the "house flag" of Davies and Newman, Ltd. in red and white material.



Lloyd International Airways (LW)

The wing is the sew-on variety with gold bullion thread on black felt material. The fabric behind the turret in the center of the wing is of very dark blue color. No indication of manufacturer.



Somali Airlines (SOM) (HH)

The cap badge and wing are made of very light weight metal with a polished gold color finish.

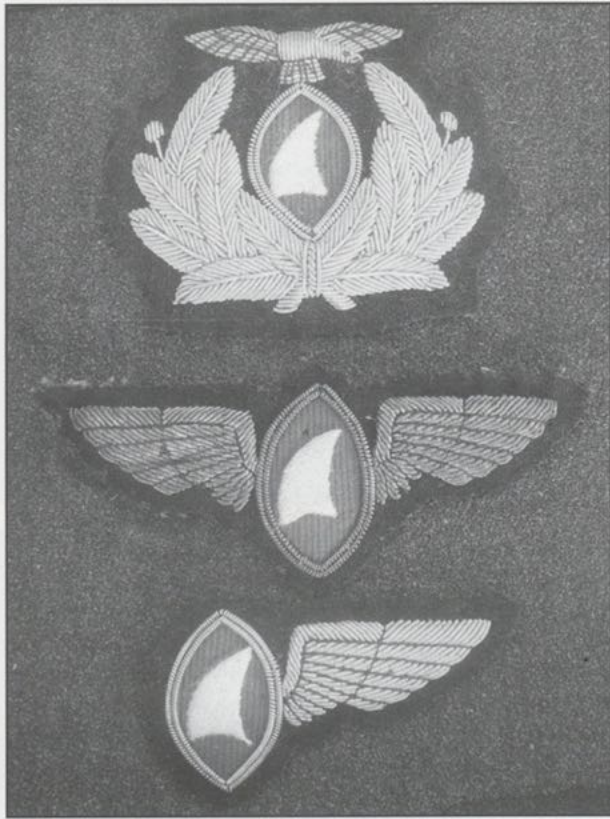
The wing is pin back and the cap badge has two lugs that go through the hat material and a pin or pins are pushed through the lugs to attach the badge. No hallmarks.



South Pacific Island Airways (SPI) (HK)

The insignia are of polished silver metal with dark blue enamel making up the lines in the wings and the lettering "SOUTH PACIFIC" on the cap badge. The center disc is light green over dark blue enamel with a white enamel bird. The wing is clutch back.

The cap badge has a high shoulder and uses two screw posts to attach to the cap. No hallmarks.



Tradewinds Airways (TDW) (IK)

The wings and cap badge are of sew-on variety with gold bullion thread on padded black material. The center oval has a white thread "sail" on medium blue fabric. The pilot wing has a small moth hole in the blue fabric.

No evidence of the manufacturer.



Nigeria Airways (NIG) (WT)

The insignia are the sew-on variety using gold bullion thread on black padded material.

There are no indications of manufacturer.

(Continued from page 29)



Fig. 41
Fig. 42



Fig. 43



Fig. 44

We look forward to seeing everyone in Orlando at the end of July!

Ken and Beth

Dining Service

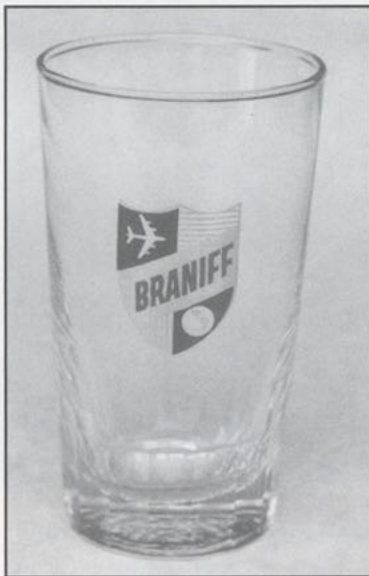
By R. R. "Dick" Wallin

rrwallin@aol.com

The Boeing 707

Well, what can be said that hasn't already? It was the Model T of the jet age, but still considered by many to be the most graceful and stylish member of the jet era.

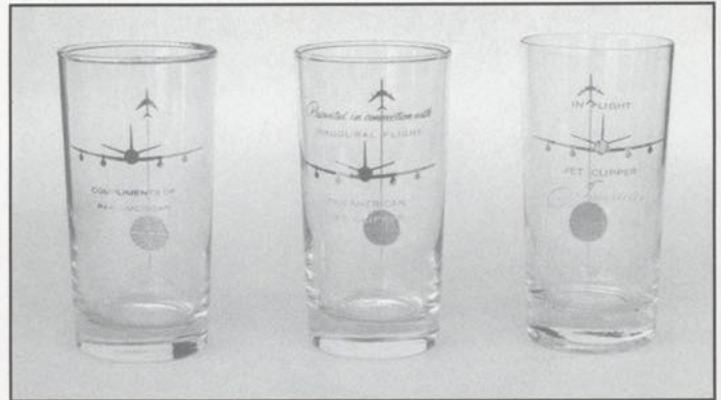
Here's a sampling of dinnerware illustrating the 707 and/or which would have been used on those craft.



1. Braniff's shield logo featured a 707 in the upper left quadrant, and North/Central/South America in the lower right, both on a dark blue background. This glass was probably a promo item; background is in gold and name in red.



2. Braniff had these heavy Brazilian silver salt & peppers, presumably used on board; one on left has the shield logo and on right, the stylized "BI" logo. I consider these to be the "Rolls Royce of all airline salt & peppers".



3. Pan Am loved to issue inaugural flight glasses; here are three with 707's on them; most of decoration is in gold, with some lettering in light blue.



4. Here is a Pan Am glass, both sides of which are shown, commemorating the first transatlantic flight, 26 June 1939 and the 100,000th on 2 July 1962. The flying boat and 707 are in black, with blue logos and gold dates. Wonder if they had someone on the payroll with a tote board that added the number of flights each day?



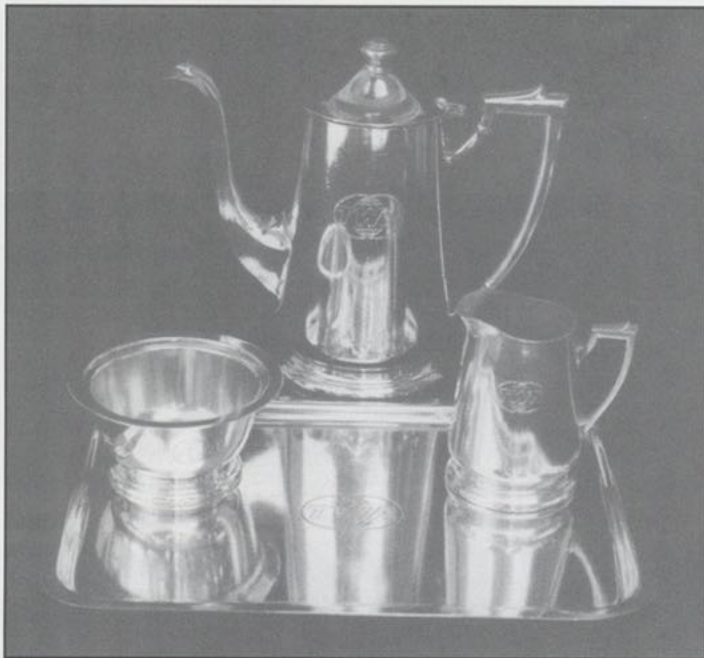
5. Probably an airport souvenir shop item, but attractive nevertheless, is this gold trimmed plate with a color scene of a Pan Am 707 on final. Lettering reads "Flughafen Frankfurt , Rhein-Main"



6. TWA would no doubt have used a 707 for the trip of Pope John Paul VI, October 4, 1965, United Nations to the Vatican. Made by International Silver, this tray is about 10"x6". TWA remained the airline of choice for the Vatican until the end of its existence; most later charter flights were on L-1011 craft.



8. An interesting early jet era glass AA teapot, with a large frosted eagle logo & initials. Due to breakage, finding one of these in intact condition is difficult, and they command a high price.



7. An International Silver serving set from the 1960's that no doubt saw service on many of TWA's 707 fleet.



9. This one I've illustrated previously, but this photo is worth repeating. Pan Am issued this commemorative glass for the 'First Boeing 707 Jet Flight Baghdad Iraq 1960'.

Happy Collecting! Dick

(Continued from page 11)

Besides air line stocks and bonds, most aviation collectors also include such things as plane companies, airports, jet engine and component manufacturers and services as well as earlier forms of aviation such as balloons and Zeppelins.

If members have any comments or questions regarding aviation stocks and bonds, you can reach Lawrence Falater at P.O. Box 81, Allen, MI 49227. Phone 517-437-8977.



Postcard Corner

By Marvin Goldman

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Boeing 707 Postcards

Prior to delivery of the first 707s to commercial airlines, Boeing built a 707 prototype, the 367-80 ("Dash Eighty"; first flown on 15 July 1954), and three production aircraft used in certification trials and destined for Pan Am, the earliest of which was first flown on 20 December 1957. Several postcards depict these aircraft in Boeing markings.



One of the first three Boeing 707-120 production models flown in certification trials and later delivered to PanAm, passing Mt. Rainier, Washington. Colour-picture Publishers P27861, distributed by Smith's, Tacoma. 1958.

The Boeing 707 has a special place in my heart, as my very first flight was on a brand new Continental 707 "Golden Jet". Lifting off on Continental flight 14 from LAX on the bright crisp morning of 17



Continental 707-124 Golden Jet over State of Washington, Airline Issue ("A-I") no. 9C-K892, Curteich-color. 1959.

December 1959, bound for Chicago with Coach John Wooden and the UCLA basketball team, I could only think, "this sure beats any ride I've been on at Disneyland". Each seat pocket had a folder about the aircraft and a Continental postcard. The left column shows mine that I saved from the flight.

The next airline on which I enjoyed 707 service was TWA, returning from Bombay to Los Angeles in August 1960. My flight to India on TWA two months prior had been on a Super Constellation, but Air India had already introduced 707 service from Bombay to London, and TWA quickly adapted to meet the competition.



TWA 707-331 at Genoa, Italy, in second livery (double globe introduced about 1964), printed by SAIGA on behalf of the Genoa Chamber of Commerce. Courtesy of Leonardo Pinzauti and his collection.

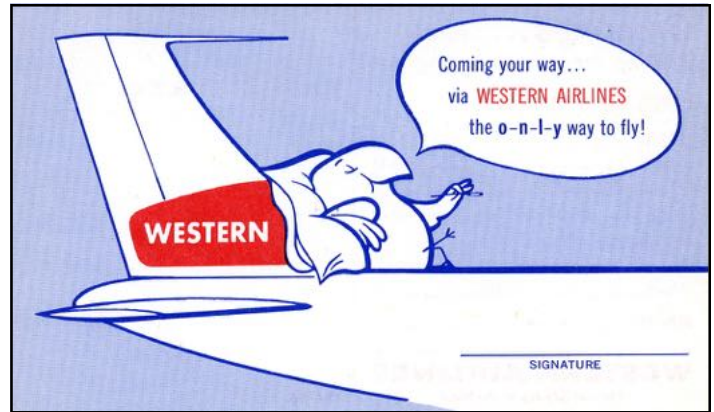
Pan American Airways was the first airline to operate the 707, with its initial flight on 26 October 1958, from New York Idlewild to Paris. I picked up the following card in 1976 off a postcard rack in a pharmacy in Panama City. Not yet being an avid air postcard collector, I only purchased two cards although several were on the rack. Later I traded one to Allan Van Wickler. I haven't seen another copy of



Pan American 707 at Tocumen, Panama, Dexter Press DT-55309-C, 1969.

the card since. When I was next in Panama in 2007 I went to the same pharmacy location (just maybe...maybe...they might still have some?). The pharmacy was gone.

Some of the other major U.S. airlines operating the 707 were American, Braniff and Western.



Western Airlines 707 with Wally Bird, "The Only Way to Fly". Back allows the passenger to fill in and mail their departure and arrival flight details. A/I no. TA-95.

Over 100 other airlines have operated the 707, and the number of different 707 postcards likely exceeds 1000. Here is a selection, proceeding west to east around the world:



American Airlines 707 N7549A at Detroit in first livery. Delivered to American on 9 June 1961. Colourpicture Publishers P45373, Hiawatha Card of Detroit.



BWIA 707 "Sunjet". A/I no. R28121. Dukane Press, Hollywood FL.



American Airlines "707B Luxury Jet" showing refurbished interior with larger overhead bins, introduced in 1972. A/I. Oversize. Courtesy of Bill Demarest.



VARIG 707, delivered 7 June 1960 and registered PP-VJA. A/I. Gráficos Brunner, São Paulo.



Braniff 707-227, N7077, delivered 22 March 1961. The back of the card says "El Dorado Super Jet. Finest in the Air to the 1964-65 New York World's Fair". A/I, Dallas.



BOAC 707-400 G-APFE, delivered 13 May 1960. Published by GM, Milano, Italy, no. 3.



Premier jour d'émission
First day of issue
Eerste dag van uitgifte



SABENA 707 with Belgian postage stamp affixed and cancelled on first day of issue, 1 December 1959. SABENA was the first European airline to operate the 707, on 19 January 1960. A/I. Black & White.



Britannia Airways 707-300C, G-AYEX, at Luton Airport, U.K. Operated by Britannia from October 1971 to March 1973. Photo Precision Limited, St. Ives, Huntingdon, no. PT14663.



Transavia Holland 707-365C, PH-TRW, "Princess Irene". Painting by noted Dutch artist Thijs Postma. Skyliner Graphics no. 6. Transavia operated this aircraft only from April to June 1970.



Air France 707-300, F-BHSC, "Chateau de Fontainebleau", at Bastia-Poretta Airport on the island of Corsica. Delivered to Air France on 22 December 1959 and operated until 1977. Published by A. Rion, Nice, no. 94/346.



Lufthansa 707 Cockpit. A/I. No. 452 60 2757.



Lufthansa meal service in coach on a 707. A/I. No. 452 60 2756.



EL AL 707-458, 4X-ATA, in first livery. A/I. EL AL operated this aircraft from April 1961 until March 1984. Its cockpit is preserved at the Cradle of Aviation Museum in Uniondale, Long Island, New York.



Aeropa 707-331, I-SAVA. According to Leonardo Pinzauti of Florence, Italy, in whose collection this card resides, this was the only 707 ever entered in the Italian registry. The airline carried freight and had some passenger charter flights, operating from 1969 to 1975. Published by Stampagraf, Rome.



TAAG Angola 707-300C, D2-TOM. A/I. Operated by TAAG from August 1980 to October 1988.



TAROM Romanian Air Transport 707 in an art card with the year "82" on the front. A/I.



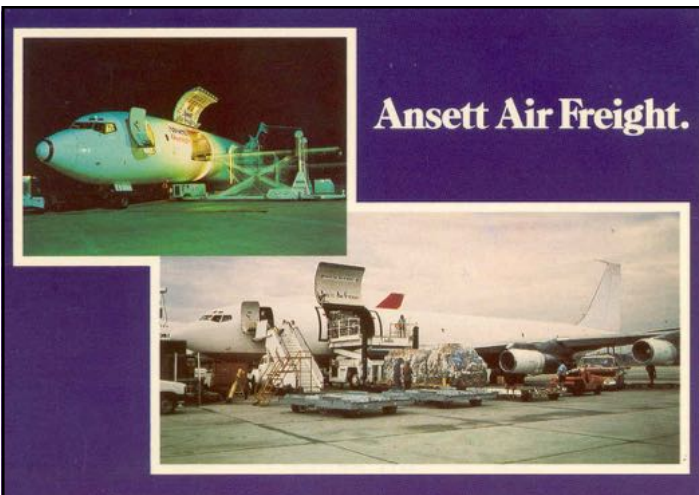
South African Airways 707 Air Cargo aircraft over Paris, by artist Ed Davies who signed with the year "79". A/I.



Malaysia-Singapore Airlines 707-320B, 9V-BBA. A/I. MSA later became Singapore Airlines. MSA/Singapore operated this aircraft from May 1968 to September 1979.



QANTAS 707 in first livery. A/I. QANTAS of Australia was the first non-U.S. airline to operate 707s, starting 29 July 1959.



ANSETT Air Freight (Australia) 707 cargo aircraft. A/I. Courtesy of Bill Demarest and his collection.

Notes: Except as noted, the original postcards of the above are in color, published in standard or continental size, and from the author's collection. I estimate their availability as -- Rare: the TWA, PanAm and Aeropa cards; Uncommon: the Boeing, both American, Western, BWIA, VARIG, Britannia, Air France, SABENA, both Lufthansa, TAAG, MSA and Ansett cards. The rest are fairly common.

References: Cearley, George W., Jr., "Boeing 707 & 720: A Pictorial History", 100 pages, self-published, Dallas TX (1993); Cearley, George W., Jr., "Boeing 707/720: Development and Early History to 1963, in The Captain's Log, vol. 13, no. 4, pp. 3-37 (Dec. 1987); Demarest, William, "World of Airline Postcards", "Boeing 707" tab, in website www.williamdemarest.com; Demarest, William M. (ed.), "The International Airline Postcard Catalog, Volume Two: Boeing 707/720", 96 pages, self-published (May 1999); Demarest, William, "Post Card Corner", in The Captain's Log, vol. 13, no. 4, pp. 38-39 (Dec. 1987); Hurturk, Kivanc N., "Individual Aircraft History of the Boeing 707", BU-Chair (USA) Inc. (1998).

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

Editor's Additions

The Boeing 707 is my all time favorite aircraft so I can't resist adding more cards to Marvin's article. Bill Demarest



Top ~ Air Viet Nam 707, airline issue
Bottom ~ American Eagle 707 (1981), airline issue



Aircraft Modeling

By Ken Miller

ozmiller@sbcglobal.net

My Continued Revell 707 Saga

There are many choices of 707 kits that have been produced through the years. A quick rundown of some of them include large and small Aurora kits, Airfix, Revell, and Minicraft 1/144 scale kits, Airfix/Heller 1/72 scale, Heller 1/125 scale, and Doyusha 1/100 scale kits. The Revell 1/144 scale kit is noteworthy in that it was released shortly after the 707 first entered service and was last released in 2000. If/when Revell re-releases their kit it too will surpass the half century mark just like the 1/1 scale 707.

I first wrote about the Revell 707 in *The Captain's Log* a number of years ago with the theme that Revell was rather creative in marketing the kit. The fuselage and wing dimensions stayed the same while Revell re-boxed the kit as a 707-120, -300, 400, and 720 versions. A few years later and after more careful inspection of the kits I see that Revell did make subtle differences in the kits that mirrored the development and changes of the 1/1 aircraft.

Going through my collection of Revell 707's I found four different fuselage variations and three different engine types among the different boxings. I do not have an original American Airlines issue but am quite certain that it came with the J-57/JT3C turbojet engines and a separate short fin cap. The original release of the KC-135 kit also came with J-57/JT3C turbojet engines and a separate short fin cap. The KC-135 kit fuselage differs from the 707 in that it has a bulge for the refueling station and separate cargo door and crew entry hatch. The fuselage length remains that of the 707-120.

My 1964 American Airlines Astrojet Jet Horizon release shows that Revell upgraded their kit just like Boeing upgraded the real 707 to a 707-120B. The J-57/JT3C turbojet engines are now replaced by JT3D/TF33 turbofans. In addition Revell increased the tail height with a taller separate fin cap as well as adding the ventral fin. I also have a Lufthansa release (box states 1982, and instructions state 1987) where the tall tail cap and HF antenna are now molded on the top of the vertical stabilizer. Revell also gave a nod to the Boeing 707-400 by releasing the kit in BOAC markings and including low bypass Rolls Royce Conway engines. Revell's last release of 707 kit was in 2000 as a United 720. Oddly enough Revell packaged this kit with the Conway engines instead of the original Pratt and Whitney JT3C engines. There must be a good story



American Airlines Boeing 707-123B. Photo courtesy of Jon Proctor via JetPhotos.Net. Used with permission.

connected to the engines as either Revell couldn't find the correct engines, the molds were damaged, or someone made a mistake in doing the research. The kit instructions even state that the 720 was powered by Rolls Royce Conway engines. I don't think so.

I had decided to continue work on my already started kit for this article. Checking Airliners.net and Jetphotos.net I noticed that all of the American 707-120's I saw with the later turbofan engines also had a tall tail and ventral fin. My kit had come with the earlier short fin cap. The only kit I have with the early PW turbojet engines was the KC-135 so I planned on using those engines to make an early American 707. Upon opening the KC-135 box I realized that the person I'd bought the kit from had swapped out the turbojets for the later turbofans. I knew it when I bought the kit but had forgotten. I could use the Rolls Royce Conway engines like Revell expects one to use in the 720 kit but that just wouldn't be right. If I was going to use later turbofan engines that my kit had I pretty much had, to have a taller tail and ventral fin as well just like on the real aircraft.

Only my American Airlines Astrojet and a Luftwaffe release had the separate tall fin cap ventral fin, and I wasn't going to take the parts from either kit. I thought I'd give a try at carving them myself. For the ventral fin I used some scrap styrene sheet left over from a vacuform kit and for the the tail cap I used a piece of Plastruct I beam. I traced the original parts with a Sharpie marker and cut and sanded the new parts to shape. The ventral fin turned out fine the first time but I have to continue working on the fin cap. On one hand I'm hesitant to try to build an American Airlines model due to the difficulty of doing a bare-metal finish but on the other hand I've decided to just go for it. I found a CBS Models sheet of the original Astrojet markings

AMERICAN AIRLINES
707
JET FLAGSHIP



Revell
Authentic Kit

COMPLETELY FORMED PLASTIC
EASY TO BUILD + READY TO PAINT



SCALED FROM OFFICIAL BOEING AIRPLANE COMPANY BLUEPRINTS

Photo Copyright © Christian Bryan AIRLINERCAFE.COM

the 'Jet Horizon' series



American Airlines
707 ASTROJET

*Powerful jetliner foundation
of the world's great passenger
fleets.*



REVELL
MODELS
ARE
FUN!

PRECISION MOLDED PLASTIC • EASY TO ASSEMBLE • AUTHENTIC DECALS

Photo Copyright © Christian Bryan AIRLINERCAFE.COM





Revell
Authentic Kit

COMPLETELY FORMED PLASTIC
EASY TO BUILD + READY TO PAINT

Scaled from Official Prints

BOAC BOEING **707**

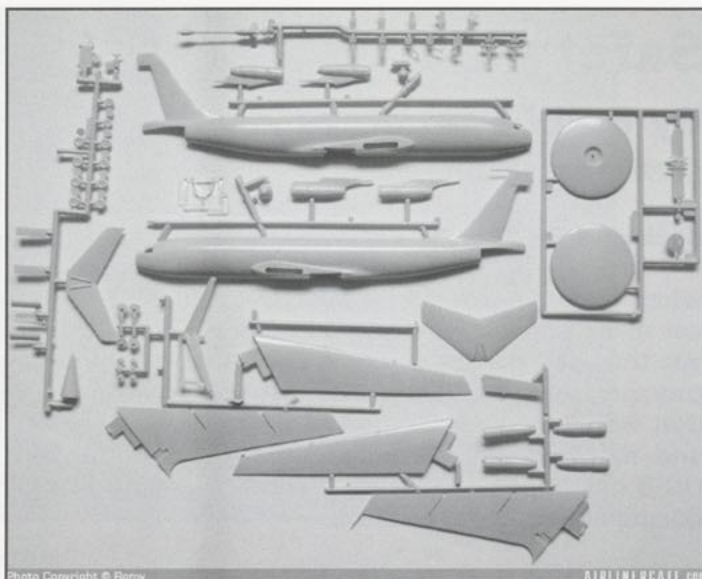
Powered by four  **CONWAY** turbo-jets

Photo Copyright © Christian Bryan AIRLINERCAFE.COM

and also have a Liveries Unlimited sheet of the Lightning Bolt markings so I'm set for decals. All it will take is more patience and time to complete. I'm not even yet at the priming stage but I know it will take many applications of putty, primer, and sand paper to do this model justice for the good looking American Airlines markings.

I've proven to myself that even though the Revell kit is fairly simple and has stayed the same over almost 50 years, it did evolve just like the real 707. By adding new and improved engines, a taller tail fin, as well as a ventral fin Revell has kept the basic kit the same but made some important changes to adapt the model to the real aircraft.

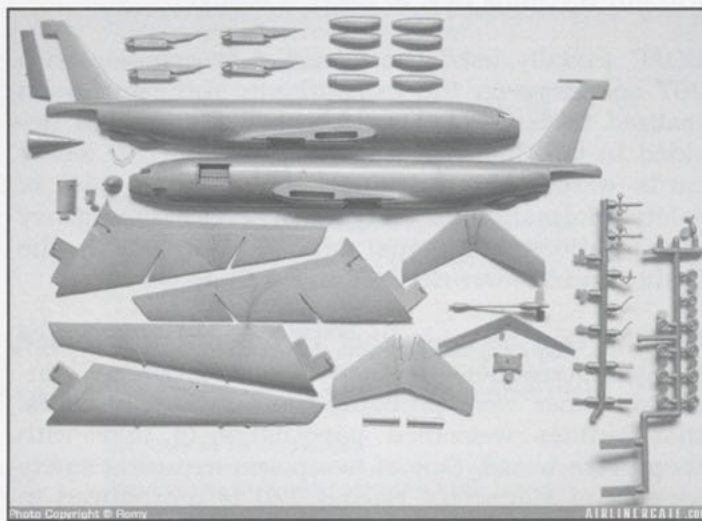
Thank you to Christian Bryan of the Boxart Den for the box images that are posted at Airlinercafe.com. The kit images are also from AirlinerCafe.com.



Boeing 707 Plastic



Boeing 720 Plastic



KC-135 Plastic

Continued on Page 48

Safety Cards

By Fons Schaefer

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Boeing 707 - The Jet Setter

When Pan Am ordered its first jets in 1955 it could not make a choice and placed orders both at Douglas, the then well-established manufacturer of large transport aircraft, and at Boeing, the newcomer in that field. It was the first order for the seven-o-seven and many would follow, eventually outselling the DC-8 by almost a factor of 2. Later, as we all know, Boeing bought Douglas itself.

The 707 was introduced on international routes popular with the rich and famous such as New York to Paris, London and Rome, and, more than any other type of airplane, can be credited for the phrase 'jet set'. Whether the jet set members carefully studied safety cards when on board, I do not know, but let me just try and do that here for you.

The first 707 safety card was carried by the inaugurating airline, Pan Am. 'Design For Impact', the only book about safety cards ever made so far, has a reproduction of it on page 77.

Next in line to put the 707 in service was American, who called its 707s "Jet Flagship". The 1959 card (fig. 1) has just two subjects - Emergency exits on the front and the automatic oxygen system on the back. The latter, of course, was a novelty introduced with the higher flying jets. The front side shows the cabin layout, including a lounge area at the forward entrance door, and opening instructions for the window exits only. A slide is shown 'ready for use', without revealing how to make it ready.

BOAC initially used the Comet 4 to compete with 707 operators on the transatlantic route but soon realized that its performance was inferior and decided to join the 707 league. Its early 1960 safety cards were fold-out leaflets containing a host of safety information for all types in service, emergency exit locations being just one of those. Both the Comet and 707 are detailed in fig. 2.

Later in that decade, other UK operators included safety information in their 'flight souvenirs' on-board. Those were probably the only 'safety cards' that airlines welcomed passengers to take with them from board. One of two pages featuring safety aspects of Monarch's Boeing 720 is reproduced in fig. 3.

Around 1969, both Pan Am and TWA carried luxury safety booklets on their 707s, possibly to entertain

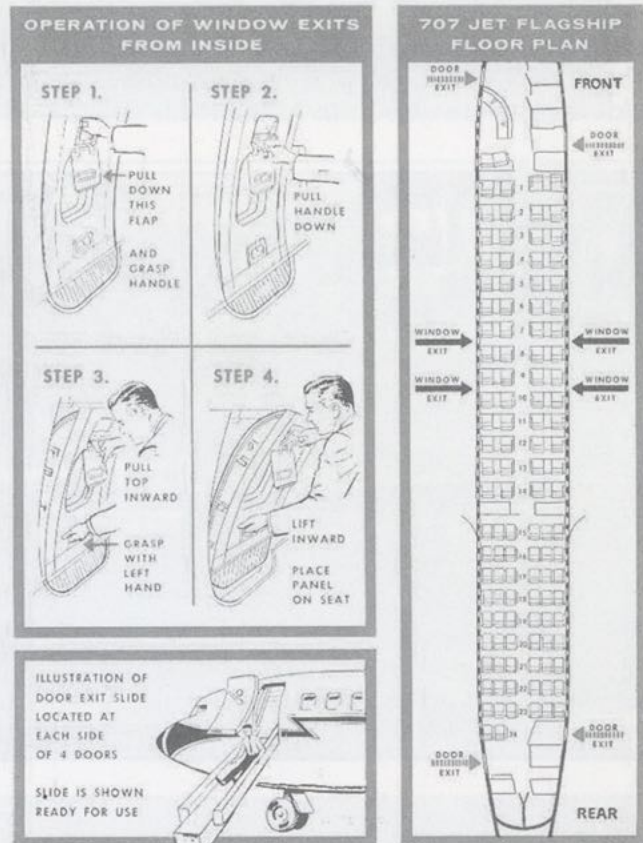
IMPORTANT INFORMATION FOR OUR 707 JET FLAGSHIP PASSENGERS

B Even though you may be an experienced air traveler, there are certain features of this, the most modern of air transports, with which you may not be familiar.

AMERICAN AIRLINES

EMERGENCY EXITS

There are eight exits provided for your use. The chart below will show you the one closest to your seat. The four exits near the center of the cabin, indicated by the black arrows, are removable windows, while the two exits at each end of the cabin, marked by the light blue arrows, are doors equipped with fast operating evacuation slides.



T-352

Figure 1 ~ American Airlines

the jet set. Pan Am's will be discussed in the next edition of the Log. That of TWA, which named the 707 'Starstream', was nicer, larger and heavier, weighing 70 grammes each. (Normal cards are in the range of 8 to 20 grammes). It had 18 pages, sized 28 cm by 15.5 cm in high quality paper with large illustrations and texts in 5 languages. Fig. 4 is the page showing the use of the escape slide. Again, no word about how it becomes ready for use.

Two mid-1970s samples are reproduced in figs. 5 and 6 - that of Romanian's airline Tarom and Air

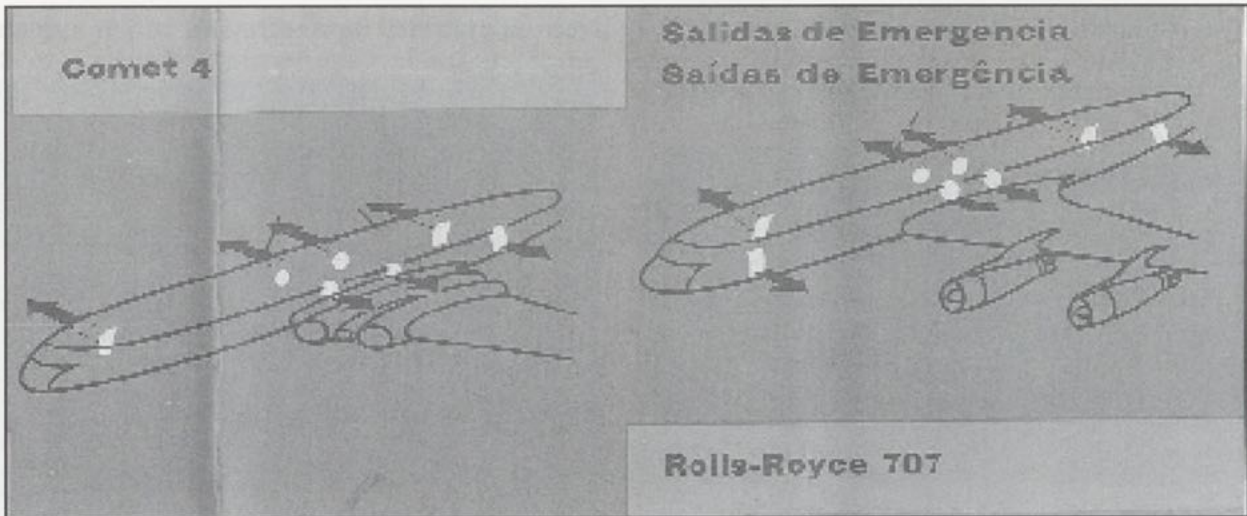


Figure 2 ~ BOAC

4. EMERGENCY EXITS & ESCAPE SLIDES
 There are ample exits, all of which are clearly marked with instructions for opening. The exit positions, and the method of removing and stowing the midships emergency exits are shown in the diagrams below. Do not attempt to open exits other than on instructions from a member of the crew.

Emergency exits — Boeing 720B
 Forward Aft
 MAIN EMERGENCY EMERGENCY EMERGENCY MAIN

PULL LIFT PLACE ON SEAT OR THROW OUT

Automatically inflatable escape slides are provided at all floor level exits. Their purpose is to permit rapid emergency evacuation of the aircraft in circumstances where outside steps are not available.

SLIDES

Remove high-heeled shoes
 Jump and sit
 Move away from aircraft

5. LIFEJACKETS
 Your lifejacket is under your seat. Do not inflate in cabin.
 Adults: MUST NOT inflate their jackets before leaving the aircraft. The mouthpiece at front of jacket at neck level may be used to re-inflate or top-up the jacket.

6. LIFERAFTS
 Liferrafts sufficient for all passengers and crew are carried on aircraft flying long distances over the sea. Each liferaft will have a crew member in charge. High-heeled shoes must be removed before entering the liferaft.

1 Pass jacket over head.
2 Cross tapes behind waist and bring to the front.
3 Tie tapes round waist.
4 Inflate by pulling red toggle. Re-inflate and top-up using mouth-piece at left side.

Children:
 Under 10 years of age: Inflate the jacket in the aircraft by pulling red knob. Fit the inflated jacket by passing over head. Take the tapes around the child's body and then around the lifejacket. Tie off in a double knot.
 Life Cots: for very small infants are also available

All life jackets are fitted with a sea light which will illuminate on contact with water, either automatically or on removal of battery plug.

Figure 3 ~ Monarch

ESCAPE SLIDE
 An inflatable escape slide is provided at each door exit for safe, rapid-cushioned escape to the ground. Passengers should remove their shoes before jumping into the slide in a seated position. After reaching the ground, quickly move away from the aircraft.

GLISSIERES DE SORTIE
 Une glissière de sortie gonflable se trouve placée à chaque porte, permettant une sortie sûre, rapide et amortie vers le sol. Les passagers doivent ôter leurs souliers avant de sauter en position assise sur la glissière. Après avoir atteint le sol, éloignez-vous rapidement de l'appareil.

NOTRUTSCHE
 Jede Ausgangstür ist mit einer aufblasbaren Notrutsche zum schnellen, sicheren und weichen Landen auf dem Boden versehen. Sie werden gebeten, ihre Schuhe ausziehen, bevor Sie in Sitzstellung in die Rutschbahn springen. Nachdem Sie den Boden erreicht haben, entfernen Sie sich schnell vom Flugzeug.

DESLIZADOR DE EMERGENCIA
 Cada puerta de salida dispone de un deslizador de emergencia inflable para su escape seguro, rápido y suave hacia tierra. Los pasajeros deberán quitarse los zapatos antes de sentarse sobre el deslizador. Al llegar a tierra, debe alejarse rápidamente del avión.

SCIVOLO DI SALVATAGGIO
 Ad ogni uscita di sicurezza è sistemato uno scivolo di salvataggio gonfiabile per consentire una discesa rapida e comoda verso il suolo. I passeggeri debbono togliersi le scarpe prima di lasciarsi cadere, in posizione seduta, sullo scivolo e, appena raggiunto il suolo, allontanarsi rapidamente dall'aereo.

Figure 4 ~ TWA

Malta. The resemblance is striking. Both are in the style that Air France had developed earlier, distinguishable by the cabin seats in an elliptical setting. The paper and printing quality of Taron's is remarkably poor. Interesting about the Air Malta sample is the top language: Arabic but in western letters, which is unique for this small island between Italy and North Africa.

An early 1980 copy of a 707 safety card is that of Avianca. The front picture shows a 707 with the 'jet escape' exits behind the wing (fig 7), but these are not depicted inside (fig. 8), which may have been confusing to passengers. On the back of this card text is added saying: 'to take away life vests from the aircraft is a crime punished by law'. Apparently, Avianca suffered a high life vest pilferage rate.

In the same decade Somalia was still quite a stable country. Its airline operated 707s to Europe. They

were maintained by Lufthansa which explains why its safety cards were virtually identical to those of the German airline, bar the cover page, shown in fig. 9. Just for your information: 'For your safety' reads in the local language: 'Bad Baadadaada Awgeed'.

Although the commercial air transport role of the 707 has now virtually finished, it remains active in the military arena. In Europe, NATO flies 707s as Trainer/Cargo Aircraft (TCA), bearing quasi civil registrations such as LX-N20198. LX stands for Luxemburg, the N for NATO and the number equals the construction number of the individual airplane. This example is a civil born 707, but the same sequencing is used for NATO's E-3 AWACS airplanes. The safety cards on board the TCA (fig. 10) are as spartan as the military is, showing little information in a less than attractive style.

BOEING 707 SAFETY INSTRUCTIONS

- LEGAREA CENTURILOR DE SIGURANȚĂ ESTE OBLIGATORIE LA SEMNALIZAREA OPTICĂ ȘI LA ANUNȚUL STEWARDESEI.
- IT IS OBLIGATORY TO FASTEN YOUR SEAT BELT WHEN THE SIGN LIGHTS AND/OR WHEN THE FLIGHT ATTENDANT ADVISES YOU TO DO SO.

- MASTILE DE OXIGEN PENTRU CAZURILE DE URGENȚĂ VOR CADEA AUTOMAT ÎN FAȚA DV. ORI DE CITE ORI ESTE NEVOIE.
- EMERGENCY OXYGEN MASKS WILL AUTOMATICALLY FALL DOWN IN FRONT OF YOU WHENEVER NECESSARY.

- 1** APUCATI MASCA TRAGETI USOR TUBUL
GRASP MASK FROM HOLDER PULL GENTLY ON THE TUBE
- 2** SCOTATI BANDA ELASTICA
REMOVE ELASTIC BAND
- 3** PUNETI MASCA PE NAS SI GURA FIXATI BANDA PE CAP
PLACE MASK OVER NOSE AND MOUTH SLIP HEAD BAND OVER HEAD
- 4** POTRIVITI MASCA
ADJUST MASK TO FIT

Figure 5 ~ TAROM

BOEING 720 B

TAGHRIF GHAS-SALVATAGĠ
SAFETY INSTRUCTIONS
NORME DI SICUREZZA
INSTRUCIONS EN CAS D'URGENCE
SICHERHEITSANWEISUNGEN

Minhabba li jista' jkun hemm xi maltemp, ikun ahjar li zzoam ic-cinturin marbut waqt li tkun bil-qogħda.

As unforeseen turbulence may occur, we advise you to keep your belts fastened all the time you are seated.

Prevediamo turbolanza, consigliamo di tenere le cinture allacciate quando siete seduti al vostro posto.

Comme il est possible que nous entrions dans une zone de turbulence imprévue nous vous demandons de bien vouloir garder vos ceintures attachées lorsque vous êtes assis.

Da unerwartete Turbulenzen auftreten könnten, bitten wir Sie sitzen zu bleiben und die Sitzgurte geschlossen zu halten.

IL-MASKRI TA' L-OSSIGĠENU TAL-EMERGENZA JAQQUH WANDIHN QUDDIEMEK KULL META JKUN HEMM BŻONN.

EMERGENCY OXYGEN MASKS WILL AUTOMATICALLY FALL DOWN IN FRONT OF YOU WHENEVER NECESSARY.

LE MASCHERE D'OSSIGENO D'EMERGENZA CADRANNO AUTOMATICAMENTE DAVANTI A VOI QUANDO E'NECESSARIO.

EN CAS D'URGENCE VOUS YERREZ LES MASQUES D'OXYGÈNE DESCENDRE AUTOMATIQUENT DEVANT VOUS.

DI ÜBER IHNEH BEFÖHRLICHEN SAUERSTOFFMASKEN FALLEN BEI BEDARF AUTOMATISCH HERUNTER.

- 1** Aqad il-maskra milli-holder, iġbed it-tubu bil-mod il-mod.
Grasp mask from holder, pull gently on the tube.
Afferrare la maschera dal contenitore, tirare dolcemente sopra il tubo.
Prenez le masque dans son étui et tirez légèrement sur le tube.
Nehmen Sie die Maske vom Griff und ziehen Sie leicht am Schlauch.
- 2** Nehi l-istrixxa tal-istiku.
Remove elastic band.
Levare la fascia elastica.
Enlevez la courroie elastique.
Halten Sie das elastische Band zurück.
- 3** Qiegħed il-maskra fuq im-ehrek u haġek, aġġmel il-istiku madwar rasek.
Place mask over nose and mouth; slip head band over head.
Mettre la maschera sopra il naso e la bocca far scivolare la benda sopra la testa.
Placez le masque sur le nez et la bouche, et passez la courroie par-dessus la tête.
Halten Sie die Maske über Mund und Nase und ziehen Sie das Band über den Kopf.
- 4** Irrango l-maskra sakemm toqgħodlok sewwa, aġġust mask to fit.
Aggiustare la maschera per ottenere la massima aderenza.
Bien ajuster le masque.
Schieben Sie die Maske zurecht.

Figure 6 ~ Air Malta

BOEING 707

INSTRUCCIONES DE EMERGENCIA
SAFETY INSTRUCTIONS



Figure 7 ~ AVIANCA

B 707

Dad Baadadaada Awbeed
 في الرحة سيلاان
 For your safety
 Per la Vostra sicurezza
 Für Ihre Sicherheit
 Pour votre sécurité
 Para su seguridad
 Para sua segurança

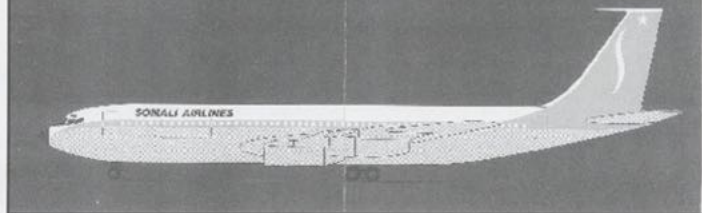


Figure 9 ~ Somali Airlines

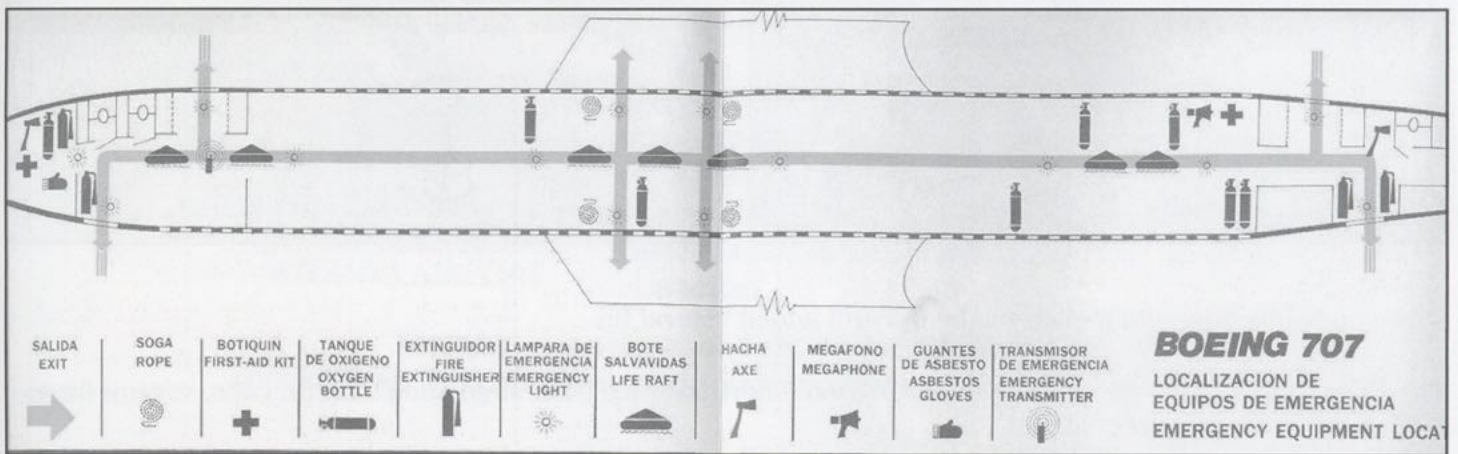


Figure 8 ~ AVIANCA

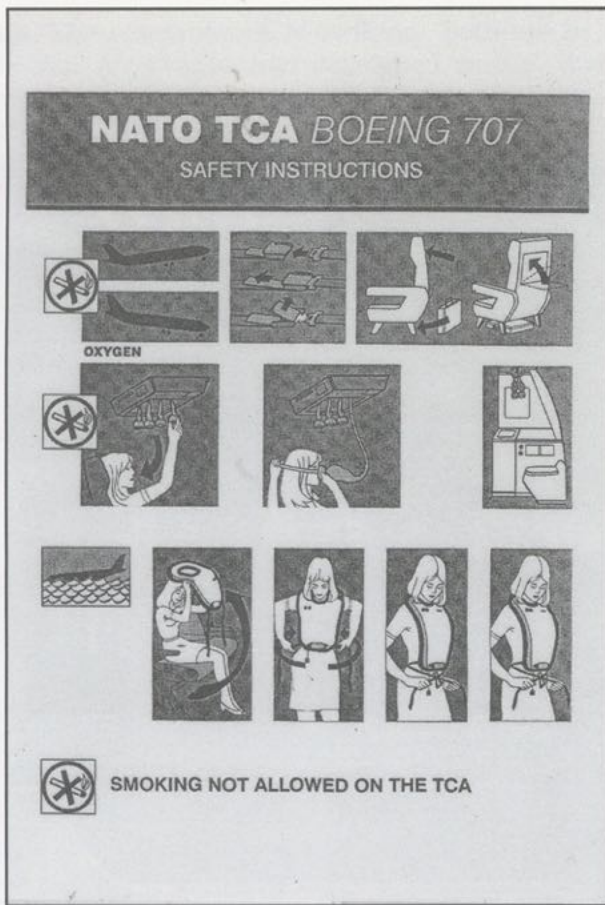
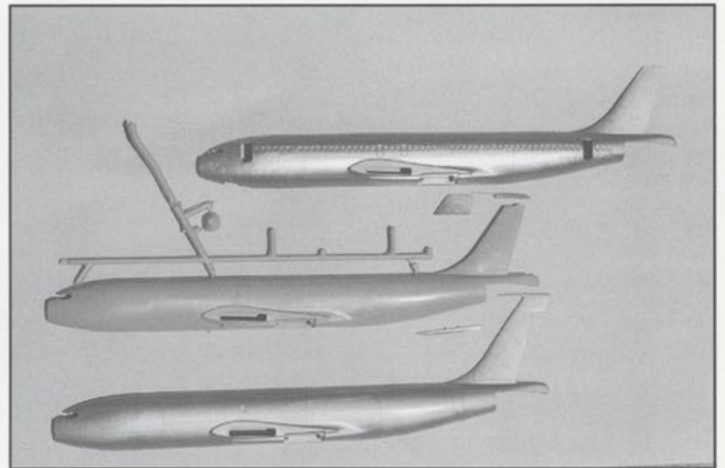
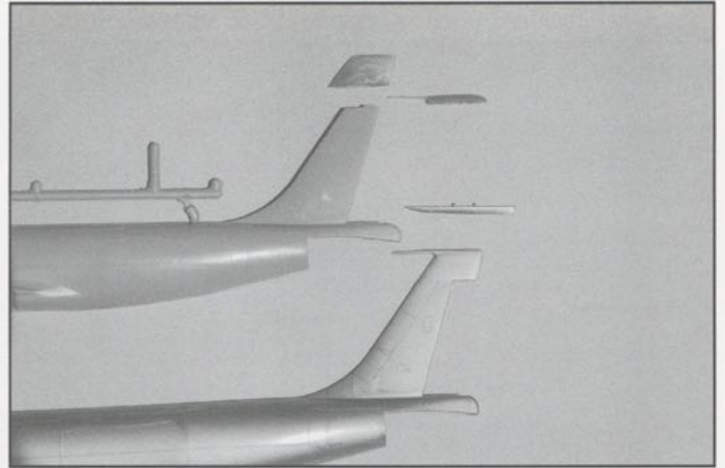
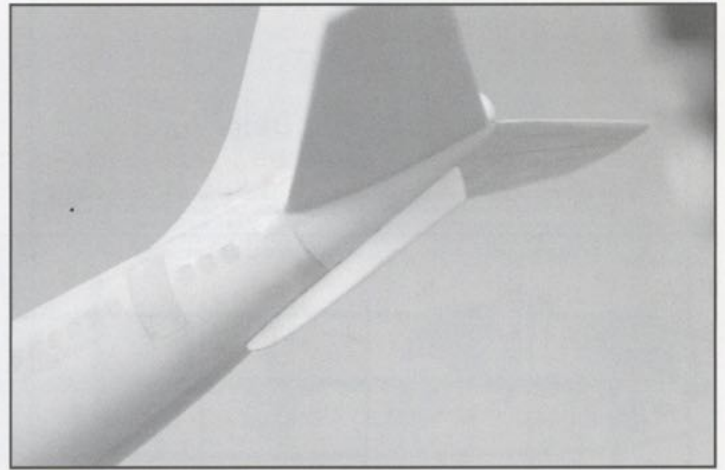


Figure 10 ~ NATO



Continued from Page 43



Close ups of the large fin cap on model tail and added ventral fin.

The close-up of the model tails shows the original short tail with both large and small fin caps, ventral fin as well as the later one piece tall tail.

The three fuselage photos shows 3 fuselage versions. Original short tail with windows and without, and also later one piece tall tail.

23rd Annual Atlanta



Airline Collectibles Show & Sale

Saturday, October 17, 2009 9am to 4pm

Admission \$5 Children under 12 free

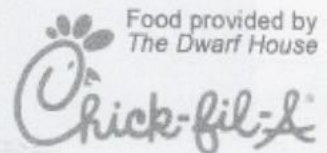
Early Bird Admission 6-9am \$10

Highlights include:

- ▲ A wide variety of vendors selling aviation-related items
- ▲ Historic aircraft on display, including a 1931 Travel Air, a 1936 Stinson Reliant, and the first DC-3 to carry Delta passengers in 1940
- ▲ Tours inside The Spirit of Delta B-767



The **Delta Air Transport Heritage Museum** will be the host of the show. Show will be held in Delta's Historic Hangars 1 & 2. Entrance will be at the rear gates of the Delta World Headquarters, off Woolman Place.



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CONCOURSE HOTEL
ATLANTA AIRPORT

The **Renaissance Concourse Hotel** is the official show hotel and is offering a special rate of **\$89**. When calling **1-888-639-6710**, guests should reference "Airline Collectibles Show". If making reservations at www.renaissanceconcourse.com, the group code is **aicaica**.

For table reservations and show information, please contact **Greg Romanoski** at greg.romanoski@delta.com or **(404)715-7886**

Delta Air Transport Heritage Museum, 1060 Delta Blvd. Bldg B, Dept. 914, Atlanta, GA 30354

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WANTED: Seeking glossy color photos of the Boeing 727-222As of the Pan Am Shuttle at the LaGuardia Marine Terminal, Washington National's old North Terminal, and Boston Logan's Shuttle terminal. Please contact Steven R. Stoneman, 615 E. Adams Street, Tucson, AZ 85705 or call (520) 628-1512.

FOR SALE: A large collection of airline memorabilia dating back decades including lots of Pan Am material. Books. Newspaper and magazine clippings. Photographs. Postcards. Advertisements. Route maps. Various china and silverware. Airline tote bags. Stickers. I would prefer to sell everything in one lot for \$300. Please contact me for a detailed list of items available. Contact: Elsie W. Gordon, 2022 SW Akorot Rd, Port St Lucie, FL 34953. Phone (772) 336-9606.

WANTED: Airliners International Convention Memorabilia. The WAHS Office is looking for lapel pins, wings, stickers, post cards, and other AI logo items (except booty bags) from our 31 years of international conventions. Unfortunately, a sample of each of these logo items was never retained by Society headquarters. If you can help, please contact Treasurer Jay Prall: jayeprall@msn.com or 503-657-4540 (West Coast time).

AIRLINER BIZJET Materials Needed for Feature Story. Author is documenting the history of the few carriers that used bizjets in scheduled passenger service. Names like Sun Airlines, Zia, Golden West, Indigo, Heussler, Empire State, and Enterprise. Looking for aircraft photos, route information, memorabilia, and other corporate information from these carriers. Please contact Jay Prall: jayeprall@msn.com or 503-657-4540 (West Coast Time).



WAHS Logo Items

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We now have available WAHS hats, shirts, jackets, stickers and name pins available for purchase. A limited edition poster with the first 30 Airliners International show logos is available for \$10. Please see the 'Sales' section of our website <http://www.WAHSONline.com> for additional photos, pricing and ordering information.

UPCOMING AIRLINE COLLECTIBLE SHOWS!!

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

AIRLINERS INTERNATIONAL 2009

Thursday -> Saturday, July 23-25, 2009. Orlando, Florida, Wyndham Orlando Resort. Email info@ai2009.com or see the show web site, www.ai2009.com for show information, hotel booking procedures and tour information. AI 2009 LLC, P.O. Box 54, Ocoee, FL 34761

NEWARK AIRLINE SHOW

Saturday, September 12, 2009. Newark, NJ. Holiday Inn Newark Airport 160 Frontage Rd. Newark NJ 07114. Show hours: 9 am to 4 pm. Admission \$10 with free parking \$2 off with WAHS membership card. Free shuttle from Newark airport and Howard Johnson. Show is sponsored by the Airplane Shop. For information, contact Jeff Matera at NewarkShow@aol.com.

SAN FRANCISCO AIRLINE MEMORABILIA SHOW

Saturday, September 26, 2009. Best Western Grosvenor Hotel, 380 South Airport Blvd, South San Francisco, CA 94080. Phone (650) 873-3200. Show hours 9 am to 3 pm. Admission \$5. For further information, see www.SFOAirlineShow.com or contact Mike Chew, P.O. Box 25494, San Mateo, CA 94402 or Tom Vance, (408) 504-8345 Galaxie@garlic.com.

18th ANNUAL HOUSTON AIRLINE COLLECTIBLES SHOW

Saturday, October 3, 2009. 1940 Air Terminal Museum at Houston Hobby Airport., 8325 Travelair Rd (west side of Hobby Airport). Show hours: 9 am until 3 pm. Special rate of \$69/night at the Holiday Inn Houston Hobby Airport, 8611 Airport Blvd, phone (713) 946-8900. For show information and tables, contact Duane Young, jetduane@bellsouth.net or call (504) 458-7106.

TORONTO AVIATION & AIRLINE COLLECTIBLE SHOW

SUNDAY, October 4, 2009. Holiday Inn East, 600 Dixon Road, Etobicoke, Ontario. Show hours: 10 am to 3 pm. Admission: \$5 CA. For information, see www.torontoairlinershow.com or email aitor@sympatico.ca.

SEATTLE AIRLINE COLLECTIBLE SHOW

Saturday, October 10, 2009. Museum of Flight at Boeing Field, Seattle, WA. Show hours: 9am - 3pm. Contact: Greg Mattocks, PO Box 1455, Bothell, WA 98041. See our website for complete attendee and dealer information: www.seattleairlineshow.com Email: info@seattleairlineshow.com or mattocks@verizon.net

ATLANTA AIRLINE HOBBY SHOW

Saturday, October 17, 2009. Delta Air Transport Heritage Museum, Atlanta Airport. Show hours: 9 am until 4 pm. Admission \$5, children under age 12 free. For information, contact Greg Romanoski at greg.romanoski@delta.com or +1.404.715.7886.

CHICAGOLAND AIRLINE COLLECTIBLE SHOW

Saturday, October 24, 2009. Holiday Inn/Elk Grove Village, 100 Busse Road. Free hotel shuttle from ORD. Show hours: 9 am until 3 pm. Special hotel rate of \$89/night. For information, contact Steve Mazanek (773) 594-1906 or s.mazanek@comcast.net.

3rd ANNUAL BAVARIAN MODEL SHOW

Saturday/Sunday, October 24/25, 2009. Plastic-Model-Club Erding. City Hall, D-85435 Erding, Bavaria, Germany. Information: www.bayerische-modellbautage.de or www.plastik-modellbau-club-erding.de. Contact: Josef Schmidt, Postfach 82 01 35, D-81801 Munchen/Munich, Germany. Email: pmce@gmx.de

NEW YORK CITY AIRLINE COLLECTIBLE SHOW

Saturday, November 7, 2009. LaGuardia Airport, New York. Courtyard by Marriott Hotel. Contact: Basilios Pipinos, apipinos@aol.com.

FRANKFURT AIRLINE COLLECTIBLE SHOW

Saturday-Sunday, November 7-8, 2009. Turnhalle, 4 Saarbrucker St., Schwanheim Vollage (near Frankfurt International Airport). Email: tauschtage-luftfahrt@gmx.de



*Air Berlin Boeing 707
Airline Issued Postcard*

*Collection of
William Demarest*



fleet review: the Boeing 707



The impressive Boeing 707 is one of the most successful modern long-distance jets. About 700 of them are now in service by major airlines such as PanAm, TWA, Lufthansa, Air France, BOAC, EL Al, American Airlines and Sabena as well as one used by the President of the United States. Transavia was the first and only Dutch airline company

to fly a Boeing 707. Our 707 is designed with the wide-body interior, copied from the Boeing 747 Jumbo Jet. This makes Transavia the first airline company in Europe with a Boeing 707 wide body. This airplane is highly suitable for Transatlantic flights, but also for economical transportation of large groups within Europe.



Air-India Boeing 707-337C at Tokyo

Photographs via Aviation Photography of Miami Collection

Air France Boeing 707-328C F-BYCO, June 1977

