



The Captain's Log

The Journal of the Airliners International Association

Summer 2010 - Issue 35-1



*British Caledonian BAC1-11, G-ASJE, London Gatwick Airport, July 1973.
Aviation Photography of Miami Slide Collection*

Skies Over Britain

**Our Review of
Great Britain's
Aircraft and
Airlines**



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



Airways Cymru BAC1-11, G-AXMU, August 1984.

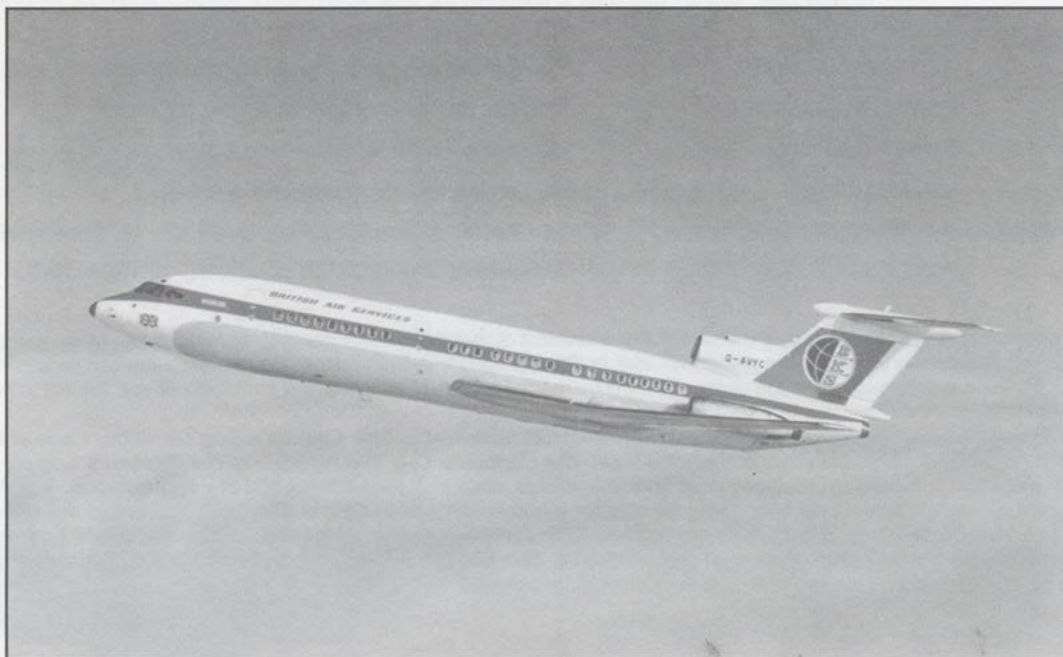
Photographs via Aviation Photography of Miami Slide Collection.

Air UK Leisure, Boeing 737-200, G-BNZZ, August 1988.



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BKS British Air Services Trident 1E, 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!

In a few short weeks, we arrive at our first ever New York City area convention. Jeff Matera and his crew have spent an enormous amount of time, money, and effort to bring us the best possible convention ever. Please take the time to give the convention team a well-deserved pat on the back! The convention hotel ballroom will have 200 tables of the best aviation collectibles to be found in the world! The variety, quality, and prices of the merchandise will be in most cases far superior to that available on eBay. The best part is that the vendors and fellow participants actually know about the history of the items and what they are worth. The convention hotel is also located in the busiest air space in the US. In fact, our host hotel is literally under the approach/departure airways to Newark Liberty International Airport. Be sure to attend the Welcome Party on the roof of the hotel, Thursday night. Just think, EWR, LGA and JFK are each just a short bus/train ride away. Wow, what a convention it is shaping up to be!

In conjunction with AI 2010, the Historical Flight Foundation of Miami is planning to offer flights onboard their restored Eastern Airlines DC-7B out of Teterboro Airport on August 12, 13 and 14. Please see their web site at www.n836d.com for registration information.

Speaking of conventions, I am pleased to announce that your Board of Directors has accepted a proposal from Mr. Jay Prall to hold our **AI 2011 convention in Portland, Oregon on August 22-27, 2011**. The AI 2011 Convention team will have a table at AI 2010, and will be able to answer all your questions. I am excited that we are returning to the Pacific Northwest. There are many aviation attractions that are just a short drive away from Portland. Again, all details will be available at our convention this year. Ask for the "special man" Mr. Jay Prall.

I want to thank those who have taken time to vote in our annual elections. Also thanks to those who have renewed their membership. I hope that each of you will consider running for a WAHS office next year to help improve its diversity. We could also use new ideas on how to improve our society and grow our membership.

I have received some letters of concern about our new business name of **Airliners International Association**. I want to reiterate that the Board has as its Number One major goal, to increase membership. No, a name addition in itself is not a cure-all, but it may be a name that the younger generation will want to be associated with, grow with and talk about.

Other concerns have arisen about the printing of the "Captain's Log". Rest assured that we will always publish a printed copy of the "Captain's Log", as long as the demand is there. We are however getting requests from a number of members who want the "Log" available online. We are finalizing plans to offer the "Log" both ways on a trial basis. However, the online edition will be an added expense to the society. We will be discussing each of these issues during the annual business meeting at AI2010 – New York. Now lets all go take a bite out of the "Big Apple".

Hopefully I will see you there!

Duane L. Young

Membership Renewals. If you have an expiration date of '6/2010' on your mailing label, your WAHS/AIA membership has expired. Please renew your membership as we appreciate your continued support of WAHS.

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Flying Ahead....With The Log

Issue 35-2 ~ The Douglas DC-3
Issue 35-3 ~ Flying Down To Rio -
Brazil's Airline History
Issue 35-4 ~ The Pacific Northwest's Airline Heritage
Issue 36-1 ~ The Boeing 737

The British Contribution To Jet Flight In The 20th Century

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Mexicana de Havilland Comet 4C, XA-MAR. Photograph via Aviation Photography of Miami Collection.

The 20th century is partly remembered for the significant advances that occurred in human flight. At the start of the century, our world witnessed controlled, powered, and sustained flight for just minutes at a time. Less than 75 years later, airlines were offering supersonic flights that enabled passengers to travel between New York and London in less than four hours.

The advances in aviation were the result of many pieces that came together. Many countries played a key role in promoting and advancing civil aviation. Great Britain's involvement in 20th century commercial aviation was significant. It was a British manufactured aircraft, for example, which flew the world's first scheduled airline jet flight.

This article examines four important British aircraft: the Comet, the BAC One-Eleven, the VC-10, and the Trident. The piece will discuss the features and history of each aircraft. Special attention is also given to the role that the British government played in supporting the industry and influencing aircraft purchase decisions.

De HAVILLAND COMET

As Britain was beginning to plan the future of its country after the devastating war, a rebuilding of its industries and investment in aviation were considered to be high priority. The British government formed the Brabazon Committee in 1943, which was tasked with examining the post-war needs of the British commercial aviation sector. Among the recommendations made by the commission was the notion that the government should support the research and development of a jet aircraft capable of transporting 15 passengers and mail.

Further debate among government officials led to the support of designing a larger jet aircraft capable of flying transatlantic flights. British Overseas Airways Corporation (BOAC), a government owned carrier, expressed strong interest in this project and in 1947 placed an order for eight aircraft.

On May 2, 1952, a BOAC Comet 1 operated the world's first scheduled airline jet flight when it flew from London to Johannesburg via Rome, Beirut, Khartoum, Entebbe and Livingstone. Airline interest in the Comet was strong, and de Havilland began marketing two larger variants of the Comet 1 airplane. Air France, BOAC, Canadian Pacific, Japan Airlines, and Pan American were among the carriers who ordered these new aircraft.

Unfortunately, the excitement that the Comet 1 generated among the traveling public was short-lived. The Comet 1 stopped flying altogether within two years of the aircraft entering operations due to a number of accidents which were later determined to be the result of a structural design flaw. The safety concerns proved to be disastrous for de Havilland, as airlines cancelled their orders.

The Comet never regained the sales momentum it had originally garnered when it first flew. Launch customer BOAC eventually commenced London-New York (via Gander, Newfoundland) service in 1958 with the Comet 4B, some six years after the Comet 1 was grounded. The marketplace, however, had changed and larger, more advanced aircraft such as the Boeing 707 and VC-10 soon replaced BOAC's Comet fleet.

Some of the retired Comets were acquired by British airline Dan-Air London, a British carrier that was subsequently acquired by British Airways in the early 1990s. Between 1966 and 1976, the carrier had a fleet of 49 Comets. It operated the type until the early 1980s.

In addition, some Comets were acquired by the Royal Air Force (RAF) for use as maritime reconnaissance aircraft. The fleet of these Nimrod aircraft has undergone significant modifications in order to meet the RAF's requirements. The Nimrod continues to fly for the RAF fleet today.



Aer Lingus BAC1-11, EI-ANG via www.Air72.com Slide Collection

BAC ONE-ELEVEN

The BAC One-Eleven is always mentioned when one discusses aircraft with rear-mounted engines. Although it never achieved the production or sales success of the Douglas DC-9, its place in history is secured by the fact that it was the most successful British aircraft to be sold outside of Britain. It is also worth noting that the aircraft was able to penetrate the highly competitive U.S. market.

Design work for the One-Eleven began during the mid-1950s as Vickers-Armstrong and Hunting Aircraft Company were jointly designing the jet replacement to the highly successful Vickers Viscount turboprop airplane. The One-Eleven was originally designed to seat 48, but the seat count was later increased to 65 passengers in a five-abreast configuration. Some commentators have suggested that the airplane's design appears to have been influenced by the Sud SE-210 Caravelle which also features a T-tail with rear-mounted engines and a low wing.

British Aircraft Corporation (BAC) subsequently acquired Hunting, and selected fellow British company Rolls Royce as the engine maker for the BAC One-Eleven. In May 1961, British United Airways (which would later merge with Caledonian Airways to form British Caledonian Airways) became the launch customer for the One-Eleven 200 series airplane by ordering 10 aircraft.

BAC's sales team won a coup when it obtained an order from American Airlines for 15 Series 400 aircraft, with options for 15 more in July 1963. American Airlines was the launch customer for the Series 400 aircraft, which was modified to meet FAA certification requirements. One of the key features of this variant was that its gross weight was limited to 79,000 lbs in order to allow American to utilize a two-person cockpit crew, per the then-existing FAA regulations. This aircraft received FAA Type Approval in November 1965.

American Airlines utilized its 400 *Astrojet* fleet on many short-haul routes such as Buffalo-Detroit and Chicago-Detroit in a two-cabin configuration (First Class and Royal Coachman Service). A total of 30 One-Elevens were operated by American during the mid-1960s until the early 1970s, when the aircraft began to be replaced by the larger Boeing 727. Many of these aircraft continued to serve with other carriers or were acquired by corporate flight departments.

American Airlines wasn't the sole U.S. carrier to operate the One-Eleven. BAC was also successful in selling the One-Eleven to other U.S. customers such as Braniff Airways and Mohawk Airlines who ordered the Series 200 airplane during the late 1960s. Mohawk Airlines was acquired by Allegheny in 1972 and many One-Elevens were flown with the latter's paint scheme.

BAC also offered a Series 300 aircraft which was essentially the -200 series airplane with better payload and range capabilities. Despite its improved performance, the airplane fared poorly in the market as only nine of this type were manufactured.

The most successful One-Eleven variant was the series 500 airplane. During the mid-1960s, British European Airways (BEA) was seeking a jet-aircraft capable of replacing the Vickers Viscount turboprop. BEA felt that it was in a competitive disadvantage as many of its competitors like Pan American were already operating jet aircraft on important intra-European routes. BEA's request

to its owner, the British government, to place an order for the Boeing 737 was rejected presumably to provide more business to BAC.

BAC offered BEA the 500 series aircraft, which was 13 ½ feet longer than the 200/300/400 models and could seat up to 97 passengers, a capacity similar to the 737. Additional modifications included more powerful engines and a larger wingspan. BEA became the launch customer of this variant by ordering 18 One-Eleven-500s. Like American Airlines before it, BEA also requested certain modifications to its aircraft including a different cockpit layout and the removal of the standard forward stairs. This request ended up causing problems years later when some additional One-Elevens joined the fleet, as BEA crews could not operate both types of aircraft due to the differences in cockpit layout.

BEA's merger with BOAC resulted in the creation of British Airways in 1974. The newly formed carrier had 23 One-Elevens (400 and 500 series aircraft) in its fleet. Over the years, the One-Eleven fleet count changed.

Several One-Eleven's joined the fleet in 1988 as a result of British Airways' merger with British Caledonian Airways. Many of its franchise partners operated the One-Eleven until 1998. In total, the One-Eleven fleet served the carrier (and its regional partners) for over 30 years.

After they completed their flying for British Airways, many aircraft found new homes flying in the African continent for airlines such as Okada Air (Nigeria), Nationwide Air Services (South Africa), and EAS (Nigeria).

Production of the One-Eleven ended in 1982. In total, 244 aircraft were manufactured, with the last one being delivered in 1991. It was still in operation during the early part of this century.



British Airways Trident 1C, G-ARPW, September 1980, Photo by S. Ditchfield via Aviation Photography of Miami.

Hawker Siddeley Trident

The Hawker Siddeley Trident, like the BAC One-Eleven, was also designed to serve as a replacement aircraft for the Vickers Viscount aircraft on BEA's medium range intra-European routes. BEA became the launch customer by ordering 24 Trident 1 airplanes in 1958.

The 103-seat Trident 1 entered service with BEA in March 1964. By all accounts, passengers really enjoyed flying aboard the Trident and appreciated the comfort level and

the relatively quiet cabin. The Trident separated itself from the competition by having some technological advantages. The aircraft was equipped with autoland technology, giving it the ability to operate in Category II weather conditions. On June 10, 1965, a BEA Trident 1 from Paris to London entered the record books by making the world's first automatic landing by a commercial airline flight.

Hawker Siddeley offered an increased gross weight version of the Trident 1 which was called the Trident 1E. This airplane had a larger fuselage allowing it to carry up to 140 passengers and was flown by several carriers including Iraqi Airways, Kuwait Airways, and Pakistan International.

BEA also became the launch customer for the larger Trident 2 aircraft in 1965. The company ordered 15 of this longer-range model, which enabled the company to operate nonstop service between London and destinations such as Moscow and Tel Aviv. The aircraft entered scheduled service with BEA in 1968.

Hawker Siddeley's sales triumph for the Trident occurred in 1971. The Chinese government, having had success with its acquisition of four Trident 1E's in the late 1960s, placed an order for the Trident 2. In total, 33 aircraft were ordered on behalf of the state-owned carrier Air China (CAAC).

Keith Gaskell's book, *British Airways: Its History, Aircraft and Liveries*, shares important insights on how the British government influenced aircraft purchases by state-owned carriers. In 1965, BEA placed its Trident 2 order in order to fulfill its more immediate aircraft needs. At the same time, it was also evaluating future fleet needs. The company considered the Boeing 727 as well as the next generation BAC 1-11 (referred to as the 2-11) and a proposed 300-seat Airbus aircraft that would be produced by a joint venture of European manufacturers.

The British government concluded that neither the Boeing 727 nor the Airbus concept would suit BEA's future fleet requirements. Most commentators, including Gaskell, have concluded that this was a decision based purely on the politics of supporting the British aircraft industry. This decision resulted in BEA placing an order for 26 Trident 3 aircraft in 1968. The variant was stretched 16 ½ feet, allowing it to seat up to 180 passengers.

A unique aspect of the Trident 3 airplane was that it actually had four, instead of three engines. While designing the modifications to this variant, Hawker Siddeley engineers decided to add a fourth boost engine in order to improve the airplane's poor takeoff performance.

There were many factors that limited total production of the Trident to 117 aircraft. The aircraft was plagued with some design challenges. The Trident had a low drag wing which generated limited lift at low speeds. Some aviators referred to the airplane as the "Ground Gripper."

The aircraft was also very loud. The implementation of stricter noise regulations in Europe shortened the expected life of the airplane since it would have been very difficult and expensive to hush-kit the Trident's engines.

Hawker Siddeley's failure to land a single North American customer did not bode well for the program. The marketplace had also changed over time as airlines decided to pursue newer, more advanced aircraft such as the Boeing 727 with better operating economics than the Trident.

Production of the Trident ended in 1978, with the last aircraft being delivered to CAAC. British Airways retired its last Trident 3 in 1985. Like other British aircraft, some of the Tridents found second lives operating for carriers in the African continent.

CAAC operated its Trident fleet well into the 1980s. After they were retired, some of these aircraft were transferred to the Chinese Air Force. It is believed that the Air Force operated the Trident until 1997.



*East African Airways VC-10
Photograph via Aviation Photography of Miami Slide Collection.*

VC-10

The British Aircraft Corporation (BAC) VC-10 has earned its place in commercial aviation history because it was the first western built long-range airliner with rear-mounted engines. BAC's decision to design the airplane with rear-mounted engines was driven in part by the need to make sure that the airplane could operate out of challenging airports.

During the mid-1950's, the British government reluctantly authorized British Overseas Airways Corporation (BOAC) to acquire 15 Boeing 707-436s with Rolls-Royce engines. This aircraft was able to address the carrier's fleet requirement for nonstop routes between London and various U.S. cities.

The 707, however, was not suited for all of BOAC's routes. The VC-10 project came about as a result of BOAC's need for an aircraft to operate out of high altitude, high temperature airports such as those in Nairobi, Kenya and Johannesburg, South Africa. Vickers (which eventually became part owner of BAC) marketed the aircraft as the solution to BOAC's difficult routes.

BAC needed a minimum order for 35 aircraft in order for the VC-10 project to go forward. Because BOAC was the only carrier seriously considering the product, the British government exerted pressure on BOAC to place the full launch order. In January 1958, BOAC signed a contract with BAC ordering 35 VC-10s with options for 20 more, making it the largest aircraft order for the British manufacturer at the time. The 152-seat aircraft with four Rolls-Royce Conway turbofans operated its first scheduled flight on April 29, 1964 between London and Lagos.

When BOAC began evaluating fleet expansion options in the early 1960s, it was hoping to order more 707s. The British government rejected the carrier's preference and BOAC exercised its options for 10 Super VC-10s. The Super VC-10 had a longer fuselage than the standard VC-10, which allowed seating up to 187 passengers. Just as important, the aircraft had impressive capabilities allowing it to operate London—New York nonstop service.

The VC-10 was loved by both passengers and flight crew alike. Passengers enjoyed a quieter aircraft due to the engines being in the rear, as opposed to under the main wings. Pilots enjoyed the flying experience provided by the airplane as well as the spacious flight deck.

The VC-10 found a second life after it was retired from the British Airways fleet. The British Royal Air Force (RAF) continues to utilize the aircraft for passenger, freight and refueling missions. Unique features of this modified aircraft include the capability to refuel two aircraft in mid-air. The modified VC-10 can also be refueled in mid-air.

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Playing Cards

By Fred Chan

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Cards Featuring British Aircraft

By my count, there have been 27 UK-based airlines that have issued playing cards, from Imperial Airways to many of the present day charter carriers. Some, like British Airways and BOAC, have had many different designs which are too numerous to describe or illustrate here. Instead, I will cover the cards issued by various airlines which have featured British-built aircraft.

The oldest one is a TEAL deck showing a Shorts Brothers Solent which was issued in the early 1950s jointly by the airline and the aircraft manufacturer (Figure 1). A very rare deck, this is known to exist in only two collections, both in used condition.

Probably sometime in the late 1950s or early 1960s, Kuwait Airways came out with a deck featuring the de Havilland Comet 4 (Figure 2). This is so rare that only an incomplete deck is known to exist. An equally rare deck of the same vintage is another issue by Kuwait Airways showing a Hawker Siddeley Trident (Figure 3). Iraqi Airways also had a deck featuring the Trident (Figure 4).

As an aside, both Kuwaiti decks were taken out of the country shortly before the start of the first Gulf War in 1991 by two Kuwait Airways employees who were the parents of a friend of mine and who knew that I was an avid card collector. I really admire their dedication to my hobby in the midst of fleeing a war zone when there must have been other more important items to carry out of Kuwait. Besides being extremely valuable additions to my collection, their efforts preserved the historical knowledge that card collectors otherwise would not have.

Two other decks showing a British aircraft are from Maritime Central Airways introducing its Handley Page Dart Herald in 1962 (Figure 5) and a double deck from Mohawk Airlines showing the BAC-111 (Figure 6). The Maritime Central deck is very rare (only one is known to exist), while the Mohawk decks are quite common and can easily be purchased for \$10-15 each.

Capital Airlines featured its Vickers Viscount in one playing card design (Figure 7) and made reference to it in another deck (Figure 8). Capital also featured a Viscount illustration in a children's card game (Figure 9). Indian Airlines made reference to its Viscount service (Figure 10) and East African Airways had a deck that referred to its Comet 4 service (Figure 11). The Capital decks are generally not difficult to find although card collectors have to compete against collectors of Capital memorabilia. The

East African Airways deck exists in four or five collections but only single cards from Indian Airlines are known, and only in very few collections.

Although the Aérospatiale-British Aerospace Concorde was an exciting and the most technologically advanced airliner produced in the UK, its image has never been on cards issued by Concorde operators. The only Concorde decks I have come across are an airport souvenir (Figure 12) and an advertising item from the Royal Mail (Figure 13).



Figure 1



Figure 2

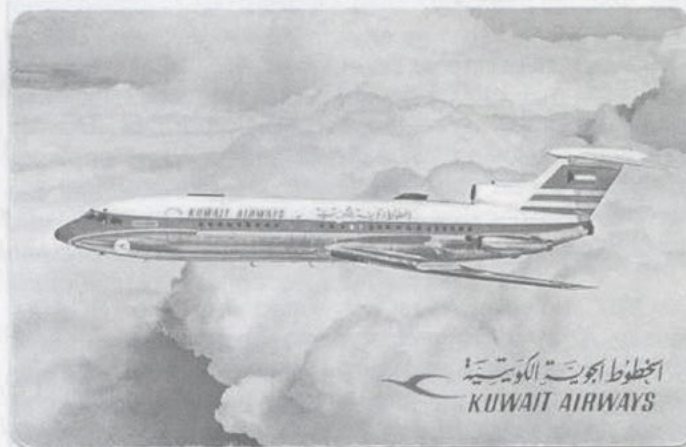


Figure 3

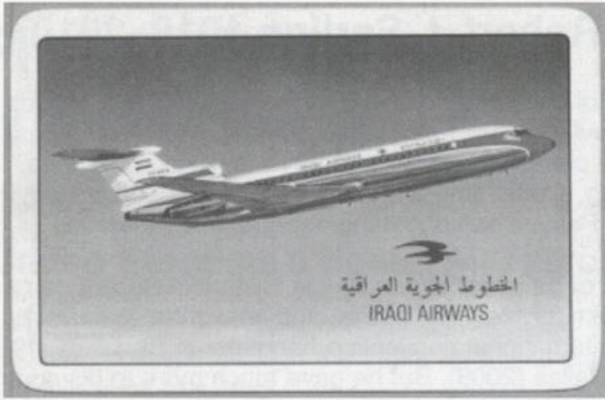


Figure 4



Figure 5



Figure 6



Figure 7

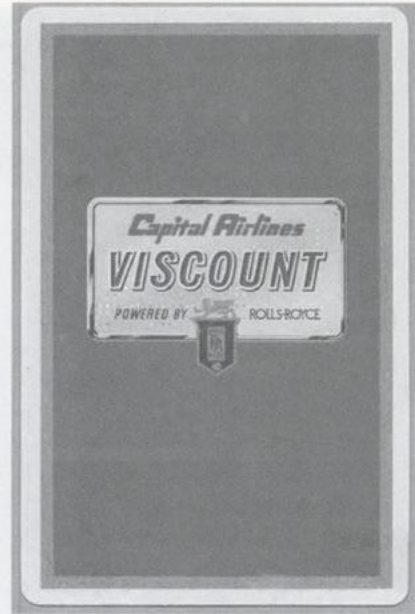


Figure 8

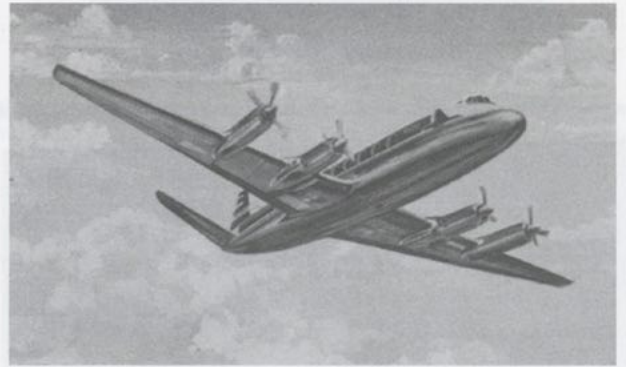


Figure 9



Figure 10



Figure 11

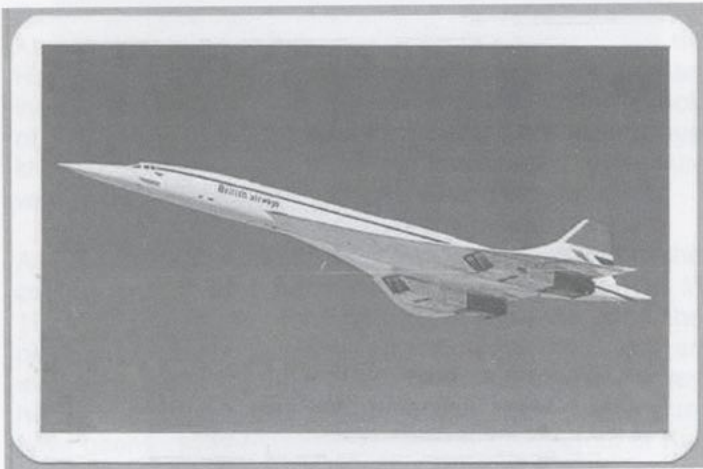


Figure 12



Figure 13

Robert J. Serling 1918–2010

One of the most avid airline enthusiasts and friends of civil aviation has been taken from us. Bob Serling passed away peacefully on May 6, 2010 in Tucson, Arizona, following a brief illness; he was 92 and is survived by his wife, Patty, a son and daughter and four grandsons.

Most of us in the World Airline Historical Society remember him for his great books, and speeches given at Airliners International convention banquets in St. Louis (1984) and Dallas (2008). But he gave much more to his country and the airline industry.

Having grown up in Binghamton, New York, Bob earned a bachelor's degree in English shortly before America entered World War II. With his military duty limited by eyesight shortcomings, he served as an aircraft identification instructor, and then relocated to Washington, DC after the conflict, joining United Press International, where he moved up to the position of aviation editor. During this time, Bob put his experiences covering air crashes to good use, writing his first book, *The Probable Cause*, one of the earliest published studies of civil aircraft accidents. He would go on to write two more books on air safety, *The Electra Story* and *Loud and Clear*.

His love of telling the story of the airline industry resulted in more than 25 fiction and non-fiction books, including the airline histories of American, Continental, Eastern, North Central, TWA and Western. His last book, on Alaska Airlines, was published in 2008.

One fiction title, *The President's Plane is Missing*, became a *New York Times* bestseller and later the screenplay for a television motion picture. Bob also co-authored an episode of the television series *The Twilight Zone*, with his younger brother, Rod. Although an avid airplane model collector, he was also a keen steamship fan, which led him to write the novel, *Something's Alive on the Titanic*.

Bob's wonderful sense of humor was reflected not only in his books but also in speeches he gave throughout the country. A sought-after banquet speaker, he usually reminded the audience that this was just one more talk for which he received no remuneration, which was usually true when he spoke to gatherings of the airline "family," as he would put it. I once jokingly asked Bob if he would like any music played before his talk, suggesting something more aligned with his generation. How about Glenn Miller, I asked. "How about John Phillip Sousa?" he replied. It was vintage Robert J. Serling.

We have truly lost a giant among our family.

—Jon Proctor

Additional information can be found at : www.robertserling.com

Flying Stamps

By Jim Edwards

United Kingdom's Postal Air History

The United Kingdom has a rich aviation heritage which has been portrayed through the years on postal stamps. Enjoy this small sampling!

The British Crown Dependency of Jersey, off the coast of Normandy, France, has issued a number of postal stamps promoting its aviation links to Great Britain and the UK.



Jersey issued this stamp in 1987 to commemorate the 50th anniversary of Jersey's airport. The British Caledonian BAC1-11 is featured here.



Dan-Air's Airspeed Ambassador appears on this Jersey stamp issued in 1984 to recognize the 40th anniversary of the ICAO, the United Nations' International Civil Aviation Organization



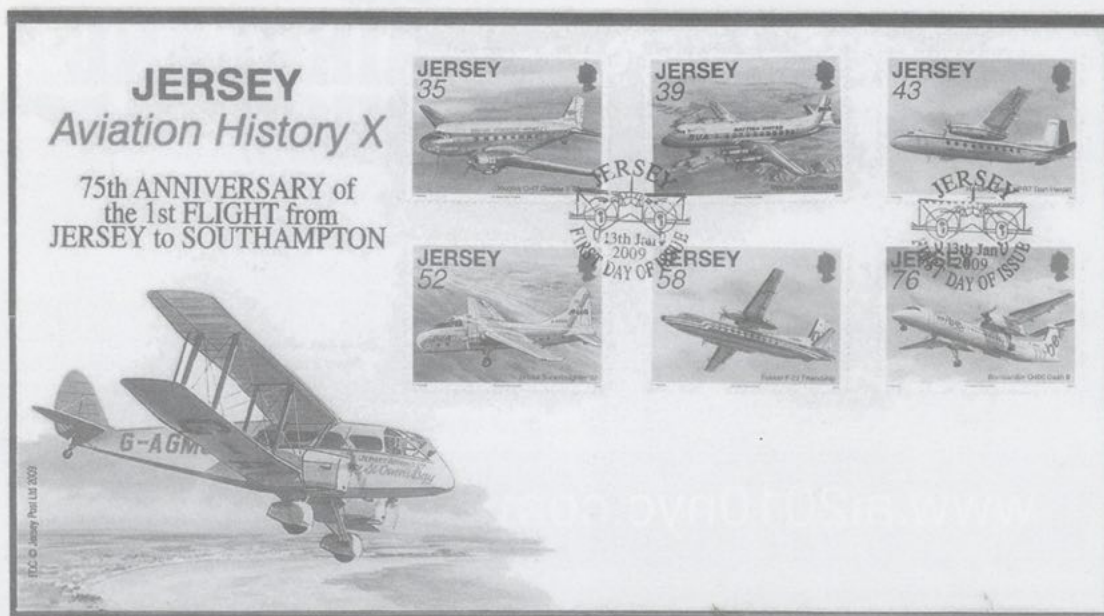
BEA's Viscount is on this Jersey stamp issued in 2003.



Gibraltar issued this postal stamp in 2006 featuring the BEA British European Airways Vanguard on the 75th anniversary of airmail service.



BOAC's Comet is featured on this issue from the island nation of Kiribati in the Central Pacific as part of a series celebrating the 100th anniversary of powered flight in 2003.



These Jersey stamps issued in 2009 commemorate the 75th anniversary of air service between Jersey and Southampton.

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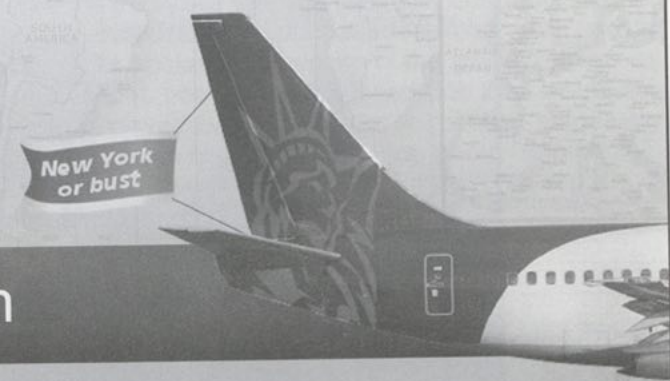
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Timetables

By David Keller

dkeller@airlinetimetables.com

Skies Over Britain

Britain has a rich history of commercial aviation, largely as a product of geography. Being part of the rest of Europe, yet separated from it by water, made air travel the only direct transportation alternative for travelers until the Channel Tunnel went into service in 1994. However, the relatively narrow body of water separating the two provided ample opportunity for airlines of all sizes to link cities in Britain with those on the Continent, as short and medium range aircraft could easily make the cross-channel flights. Britain (London in particular) was also perfectly positioned as a connecting point between Europe and North America, creating still more demand for services to Continental destinations.

Additionally, Britain has been home to a number of aircraft manufacturers, such as Avro, De Havilland, Vickers, Hawker Siddeley, Handley Page and Britten-Norman, whose offerings were heavily utilized by British carriers. From Comets to Islanders, Viscounts to VC-10's, most British carriers have operated a British-built aircraft at some point in their history.

One of the early British carriers was Imperial Airways, predecessor of the present-day British Airways. The carrier's European timetable for the Winter of 1932-3 shows service between London and several European cities. Imperial's premier route was its service to Paris, which was "usually" operated with Heracles class 38 seat aircraft. The lunchtime flight was operated as "Silver Wing" service with a 4-course lunch.

LONDON - PARIS - LONDON									
Operated by Imperial Airways, the only British Air Line which crosses the English Channel									
SERVICES IN OPERATION FROM 1 NOVEMBER, 1932, TO 28 FEBRUARY, 1933, INCLUSIVE									
WEEKDAYS ONLY									
LONDON-PARIS			➤		PARIS-LONDON			➤	
LONDON, Airway Terminal	dep.	08.15	11.45	15.15	PARIS, Hotel Boly-Lafayette	dep.	08.15	11.45	15.15
Air Port of LONDON, Croydon	dep.	09.00	12.30	16.00	Air Port of PARIS, Le Bourget	dep.	09.00	12.30	16.00
Air Port of PARIS, Le Bourget	arr.	11.15	14.45	18.15	Air Port of LONDON, Croydon	arr.	11.15	14.45	18.15
PARIS, Hotel Boly-Lafayette (in the Rue Lafayette, a few minutes from the Opera)	arr.	12.00	15.30	19.00	LONDON, Airway Terminal	arr.	12.00	15.30	19.00
SERVICES IN OPERATION FROM 6 NOVEMBER, 1932, TO 26 FEBRUARY, 1933, INCLUSIVE									
SUNDAYS ONLY									
LONDON-PARIS			➤		PARIS-LONDON			➤	
LONDON, Airway Terminal	dep.	08.15	11.45		PARIS, Hotel Boly-Lafayette	dep.	08.15	11.45	
Air Port of LONDON, Croydon	dep.	09.00	12.30		Air Port of PARIS, Le Bourget	dep.	09.00	12.30	
Air Port of PARIS, Le Bourget	arr.	11.15	14.45		Air Port of LONDON, Croydon	arr.	11.15	14.45	
PARIS, Hotel Boly-Lafayette	arr.	12.00	15.30		LONDON, Airway Terminal	arr.	12.00	15.30	

The famous "Silver Wing" service ➤ is operated by the Heracles class of four-engined thirty-eight seater aeroplanes; a four-course lunch (4-) is available on this service.
The other services are usually operated by the same class of aeroplane and in such cases a two-course breakfast (16) and a seven-course dinner (5-) is available. If, however, these services are operated by another class of aeroplane than the Heracles, then such meals are not served, but passengers may obtain refreshment baskets (on payment) at the Air Port of London, Croydon, and from the Air Port of Paris, Le Bourget

Imperial Airways, Winter 1932-33

Other than the primary predecessors of British Airways, BOAC and BEA (which were covered in an earlier edition of the Log), a large number of "independent" carriers have called Britain home. (Some of these independent airlines were eventually absorbed into British Airways.)

Skyways COACH AIR

PARIS

FROM
LONDON & EAST MIDLANDS

FROM **£11** RETURN

SUMMER TIMETABLE
25 MARCH - 31 OCTOBER, 1968

SEASONAL SERVICES
LYON
CLERMONT-FERRAND
MONTPELLIER

Skyways Limited, March 25 to October 31, 1968

Skyways Limited, one of these independent airlines, was formed in 1946. In 1955, the carrier began a low-cost "Coach Air" service between London and Paris. This service involved ground ("coach") transportation between London's Victoria Station and Lympne Airport, a short flight to Beauvais Airport, and ground transportation on to

FARE/TIMETABLE
WINTER 1969

Channel Airways
INTRODUCING
The Scottish Flyer
BRITAIN'S FIRST CITY-TO-CITY
THROUGH AIR SERVICE

Channel Airways

schedule effective 20th January
until further notice

Channel Airways, Winter 1969

LONDON-LIVERPOOL
(Monday to Friday)

EG 075N	EG 092N	EG 112N	EG 130N	EG 148N	EG 172N	EG 191N	EG 192N	Flight No.	EG 074S	EG 090S	EG 094S	EG 100S	EG 141S	EG 150S	EG 190S	
Mon, 20	Mon, 20	Mon, 20	Mon, 20	Mon, 20	Mon, 20	Mon, 20	Mon, 20	Aircraft	Mon, 20	Mon, 20	Mon, 20	Mon, 20	Mon, 20	Mon, 20	Mon, 20	
Fri.	Fri.	Fri.	Fri.	Fri.	Fri.	Fri.	Fri.	Frequency	Fri.	Fri.	Fri.	Fri.	Fri.	Fri.	Fri.	
118-2910	118-2910	118-2910	118-2910	118-2910	118-2910	118-2910	118-2910	Period of Operation	118-2910	118-2910	118-2910	118-2910	118-2910	118-2910	118-2910	
06.45	08.15	10.15	13.20*	15.00	16.15	17.05	18.35	Knightsbridge Air Terminal No. 1, Knightsbridge Green, S.W.1	09.55	10.30	11.55	13.40	14.25	19.45*	19.55	21.30
07.55	09.25	11.25	14.30	16.15	17.25	18.15	19.35	dep LONDON arr	08.45	09.20	10.45	12.30	15.15	18.50	18.45	20.20
11.15	12.15	12.25	15.30	17.15	18.25	19.15	20.55	dep LONDON arr	07.45	08.00	09.45	11.30	14.15	17.50	18.00	19.00
								arr LIVERPOOL dep								

*Via Chester

(Public transport facilities to/from Line St. Station)

British Eagle, July 1965

SOUTHBOUND
MONDAYS TO FRIDAYS

Frequency	Flight No.	CW	SF02	5502	282	251	SF06	5506
ABERDEEN	dep	0735						1635
EDINBURGH	dep	0810						1710
	dep	0830						1730
NEWCASTLE	arr	0905						1805
	dep	0915						1815
TEESIDE	arr	0930						1830
	dep	0940						1840
LEEDS/BRADFORD	arr	1000						1900
	dep	1010						1910
LIVERPOOL	arr		1000					1920
	dep							
EAST MIDLANDS (For Derby, Leicester and Nottingham)	arr	1045	1035					1945 1955
	dep	1100	1055		1105	2005	2010	
NORWICH	arr		1125					
	dep		1145					
IPSWICH	arr		1205					
	dep		1210					
STANSTED	arr							2045
	dep							
LUTON	arr	1135						2040
	dep	1145						2050
SOUTHEND	arr	1205		1225				2110
	dep							

Channel Airways, Winter 1969

BRITISH EAGLE INTERNATIONAL AIRLINES

SUMMER TIMETABLE ISSUE NO. 2
EFFECTIVE 1st JULY, 1965

Member of the International Air Transport Association

British Eagle, July 1965

First Edition

British Midland Airways
Summer Timetable

Valid April 1-October 31 1976

British Midland, April 1 to October 31, 1976

DAN-AIR

TIMETABLE WINTER 1978-1979

VALID 29TH OCTOBER 1978 - 17TH MARCH 1979

Dan-Air, Winter 1978 - 1979

BRITISH CALEDONIAN

system timetable

WINTER 1971/2
Valid from 1st November until 31st March
SUBJECT TO ALTERNATIVE SERVICE NOTICE

British Caledonian, Winter 1971 - 1972

Paris. The scheduled services became a separate division named Skyways Coach Air, and when Skyways was sold to Euravia in the early 1960's (as part of the process of forming Britannia Airways), Skyways Coach Air was not part of the transaction. The timetable dated March 25, 1968 shows HS 748's operating the cross-channel flights, as well as seasonal service extensions to additional destinations in France and England. Incidentally, Skyways Coach Air was the first airline to place the HS 748 into service.

Another airline formed in 1946 was Channel Airways, which was originally known as East Anglian Flying Services. The January 20, 1969 timetable promotes the carrier's "Scottish Flyer" service, which operated from Aberdeen to Southend with 6 intermediate stops. Channel ceased operations in 1972.

Eagle Aviation was formed in 1948, and after being controlled by Cunard steamship company for a few years in the early 1960's as part of a failed attempt to offer Trans-Atlantic jet service, became known as British Eagle International Airlines. The reconstituted company focused on domestic and European routes, which were being operated by Britannias and Viscounts in the July 1, 1965 timetable. The carrier ceased operations in 1968.

British Midland Airways was formed as Derby Aviation Limited in 1949. The timetable dated April 1, 1976 finds the airline operating only propeller types: Viscounts and Heralds, even though BAC 1-11's had flown for the carrier in the early 70's. BMA would reenter the jet age as DC-9's would join the fleet in 1977. One of the longer-lived British independent carriers, British Midland now markets itself as BMI.

Dan Air began operations in 1953 as a charter carrier, adding scheduled services in 1959. The timetable dated October 29, 1978 shows BAC 1-11's, Viscounts and HS 748's operating the scheduled flights. Dan Air also had a number of 707's, 727's and Comet 4's, which were used for charter services. In 1983, Dan Air became the first airline to place the BAe 146 into service. Unfortunately, in 1992, Dan Air ran into financial difficulties and was absorbed into British Airways.

In 1970, British United Airways was sold by its parent company to the Scottish carrier Caledonian Airways. The merged carrier was known as "Caledonian/BUA" for a short time before being changed to the more familiar British Caledonian Airways. BCal, as it became known, had a substantial scheduled operation at London Gatwick, and in the timetable dated November 1, 1971, was operating a fleet of 707's, VC-10's and BAC 1-11's to domestic, European, African and South American destinations. British Caledonian was another company to disappear into British Airways, as it was acquired by the latter airline in 1987.

The parent company of British United Airways also owned several "sister" carriers, one of which was British United Island Airways (BUIA). The November 1, 1969 timetable finds the carrier operating an all-HP Herald fleet to desti-

nations in the UK and Continental Europe. When British United Airways was sold to Caledonian, BUIA was not included. Since there was no longer a relationship with BUA, the airline changed its name to British Island Airways, and adopted a new logo and color scheme, as displayed on the timetable dated April 1, 1972.

Another airline in the British United family was British United Air Ferries. Following the sale of British United, this airline also dropped "United" from its name, to become known simply as British Air Ferries. In the timetable dated April 3, 1977, Heralds were operating from Southend to 5 European destinations. After years of struggling to stay afloat, the airline changed its name to British World Airlines, and eventually ceased operations in 2001.

BKS Air Transport was formed in 1951. In the timetable dated April 1, 1965, BKS was operating Britannias, Viscounts, Elizabethans, HS 748's and DC-3's. A few years later, BKS was purchased by British Air Services Group (which also controlled Cambrian Airways), and in 1970, the airline was renamed Northeast Airlines. In 1973, Northeast was amalgamated into the BOAC/BEA merger to form British Airways, although the complete assimilation of the airline was not complete until 1976. The April 1, 1973 timetable shows dual Northeast/British Airways titles.

1966 saw the formation of Laker Airways, brainchild of Sir Freddie Laker. Originally a charter airline, Laker desperately wanted to offer low-fare Trans-Atlantic service, which was eventually dubbed "Skytrain". By the late 1970's, Laker was operating a small fleet of DC-10's, 707's and BAC 1-11's. The "timetable" dated Spring-Summer 1977 shows Laker operating a series of Advance Booking Charters (ABC) from New York to London and Prestwick. (As is typical with charter schedules, this item shows departure dates and fares, but no departure or arrival times.) In the Fall of 1977, the advance booking requirements were dropped and Skytrain became a reality. The airline succumbed to the recession of the early 1980's and went bankrupt in 1982.

Another more recent British airline was Air Anglia, which was formed in 1970. The timetable dated November 1, 1979 finds the carrier operating a fleet of F28's, F27's, Bandeirantes and Piper Chieftains. As with many British carriers, destinations on the Continent were crucial to Air Anglia, which was operating 10 weekday departures from Amsterdam. Air Anglia would merge with 3 other carriers to form Air UK in 1980.

One of the more unique airlines in the Britain (or the entire world for that matter), is Loganair, which has been operating since 1962. The timetable dated April 1, 1975 shows the carrier operating 4 disconnected route systems, which is highly unusual. Additionally, Loganair holds the distinction of operating the world's shortest scheduled flight, a 2 minute hop from Westray to Papa Westray in the Orkney Islands. And at Barra, landings and takeoffs are made on the beach, so schedules are altered to take advantage of low tide.

BUIA

BRITISH UNITED ISLAND AIRWAYS

WINTER TIMETABLE

valid from 1st Nov. 69 until 31st Mar. 70

Subject to alteration without notice



BUIA, November 1, 1969 to March 31, 1970

BIA

BRITISH ISLAND AIRWAYS

ADVANCE SUMMER TIMETABLE

Valid from 1st April 1972 until 31st October 1972

BIA, April 1, 1972 to October 31, 1972

BAF

BRITISH AIR FERRIES


SUMMER TIMETABLE 1977

Valid from 3rd April to 31st October

Southend to:
BASLE
CALAIS
LE TOUQUET
OSTEND
ROTTERDAM

with rail connections to PARIS,
BRUSSELS and AMSTERDAM

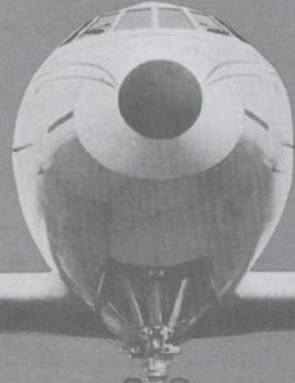
BAF, Summer 1977



BKS

Summer Timetable

1st APRIL - 31st OCTOBER 1965



LONDON—NEWCASTLE						
Aircraft Frequency Flight	Brit./Eliz.:	Brit./Eliz.:	Brit./Eliz.:	Brit./Eliz.:	Brit./Eliz.:	Brit./Eliz.:
	A BK440	Daily BK442	A BK444	A BK456	Daily BK458	Daily BK458
West London Air Terminal	dep 07:05	09:15	11:25	16:15	18:45	18:45
London (Heathrow) Airport	dep 08:05	10:15	12:25	17:15	19:45	19:45
Newcastle Airport	arr 09:35	11:45	13:55	18:45	21:15	21:15
Central Station	arr 10:15	12:25	14:35	19:25	21:55	21:55

NEWCASTLE—LONDON						
Aircraft Frequency Flight	Brit./Eliz.:	Brit./Eliz.:	Brit./Eliz.:	Brit./Eliz.:	Brit./Eliz.:	Brit./Eliz.:
	Daily BK441	A BK443	A BK453	A BK455	Daily BK457	Daily BK457
Central Station	dep 07:10	09:10	14:10	16:40	18:40	18:40
Newcastle Airport	dep 08:00	10:00	15:00	17:30	19:30	19:30
London (Heathrow) Airport	arr 09:30	11:30	16:30	19:00	21:00	21:00
West London Air Terminal	arr 10:30	12:30	17:30	20:00	22:00	22:00

1—When operated by Britannia aircraft, arrival times 20 minutes earlier.
A—Operates Mon, Tue, Wed, Thur, Fri.

(Left and Above) BKS Air Service, April 1 to October 31, 1965

TO GLASGOW				
Reservations Telephone 041-889 3181 Telex 778246				
From	Days	Dep	Arr	Flight No.
BARRA*	Mon—Sat	1430	1535	LC2856
DUNDEE	Mon—Frid	0715	0750	LC2102
	Mon—Frid	1050	1125	LC2104
	Mon—Frid	1755	1830	LC2108
	Frid only	2045	2120	LC2110
SKYE	Mon—Sat	1500	1600	LC1236
TIREE*	Mon—Sat	1105	1200	LC2852

*Subject to alteration due to tide and weather conditions

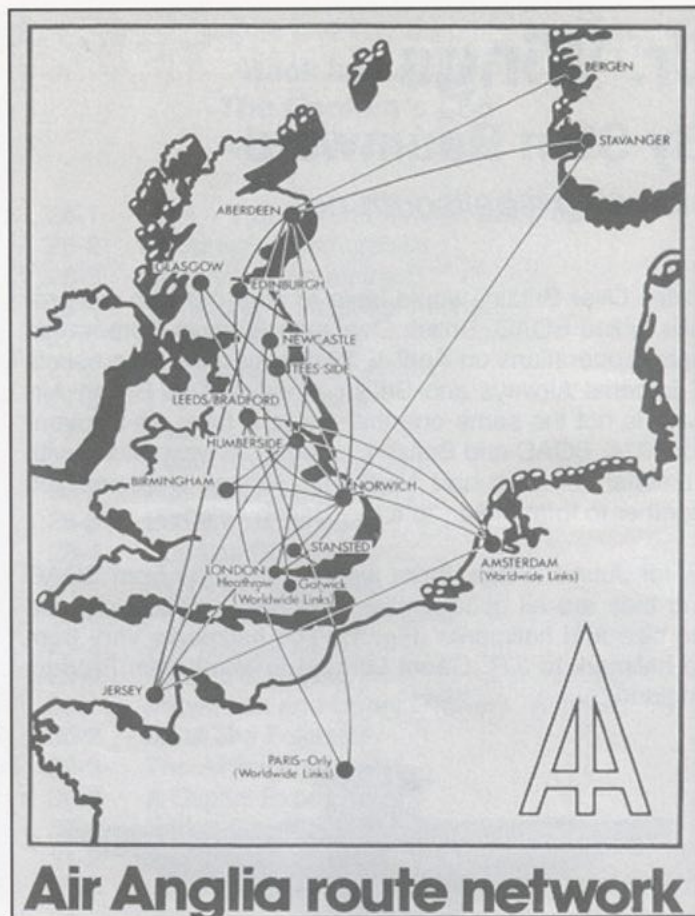
Air Anglia, November 1, 1979

Another long-serving regional British operator is Guernsey-based Aurigny Air Services, which began service in 1968. The carrier connects the Channel Islands with destinations in Western France and England, and was the first to operate the Britten-Norman Trislander in 1971. The April 1, 1986 timetable is yellow, which is also the color of some of the aircraft in the fleet. The airline is now wholly-owned by the State of Guernsey.

By contrast, Scottish European Airways operated for only a few years in the late 1980's. Service was offered between Edinburgh, Glasgow and Newcastle and the Continental destinations of Brussels and Frankfurt utilizing HS 748's.

Luton-based Euroflite began operations in 1980 between Luton and Brussels. The timetable dated October 28, 1984 shows additional service offered between Brussels and the British destinations of Bristol, Cardiff and East Midlands. It appears this carrier operated a fleet of Cessnas, making it somewhat of a rarity, a British carrier that never operated British-built aircraft.

Despite the fact that a surface link now exists (in the form of the Channel Tunnel) to connect Britain with the European continent, air service continues to play an invaluable role for business travelers needing quick transport to various business centers. Like so many stitches, the routes connecting Britain to the rest of Europe serve to overcome the obstacles created by land and sea.



Air Anglia, November 1, 1979

LONDON & PRESTWICK FLIGHT SCHEDULE FROM \$299 ON LAKER AIRWAYS

OVERSEAS CHARTER-A-FLIGHT

SPRING-SUMMER 1977

Laker Airways, Spring/Summer

eurolite
Timetable
Effective 28 October 1984

Euroflite, October 28, 1984

Scottish European AIRWAYS

Timetable
Effective 30th July '89

*Scottish European
July 30, 1989*

AURIGNY AIR SERVICES

SUMMER TIMETABLE 1986
1st APRIL - 31st OCTOBER

JERSEY
GUERNSEY
ALDERNEY
CHERBOURG
DINARD
BOURNEMOUTH
SOUTHAMPTON

Serving the Islands since 1968

Aurigny, April 1, 1986

Jr. Wings

By Stan Baumwald

stanwing@bellsouth.net

"Skies Over Britain" would have to start out with the premier airline BOAC. British Overseas Airways Corporation started operations on April 1, 1940 taking over the assets of Imperial Airways and British Airways. This British Airways is not the same one that we now have. In September, 1974, BOAC and British European Airways along with Cambrian Airways and Northeast Airlines were merged together to form the current day British Airways.

As for Junior Wings, there were four issues from BOAC and they are all quite similar. The major differences are the size and hallmarks (Fig. 1). The hallmarks vary from no hallmark to J.R. Gaunt London to Manhattan Product England.



In 1974, when British Airways came into being, the airline formed a Junior Jet Club and issued Junior wings to those young people who applied for membership. My assumption is that you had to write to headquarters and then you were issued a junior wing and a log book. Over the years, BA issued many junior wings, and the names changed from Junior Jet Club to British Airways Cadet to Flightrider to Stewardess to SkyFlyers plus several others with no designation. Aside from the 4 BOAC wings, I have 21 British Airways wings that I know about so I can really only show a few here.



Britannia Airlines operated from 1962 to 2005 and they put out only one junior that I know of.



British Caledonian Airways, similar to BA, had a club and most of their junior wings have Lion Club on them. There are a total of six different juniors, two of which do not mention Lion Club.



(Continued on page 21)

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- 30-2 Meet The Fokkers!
- 30-3 The Airlines of Hawaii
- 30-4 A Capital Experience
- 31-1 British Airways
- 31-2 Airlines of Japan
- 31-3 India and her Airlines
- 31-4 The Lockheed Constellation
- 32-1 EL AL Israel Airlines
- 32-2 The Mighty DC-10
- 32-3 United Airlines
- 32-4 Skies Over Texas
- 33-1 Air of Luxury
- 33-2 World of Cargo Airlines
- 33-3 Regional & Commuter Airlines
- 33-4 Florida's Airlines
- 34-1 Boeing 707
- 34-2 Pan Am's World
- 34-3 Rotors & Floaters
- 34-4 New York! New York!

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What Is It?

By Ken Taylor

keebeetay@efirehose.net

Hello everyone! We received many responses to our inquiries in the last issue. Special thanks to Stan Baumwald, Charlie Dolan, Rick Chambers and Hector Cabezas for their input. I apologize if I missed anyone else - email is beyond me; I still use a telephone with a hand crank.

Going back to Log Issue 34-4, the #3 New York Airways cap badge and wing are from the 1960s.



#5 - American International Airways operated 7 DC-9s on scheduled and charter services between 1981 and 1984.



#6 - Management Air Service of New Castle, Delaware.



#10 - Flight attendant wing from Air California.



#11 - It's possible that this wing is from a flight training school in Toronto, Ontario.



#12 - This wing was from Air Transport Training International in Tucson, Arizona. This outfit was a subsidiary of Lufthansa.



#14 - Midway Airlines #2 of North Carolina flight attendant wing.



#17 - Private Jet Expeditions of Atlanta used this wing between 1989 and 1996.



From Issue 34-3 of *The Captain's Log*, this Farwest cap badge dates back to 1999. The airline operated from Chandler, Arizona's Memorial Airport.



Issue 34-3 of *The Captain's Log* also brought forth questions on this ATI wing. According to Charlie Dolan of Florida and Eirikur Lindal of Iceland both responded that this ATI wing was in fact from Air Turas International of Ireland. Actual dates when the wings were used are unknown. Eirikur also sent along the image of the half wing shown below.



Now we have a few more new items for you to help identify for us.

#1 - Any thoughts on this badge cap? Who? Where?



#2 - Possibly a Pan American cap badge? The ocean is blue enamel.



#3 - Who is "AC"?



#4 - Any idea who "CA" is?



#5 - And finally, any ideas about the origins of this wing?



Please let us know if you have any information on these wings. **Happy Collecting!**

Ken & Beth

(Continued from page 18)



And the last airline flying under British Skies that I can think of was British Midland that put out two wings for their young travelers.



Member Achievement

AIA recognizes member Niek Vermeulen of the Netherlands as the Guinness World Record holder for his collection of 6,016 airline sickness bags from 1,142 different airlines and 160 countries. This record remains unbroken after 25 years. Congratulations!

Slide Photography

By Joe Fernandez & Eddy Gual

n314as@yahoo.com / eddyslides@bellsouth.net

Standard Lenses Used in Aviation Photography

Digital cameras are becoming more and more affordable. You can now get a very nice high resolution model for about \$500-700. These lower end DSLR (Digital Single Lens Reflex) cameras will not give you the speed and solid build of a more expensive professional model, but it will train you to become a good photographer before you make the decision to upgrade.

Aviation photography is very diverse. There are many ways of taking photos of planes. To begin, you will need two telephoto zoom lenses to go with your DSLR. One that covers a close area and the other to zoom in on planes that are a little distant from you.

Canon and Nikon are the two most popular camera brands in the hobby. They both make excellent photographic equipment which are similar to each other. The following are examples of two lower-priced Canon Telephoto-zoom lenses that should be used to begin a successful career in aviation photography.



Photograph courtesy of Canon Corporation.

Canon 28-135mm f/3.5-5.6 IS USM (about \$450 retail)

We personally use this lens for our standard focal length needs. Many glass elements in the design make this a fantastic tool even at the professional level. It is a great handling lens which includes image stabilization, a gyroscopic device built into the lens to better focus on your target while you move. Focal lengths from 28mm to about 50mm is the range that we would use for any parked airplane on the ground. We would also use this range for airplane interiors and terminal overviews. The higher 100mm-135mm focal length is good for action photography when runways are a little closer to you. Miami International Airport's runway 12 photo location is a perfect example.



Photograph courtesy of Canon Corporation.

Canon 75-300mm f/4-5.6 III

This lens which retails for around \$200, will cover all the remaining higher focal lengths that you will need for additional runway action before the subject gets too far and distractions such as heat haze and vignetting (dark corners) start to take effect. It is light weight and easy to handle. We used this lens during earlier stages of our careers and it has given us great photos over that time span. The autofocus is smooth and the lens is very quiet although we recommend that you practice manual settings too.

Choosing the proper photo equipment is up to your style. Everyone has different tastes, but if you want to photograph aviation successfully, this is the least you will need to invest in.

Have a great summer and AI2010!

Joe Fernandez and Eddy Gual



Dan-Air London Desk Flag. Henk Heiden Collection.

Airline Minis

By George Shannon

geraho@aol.com

British Aircraft Mini-Models

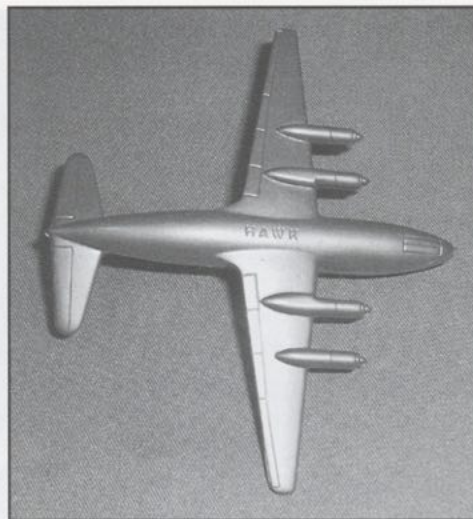
Since the topic of this issue is British airlines and aircraft, I decided to focus on British aircraft - the turbo props Viscount and Vanguard.

One of the first Viscounts mini-models to hit the market was the Capital Airlines Viscount made by the Hawk Model Company. Not only is it the only US model made, it's also the largest of the two. It has a 3" wing span and 2-1/2" long. The other Viscount model was issued by TCA-Trans-Canada Airlines. It has a wing span of 2-1/2" and is 2-1/4" long. The aircraft has 'FLY TCA' in raised lettering on the wing. One of the photographs shows the model in its original package.

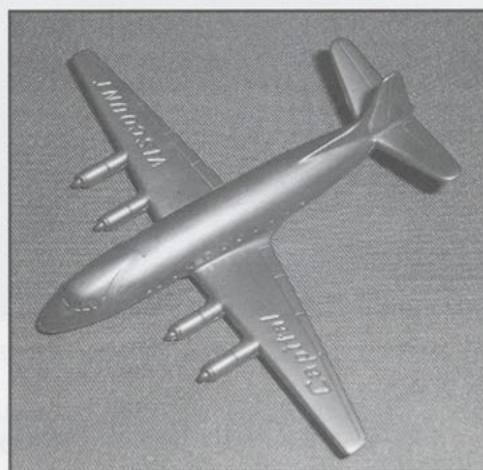
Next is the Vanguard. TCA was the first carrier and after the TCA/Air Canada merger Air Canada released one. They are both the same models with a 2-1/2" wingspan and 2-1/2" length.

Now I always wondered if Air Canada released a Viscount model. Does anyone know? Please contact me with any information you have on these airplanes or any other mini models.

Happy Collecting!



Hawk - Capital Airlines Viscount



(Above Left) - TCA Viscount - (Below) TCA / Air Canada Vanguard





Air Bristol, BAC1-11, G-AVMI, December 1996. Photograph via www.Air72.com Slide Collection

*Air 2000 Boeing 767-300, G-OOAM, landing at Sanford, Florida (SFB), December 2000.
Photograph via Joe Fernandez.*





Air Scotland Boeing 757, PH-AHN, August 2003. Photograph via Aviation Photography of Miami Slide Collection.

Alidair Viscount 735, G-BFMW, June 1978. Photograph via www.Air72.com Slide Collection.



Dining Service

By R. R. "Dick" Wallin

rrwallin@aol.com

More Than Tea and Crumpets. Airborne Dinnerware from Britain



This BOAC pattern is believed to date from the 1940s with a rim stripe and Speedbird logo, all in light blue. Note that there are five different cup and saucer styles!



BOAC "gold mesh" pattern, made by Ridgeway.



BOAC "Gold Crown" pattern. Some of these patterns were made by Ridgeway, others by Royal Doulton.



Two BOAC Speedbird logo glasses.



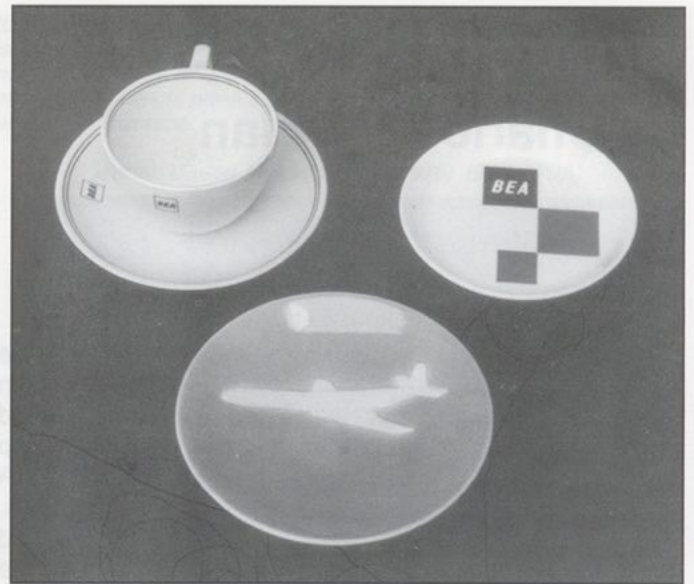
This "Gold Crown" pattern was first used by British Airways after the name change from BOAC and was used until about 1990. As with all BA patterns illustrated in this column (except where noted), Royal Doulton is the manufacturer.



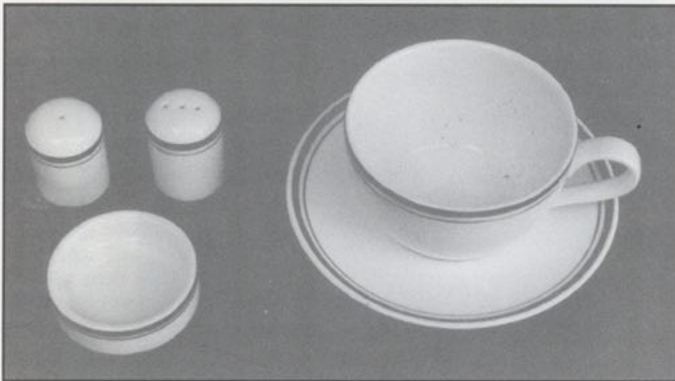
The original BA Concorde pattern featuring a blue rim stripe with repeated Concorde aircraft designs. This pattern was used until the early 1990s.



The original Concorde crystal ware with a "C" surrounding a crown in white or frosted. Royal Doulton.



British European Airways (BEA) had various china designs. At lower center is a plate with a Comet on a blue background.



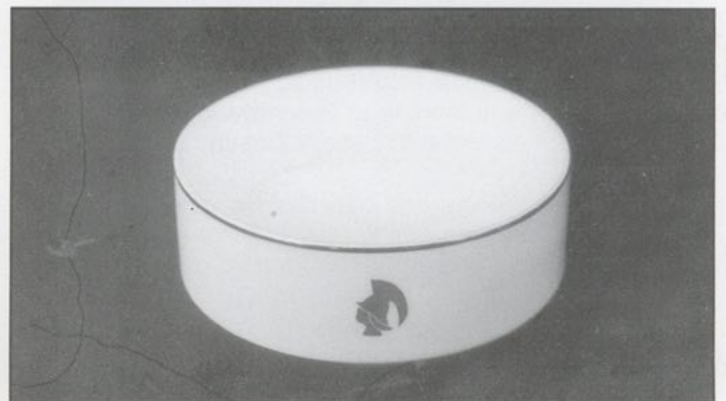
The final Concorde pattern with silver and black striping.



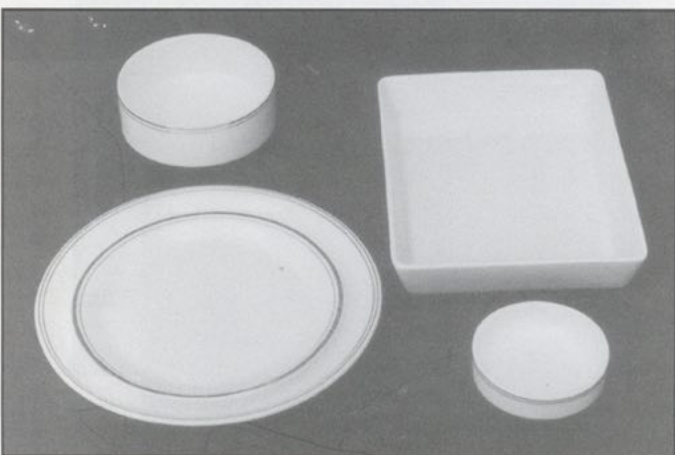
A British European Airways glass with the "Sovereign Service" logo.



British Caledonian glass ware.



Britannia Airways salad bowl with their logo in gold.



British Caledonian used this white china with two gold rim stripes. Wedgwood and Royal Doulton.

Wings! Badges!

By Charles F. Dolan

Wings And Badges For Aircraft Over Britain

I have not had the opportunity to spend much time in the skies over Britain. Most of my travel has been within CONUS or as real people say "the Continental United States". Back in 1962, while on a school-sponsored trip through Europe and the British Isles, I had a trip in a BEA Vickers Vanguard between London Heathrow and Dublin. My strongest memory of that flight is that my ears popped more than usual and I tried to blame the condition on the pressurization system. I had not felt that popping before in U.S. built aircraft.

Years later, our family took a cruise to the Baltic and Scandinavian area and returned to the States on a Boeing 767 operated by British Airways between London Gatwick and Baltimore-Washington International Airport. On that flight I was lucky enough to have been granted a cockpit visit while in-flight. Those days and opportunities are long gone now.

In 1999, I was part of a team which went to the Republic of Georgia to present training to the Georgia Customs and Border Guards. After an interesting thirty minute ride on a THY 737, which was to have taken us to Tbilisi via Istanbul, we made a return to Heathrow and later completed the trip on British Mediterranean Airways. One of our team heard a flight attendant tell a passenger that "...if the passenger isn't on the plane, the luggage can't travel." I guess that's why they parked the THY aircraft on an out-lying ramp.

Our last trip was taken from Bermuda to Gatwick on British Airways in 2005. The airline had a pretty decent sale going on and February was a slow period for our operation, so we left Bermuda for chillier London. We had very nice rides on Boeing 777 aircraft and managed to squeeze in a Valentine's Day dinner at a small French restaurant in London's Kensington area.

Other than the ear popping Vanguard trip to Dublin, and the rapid return and landing at Heathrow by THY, I have enjoyed my travels in the sky above Britain.

My collection of wings and cap badges of carriers connected to Britain are predominantly of the sew-on variety. I don't know if this is designed to torment dry cleaners or to reduce the number of thefts or the incidents of crews reporting for duty without having the proper insignia on their jackets. Most of the wings also lean toward the Royal Air Force style, with the tips of the wings bending down, rather than straight across or bending up. The royal crown, rampant lions and birds also abound. Cambrian, of

Wales, used the image of a dragon on both issues of insignia shown in this column.

Just as in the United States and Canada, airlines that had operated for many years could not maintain service as costs increased and package tour operators left the business or took their trade to lower cost start-up carriers. The older carriers either ceased operations or merged into the longer established major carriers. Dan-Air London, the last British operator of the DeHavilland Comet, was one of those airlines. I remember working some Dan-Air flights at Niagara Falls International Airport (KIAG) in the 1970s, but those were operated with the Boeing 707.

I suppose I should have wandered farther afield by including carriers from around the world which operated VC-10s, Vickers Viscounts and Vanguards, Bristol Britannias and the DeHavilland Comet, but I will save those items for future issues.

Skies over the UK

Air Europe (AE) (formerly KS) (1979-1991)



The cap badge is the sew on variety without any indication of manufacturer. Most of the insignia is composed of gold bullion thread on black material. The Letters "A" and "E" and the circle around them are made up of silver bullion thread. The wing is made of polished gold color metal with dark blue enamel behind the letters. The wing is pin back with the hallmark "MANHATTAN" "WINDSOR" and "MADE IN ENGLAND".

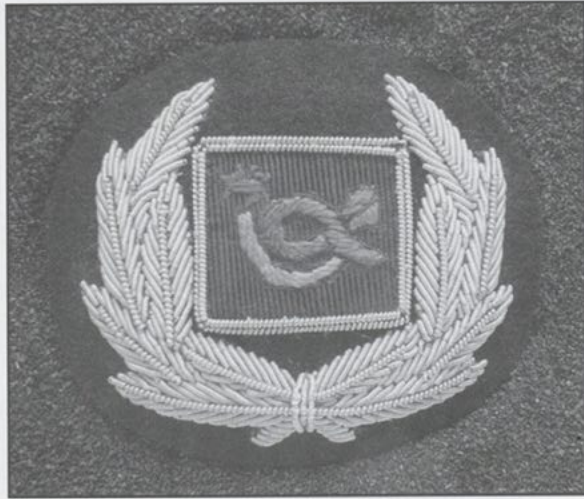
Air Europe (second style)



(Continued from page 28)

Though of different layout, this cap badge is composed just like the previously described cap badge. The wing is not as well made as the previous one and does not have a hallmark. The blue behind the letters is paint rather than enamel. It is pin back also.

Alidair (Scotland) (QA) (1972-1981) Became Inter City



The cap badge is of gold bullion thread on black material. It is sewn on the cap. The design in the center is a medium blue fabric square with lighter blue and light green thread with curved lines leading to a red thread figure at the upper left. That might be a lion.

British European Airways (BE) (1946-1974)



All of these items are of the sew-on variety without evidence of manufacturer. The wings are of gold bullion thread on black material, with a maroon "wreath" under the "BEA" of the pilot wing. The flight engineer wing has maroon material behind the letters "BEA". The color is faded on this example.

(Last image on preceding page.) The cap badge is sewn to the hat and is composed of black material attached to a stiff backing. There is red material behind the letters "BEA". The letters, crown and leaves are made up in a single piece brass stamping which is attached to the black backing by four tabs.

British United Airways (1960-1970) (BR) (BUA)



The insignia are the sew-on variety with gold bullion thread on black material. The center of the wing and cap badge have red material behind the letters "BUA"

British South American Airways



The wing is of gold bullion thread on black material. The fabric behind the letters "BSAA" is dark blue.

Caledonian Airways (1961-1970) (Scotland)



Gold bullion thread on black material. The center of the wing and cap badge are of red material with the lion in gold bullion thread with black thread for detailing of lion.

Britannia Airways (BY) (BAL)



The insignia are of gold bullion thread on black material. They are sewn on to the uniform. The center disc is of blue material with the lady made of silver bullion thread and the shield next to her of red, white and blue thread.

Cambrian Airways (Wales) (CS)



Gold bullion thread on black material with red letters and red dragons on a green background. The cap badge has some damage due to moths.

Cambrian Airlines (Wales) (CS)



The wing and cap badge are of gold bullion thread on black material. The center of each has an orange dragon on a black field.

Dan Air London (1953-1992)



Gold bullion thread on black material. The "house flag" is made up of white fabric and red thread.

Excalibur



Silver bullion thread on black material. The center disc is purple. Edges of the wing are of heavier grey thread.

Flying Colours (MT) (FCL)



Silver bullion thread on black material. The center disc has a dark blue background with flashes of blue, red and yellow.

Instone Air Line (1981-1996)



Polished silver metal wing with a white enamel center disc sporting a red enamel seahorse. The outer circle containing the letters is a translucent blue. The wing is pin back and has the letter "W" as a hallmark.

Lloyd International Airways (1965-1972)



Gold bullion thread on black material. Black thread creates the details of the tower and turrets.

Logan Air (Scotland) (LC) (LOG) (1996-present)



Gold bullion thread on black material.

Monarch Airlines (ZB) (MON) (1968-present)



Gold bullion thread on black material. The threads used have both a dull and shiny finish giving a nice effect.

Orion Airways (1980-1989)



Silver bullion thread on black material.

**Silver City Airways (1946-1963)
Became British World Airlines (1993-2001)**



Insignia of silver color metal with brushed finish. Light and dark blue enamel are used for the water and aircraft. Two screw posts attach the wing and cap badge to the uniform. There are no hallmarks.

Virgin Atlantic Airways (VS) (VIR)



Gold bullion thread on black material. The center of the wing and hat badge are of red material with gold bullion thread forming the letters "A" and "V".

Virgin Atlantic Airways (VS) (VIR)



Silver bullion thread on black material. The cap badge has a metallic silver thread disc with a red satin patch (representing a 747's tail?) and "Virgin" in silver bullion thread.

New WAHS Members!

Please welcome the following new members:

- Norman Ellickson, Michigan
- Werner Lindquist, Ohio
- Nathan Bertman, Maryland
- Mike Chance, Virginia
- George Harden, California
- Hull McLean, Delaware
- Esther Tryban, Illinois
- Scott Henley, Tennessee
- Carol M. Scott, Alaska

We're happy to have you with us!

WAHS extends our condolences to the family of long time member Bob Kopitzke who passed away on March 13, 2010.

The 24th Annual



Saturday, October 2, 2010

Time: 9am - 4pm

**Admission: \$5
children under 12 free**

Location:

The Delta Air Transport
Heritage Museum at
1060 Delta Boulevard
Atlanta, GA 30354.

The entrance will be on the south
side of Delta's Headquarters,
off Woolman Place.
Just follow the signs!

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

For vendor table reservations & show information
contact Greg Romanoski at (404) 715-7886,
greg.romanoski@delta.com or visit
www.DeltaMuseum.org



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RENAISSANCE®
CONCOURSE ATLANTA AIRPORT HOTEL

The Renaissance Atlanta Airport Hotel is the official show hotel
and is offering a rate of \$89. When calling (800) 468-3571
guests should reference 'Airline Collectibles Show'.

Postcard Corner

By Marvin G. Goldman

mmgoldman@rcn.com

Skies Over Britain on Postcards

Airline and airport postcard collecting has long benefited from the avid participation of British aviation enthusiasts. In the 1980s Fred Hems of England started publishing "Aviation Postcard Collector", a series of booklets containing checklists of airline and airport postcards, which continued for at least 16 issues. In the early 1990s, Phil Munson of England started the Aviation Postcard Club International and its Newsletter. From March 1998 through today, the Club's Newsletter has been beautifully edited by Doug Bastin of Chester, England (assisted on the U.S. side by Bill Baird), with numerous valuable and informative aviation postcard articles and photos. Now the archived and future issues of the Newsletter are available on-line at www.aviapc.com, by subscribing to Club membership for a very nominal amount, through editor@aviapc.com.

In selecting the cards to illustrate this article, I have tried to emphasize those that show locations in Britain or British-built aircraft. The selection was difficult, as thousands of different British airline postcards have been published.

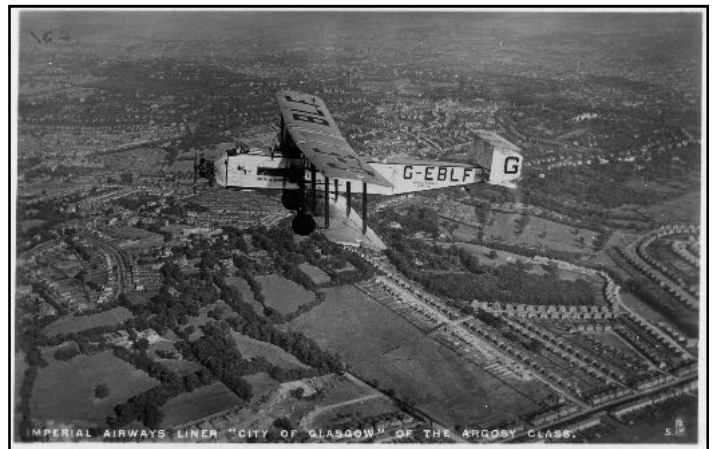
The popularity of British airline history and postcards stems in part from the pioneering and colorful role of Imperial Airways and its predecessors. Let's start with a sample:



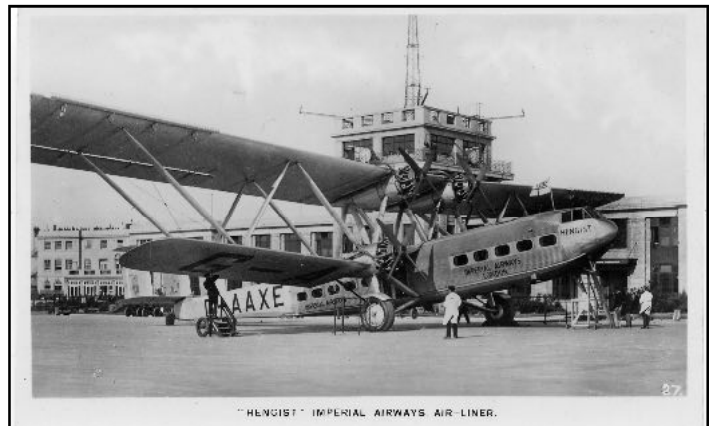
Instone Air Line Vickers Vimy Commercial, City of London, G-EASI at Croydon Airport near London. Airline Issue ("A/I"), 1922. Black and White ("B&W"). Produced by Norfolk Printing Plant, London. In the left background is an Instone Airways de Havilland DH.18A, G-EARO. Instone was one of the first three airlines in Britain (along with Aircraft Transport and Travel, and Handley Page Transport). It operated from 1919 until merged into Imperial Airways in 1924. The Vickers Vimy seated 10 and was one of the early aircraft popular with the traveling public.



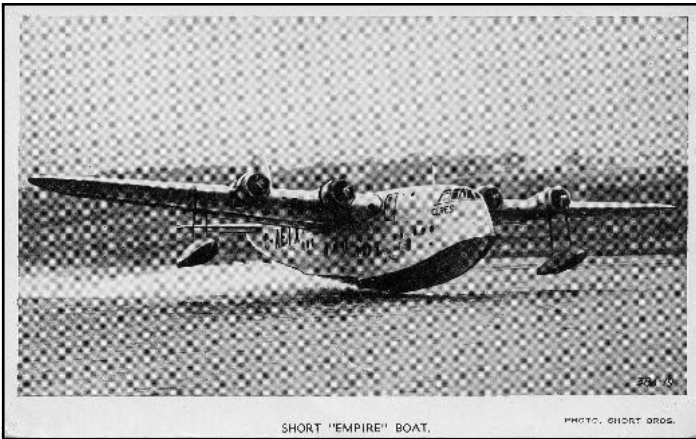
Handley Page Transport, Handley Page W.8, G-EAPJ. A/I, 1921/22. B&W. Handley Page operated from 1919 until merged into Imperial Airways in 1924. The Handley Page aircraft were the first British twin-engined airliners, but they proved unreliable.



Imperial Airways Armstrong Whitworth Argosy, G-EBLF, City of Glasgow. Raphael Tuck & Sons, London. B&W. Between 1926 and 1934. Imperial resulted from the Government-promoted merger of Instone, Handley Page, Daimler and British Marine Air Navigation. This aircraft introduced Imperial's "Silver Wing" service on the London-Paris route, in the words of R.E.G. Davies "arguably the first luxury air service in the world".



Imperial Airways Handley Page H.P.42, G-AAXE, Hengist, at Croydon Airport. Issued by Rohan et Cie., Croydon, no. 27. B&W. Between 1931 and 1937. The H.P.42 provided safe, reliable service on Imperial's historic international routes. Croydon Airport, near London, originally opened in 1920 and reopened with expanded facilities on 30 January 1928.



SHORT "EMPIRE" BOAT.

PHOTO. SHORT BROS.

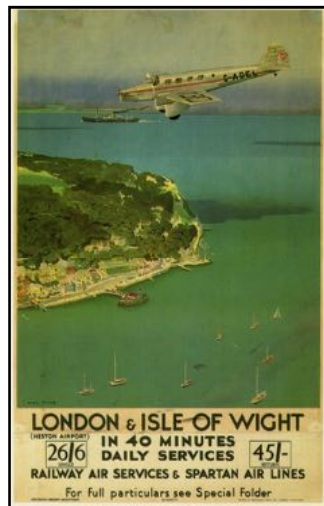
Imperial Airways Short S.23 C-Class Empire, G-AETX, Ceres. Valentine & Sons, Dundee and London, no. 38A-19. B&W. About 1937. During 1936-1940, Imperial operated over 40 aircraft of this class, connecting the British Empire. The Short C-Class was one of a series of pioneering flying boat types developed by Short Bros. from the 1920s through the 1940s.

While Imperial Airways remained the national airline and dominated international routes, a number of airlines were formed with private ownership. Here are three examples:



British Airways Lockheed L-14 Super Electra, G-AFGN. A/I, 1938-39. B&W. The first British Airways was privately owned and started in 1936 through the merger of Spartan and Hillman's airlines. It became the first British airline to introduce non-British-built aircraft, including Fokker F-VIII and F-XII, Junkers Ju52/3M, and Lockheed L-10 Electra and L-14 Super Electra.

In November 1939, British Overseas Airways Corporation (BOAC) was formed by merging Imperial Airways with the first British Airways. The Government's plans for fleet modernization, however, were thwarted by the nearly simultaneous advent of the Second World War. BOAC served as the British state airline for both international and domestic routes until 1946, at which time its role as state airline changed to concentrate on long-haul routes.



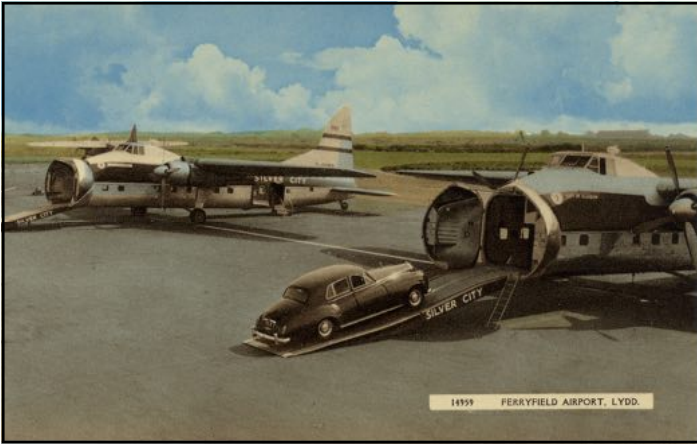
Left: Railway Air Services (RAS) de Havilland D.H.86A, G-AEFH, Neptune. In service 1936-1940. Publisher: Richard Blake, Caterham, no. PH230. 1990 postcard reproduction of poster. RAS was formed by four railways and Imperial, owning equal shares, in 1934, and operated on mainland routes. It merged into BEA in 1947. The D.H. 86 aircraft was a predecessor of the very successful D.H.89 Dragon Rapide.

Right: Spartan Air Lines, Spartan Cruiser III, G-ADEL. In service 1935-36, then transferred to the original British Airways. Artist: Chas Pears. Drumahoe Graphics no. DGR 216, printed by Beric Tempest & Co., St. Ives, Cornwall. Postcard reproduction of poster. Spartan started airline operations in 1933 and became a component of the first British Airways which was formed in 1936 under private ownership. Spartan also manufactured aircraft, such as the one shown.



BOAC (British Overseas Airways Corporation) Handley Page H.P.81 Hermes 4, with the White Cliffs of Dover in the background. Drawing. A/I, about 1950. A similar card, with different text on the bottom front, was issued by Salmon Ltd., Sevenoaks, England, as no. 5181. The Hermes aircraft was in service with BOAC during 1950-54.

Many new privately-owned airlines started up in Britain from the late 1940s through the early 1960s. Here are some examples:



Silver City Airways Bristol B170 Mk32, G-AMWD at left, at Ferryfield Airport, Lydd. About 1957. Publisher: Shoemith & Etheridge, Hastings. Silver City started the world's first car ferry air service in July 1948. It enterprisingly built its own airport at Lydd, called Ferryfield, operating there from 1954. The capacious Bristol 170 freighters served to carry cars and passengers cross-Channel between England and France.



Jersey Airlines de Havilland DH-114 Heron 2B, G-AORG, "Duchess of Brittany", flying over Mont Orgueil castle in Jersey, Channel Islands. About 1956. Publisher unknown. Real photo B&W. This aircraft has been beautifully restored in its original livery and is airworthy, based in Jersey. Jersey Airlines operated its first scheduled service in 1952 and became part of the British United group in 1962. Airports in the Channel Islands, and airlines operating to them, have long been favorite postcard subjects.



Caledonian Airways Bristol Britannia 312, G-AOVI, May 1965. Flight International. B&W. Caledonian was a Scottish charter airline formed in

April 1961. It acquired British United Airways in November 1970, becoming British Caledonian Airways, Britain's foremost independent, international scheduled airline at the time. The Britannia turboprop aircraft was the world's fastest airliner when introduced in 1957 (the pure jet "Comet" had been grounded in 1954 and did not resume service until the Comet 4 version in 1958). However, both the Britannia and the Comet became eclipsed by the new generation of pure jet aircraft led by the Boeing 707 which entered commercial service in October 1958.



British United Airways (BUA), Handley Page R7 Dart Herald Series 200, G-AVEZ, at Ringway Airport, Manchester, 1968. Publisher: Bamforth & Co., Holmfirth, Yorkshire. BUA was created by the merger of Airwork Services and Hunting-Clan Air Transport in 1960. It was sold to Caledonian Airways in 1970. The Dart Herald was an early turboprop aircraft which served well, but was outperformed in various aspects by the Vickers Viscount, Hawker Siddeley HS748 and Fokker F-27.



British European Airways (BEA) Vickers Viscount V.701 at Ronaldsway Airport, Isle of Man. In BEA "Red Square" logo introduced about 1958. Publisher: Ranscombe Photographic, Isle of Man, no. P37249, about 1960. BEA was founded in 1946, became a major British airline and in 1972 a sister company of BOAC, and merged with BOAC in 1974 to form the new British Airways. The Viscount turboprop became one of Britain's most successful aircraft and was operated by some 50 airlines throughout the world.





BOAC DeHavilland Comet 4. Reproduction of vintage ad of 1958. Vintage Ad Gallery AA146PC. Like Air France, BOAC is noted for its beautiful airline posters, many of which have been reproduced on postcards. The Comet 4 version of the world's first pure jet airliner entered service with BOAC in 1958, after a redesign effort of nearly four years, and just a few months before the first commercial service of the Boeing 707.



BOAC Vickers VC10. Reproduction of vintage ad of 1968. Vintage Ad Gallery AA187PC. The VC10 resulted from a British effort to build a long-haul jetliner to operate from "hot and high" international airports. It entered service with BOAC in 1964.



Britannia Airways Boeing 737-200 at Birmingham Airport. Jerrold & Sons Ltd., Norwich no. KBI 122. Britannia began operations in 1962, based at Luton Airport, under the name Euravia, using Lockheed Constellations acquired from EL AL. In 1964 it acquired Britannia turboprops and changed its name to Britannia Airways. In 1966 it entered the jet age by becoming the first airline in Europe to operate the 737-200.



British Eagle International Airways, British Aircraft Corporation (BAC)-1-11 Series 300, G-ATPJ "Stalwart", received in 1966. J. Salmon Ltd.,

Sevenoaks, no. 1-06-02-11/4314c (an identical postcard exists with British Eagle titles removed). British Eagle was a major independent airline that operated from 1948 to 1968. The BAC 1-11 served as a significant short-range jet airliner from the 1960s until its widespread retirement in the 1990s.



British Midland (later known as British Midland International - bmi), British Aerospace (BAe) ATP, G-BMYL, which entered service with the airline in 1988, at East Midlands International Airport. J/V Postcards no. 1231C. BMI claims to be the second largest airline presently operating at London Heathrow. The ATP was a short-range, low-noise, fuel-efficient turboprop aircraft. However, only 64 aircraft were built, mainly due to competition from the de Havilland Canada Dash 8 and ATR 42.



Dan-Air Services Ltd., British Aerospace (BAe) 146, 100 series, G-BKHT, over London and the Thames River. Possibly an airline issue. Published by Charles Skilton & Fry Ltd. no. 0340. In Dan-Air fleet, 1983-1992. Nearly 400 BAe 146/Avro RJ aircraft were built, making it one of Britain's most successful airliner programs.

British Airways was formed on 1 September 1974 as the national airline of the UK. It arose from the nationalization and merger of BOAC, BEA and two much smaller regional airlines in England, Cambrian Airways and North-east Airlines. In February 1987, British Airways was privatized, and it soon expanded by acquiring British Caledonian in 1988 and Dan-Air in 1992.



British Airways, Hawker Siddeley Trident 3. Charles Skilton & Fry, London & Edinburgh, no. 264. The Trident was a three-engined short and medium range jet introduced in 1964. Although the Trident performed reasonably well, it was vastly outsold by the Boeing 727.

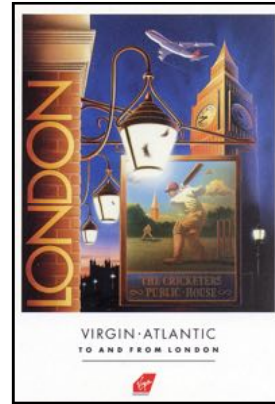


British Airways Concorde, G-BBDG, at Heathrow Airport. Charles Skilton & Fry, no. 285. The magnificently beautiful supersonic Concorde served with British Airways from 1976 – 2003. The aircraft pictured here, G-BBDG, actually served as a test aircraft and never entered scheduled service. Restored, it is now displayed at the Brooklands museum in Weybridge, Surrey, England.

In 1997, British Airways introduced “world art” tailfins designed by international artists to represent countries served by BA’s route network. About 34 tail liveries were utilized, and most are represented on airline postcards. The tailfin art lasted until 2001 when BA changed its entire fleet to a new Union flag livery.



Previous Column, bottom image: British Airways aircraft with different tailfin art designs. Issued by British Airways’ Warsaw office, 1998, commemorating 40 years of service to Poland. Card no. 4010.



Virgin Atlantic Airways, “London”, part of a series of “Classic Poster” destination postcards. A/I. The same postcard was issued by Virgin Atlantic in Tokyo with the added words “A Happy New Year 1994” on the front and Japanese wording on the back. Virgin Atlantic started its first service in 1984 on the London/Gatwick – Newark route. The airline was founded by Richard Branson’s Virgin Group, which today still owns 51%, the remaining 49% having been sold in 2000 to Singapore Airlines.



Aurigny Air Services, Britten-Norman BN-2A Trislander, G-JOEY, flying between the British Channel Islands and to Cherbourg and Dinard in France. A/I. Aurigny, founded in 1968, is based in Guernsey of the Channel Islands. It is the primary operator of this three-engine piston aircraft type.



British International Helicopter Services, Sikorsky S-61-N, G-BCEB, over the westernmost point of the English mainland, Land’s End, Cornwall, en route from Penzance to the Isles of Scilly. Murray King Images, Cornwall. This helicopter company, with bases in Penzance and Plymouth, was known as British Airways Helicopters until it was privatized in 1986 and acquired its present name.



EasyJet Airline Company, Airbus A319. A/I, about 2008. EasyJet, established in 1995 and based at Luton Airport, is now the second-largest low-cost carrier in Europe, behind Ryanair. It carries more passengers than any other UK-based airline.

Notes: The original postcards of the above are (except as noted) in color, published in standard or continental size, and from the author's collection. I estimate their rarity as – Rare: the Instone and Handley Page Air Transport cards; Uncommon: all three Imperial Airways, British Airways Lodestar, BOAC Hermes, Silver City, Jersey Airlines, British United, BEA, Britannia, and British Eagle cards; Fairly Common: the remaining cards.

Bill Demarest has started an on-line comprehensive reference database (www.airlinepostcarddatabase.com), with scanned images, of airline and airport postcards – primarily airline issued, but many publisher cards as well. The website has been receiving over 20,000 visitors per month! The cards shown are not for sale or trade. Rather, the site's goal is to allow you to search and sort images using your own criteria and see what has been published on various airlines, aircraft types and airports. Collectors are encouraged to send to Bill scans of postcards not already on the database, for inclusion.

References:

Airways magazine, "Tails to Tell" (July 1998 issue, pp. 38-44 (British Airways tailfin art introduced in 1997).

Aviation Postcard Club International, Newsletter issues. www.aviapc.com; editor@aviapc.com.

Aviation Postcard Club International Postcard Catalogues (including detailed checklists and images), compiled by and available from Doug Bastin, editor@aviapc.com:

- (a) DeHavilland Comet (Sept. 1999)
- (b) Vickers VC-10 (Sept. 2000)
- (c) BAC One-Eleven (Sept. 2001)
- (d) London-Heathrow Airport (Nov. 2002)

Bastin, Doug, "The History of British Airways Via Aircraft Postcards", in *Postcard Corner*, The Captain's Log, Issue 31-1, pp. 29-32 and 51 (Summer 2006).

Bluffield, Robert, *Imperial Airways: The Birth of the British Airline Industry, 1914-1940* (Ian Allan Publishing, 2009).

Davies, R.E.G., *British Airways: An Airline and Its Aircraft: Volume 1: 1919-1939: The Imperial Years* (Palawdr Press, 2005).

Davies, R.E.G., *A History of the World's Airlines* (Oxford Univ. Press, 1967).

Wikipedia websites on the airlines and aircraft types mentioned.

www.airlinerlist.com (airliner production and owner histories, downloadable in Excel file form).

I hope to see you at Airliners International 2010, the first WAHS annual convention held in the greater New York City area (see www.ai2010nyc.com). The show will be 12 -14 August 2010 at the Robert Treat Hotel in Newark, New Jersey, walking distance from Penn Station Newark - just minutes away from Manhattan by train and close to Newark Liberty International Airport. Please stop by my table at the show and say hello.

Until then, Happy Collecting. *Marvin*

Editor's Choice:



BOAC Vickers VC10, G-ARVI, parked on the apron at Rome/Ciampino Airport. Printed by Alterocca in Terni, Italy, no. 6621. 1964/65. B&W. According to noted airline postcard collector, Leonardo Pinzauti of Florence, Italy, who supplied the image, this is a "very very rare card, frankly speaking one of the best in my collection".

Leonardo adds: The card was mailed in February 1965, and it was on sale at the airport newsstand as the sender writes he is an airman there. The card also shows some passengers boarding before refueling operations were completed – a customary (but unsafe) practice in those times. The jetliner bears "Nigeria Airways" titles close to the nose section and the Nigerian flag on the fuselage. At that time, various airlines which had joined the "BOAC Associated Companies" agreement pooled with the British carrier, identifying themselves by means of stickers and flags. There is photographic evidence of BOAC VC10s, Comets and Britannias wearing titles such as Ghana Airways, Kuwait Airways, Malayan Airways, QANTAS, South African Airways, etc. Leonardo also notes that there is a companion postcard, no. 6622, which shows the aircraft from the back.

Aircraft Modeling

By Ken Miller

ozmiller@sbcglobal.net

Skies Over Britain

The topic of this issue of the Log gave me a good excuse to start a Revell 1/200 scale Boeing 737-200 kit in British Airways Colum World markings. The kit was originally a Matchbox kit so I thought building a British model of an airliner in British Airways markings would be a good choice. As usually happens I learned more as I researched the model so the end result is a little different from what I had originally planned.



Matchbox Boeing 737 kit image via MatchBoxKits.org

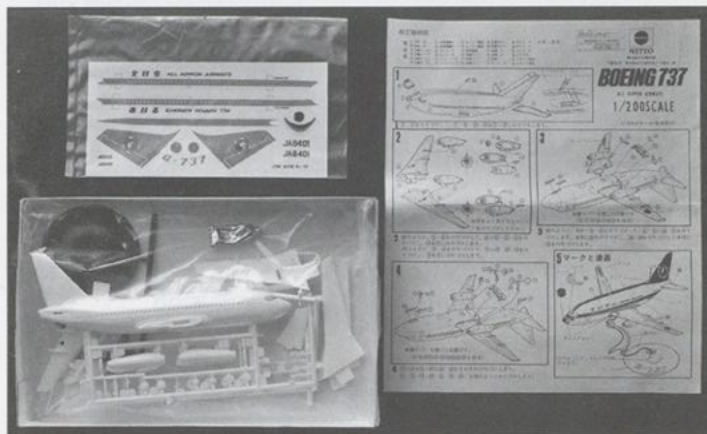
Matchbox plastic model kits originated in 1972 when the company management decided that they wanted to get a share of the plastic model kits market. The plastic kits first appeared in the Matchbox catalog in 1973. The kits were unique in that the sprues were molded in different colors so that the kits would have some color to them even if they were not painted. In 1982 the UK was in a recession and the Matchbox kit range was taken over by David Yeh of Universal Toys. Matchbox International was formed in Hong Kong as a holding company. At the time it was almost unthinkable that a Hong Kong company would take over a British company.

In 1991 Revell bought the molds of the entire Matchbox model range and got a ten year lease to use the Matchbox name from 1991 to 2001. So far so good with a little background on my plan for a Revell 737 model. A friend Jun Shidara read of my exploits researching and building my model and sent me some additional information concerning the kit. It turns out that the Matchbox 737 as well as their DC10, 727, and 747 kits were not original Matchbox kits but had come from Nitto. Around 1982 Nitto sold their molds to Matchbox and the kits were added to the Matchbox lineup. Jun kindly supplied me with photos of boxart and sprues that show the parts layout from the Nitto and Matchbox kits are identical. So my original plan to present the Matchbox 737 as a British model didn't quite work out.



Nitto Boeing 737 kit image via Jun Shidara.

The boxart of the Revell British Airways release really caught my eye. The kit is pretty inexpensive and I see it priced for \$5 often at swap meets. I picked up my copy a number of years ago on a trip to the UK. As almost always seems to be I've started my kit and am at the putty, sand, priming stage. It should be completed for Airliners International in August. The kit is a little rough and the Hasegawa 737-200 kit gets better marks. I suspect the included windshield part is the wrong part as the fit is terrible with huge 2mm gaps all around. I glued it in and used epoxy putty to fill the gaps. In the end the kit certainly looks like a 737-200 so I'm happy with it.



Nitto Boeing 737 kit components. Photograph by Jun Shidara.

The British Airways World Art markings deserve special mention. They were introduced in 1997 and used art and designs from artists to represent countries on British Airways' route network.

The adoption of the new livery was seen as a move away from the traditional British image of the airline. Some people in the United Kingdom were unhappy with the change even though nine of the designs were inspired by England, Scotland, and Wales. Former Prime Minister Margaret Thatcher showed her displeasure at the designs by covering one of the new tailfins of a 747 model with a handkerchief. She declared, "We fly the British flag, not these awful things". Virgin Atlantic took advantage of the controversy by applying a Union flag scheme to the nose



Revell Boeing 737-200 Model.
Photograph by the author.

of their aircraft. By 1999 British Airways had repainted about 170 aircraft in the new colors but then Chief Executive Bob Ayling ordered a review of the process. Aircraft already repainted would keep the new designs but the remainder of the fleet would receive a variant of Concorde's Union Flag design. In May of 2001 the new Chief Executive, Rod Eddington announced that the entire fleet would receive the new Union flag livery. Eddington stated that the World Art markings hurt the image of the carrier with its core customers who were attracted by the British identity. The artwork on the Revell kit is Celtic and titled Colum which means Dove in Gaelic. The artist is Timothy O'Neill from Dublin Ireland. The original artwork is tempera on vellum and evokes the memory of Columcille or St. Columbia who was the founder of the manuscript tradition.

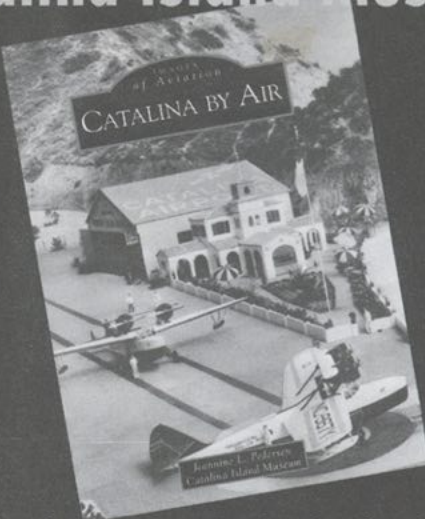
The actual aircraft has an interesting history as well. Boeing 737-200 s/n 21805 l/n 697 was delivered to British Airways on September 18, 1980. From looking at Airliners.net photographs the plane flew for British Airways first in "British" markings, then in Landor markings, and finally in the Colum World markings. Wikipedia states that British Airways retired their 737-200's in 2001. In May of 2001 the plane went to Safair and was leased to South African Airways. The plane then flew in current British Airways Flag markings for Comair Airways Limited in South Africa which I find a little ironic. The plane was stored in September 2008. Comair Airways Limited has operated the local and regional South African British Airways Airline for the past twelve years. The airline website states that it was formed in 1946 and is the only airline to have posted an operating profit for 62 years.

So there you have it. I've shared quite a bit of information about a small inexpensive airliner kit as well as an extensive history of the actual airplane it is modeled after. Building a model is only a small part of the enjoyment of airline models. The model, airline, and aircraft histories add tremendously to the fun factor of building models.




British Airways Boeing 737-236, G-BDGR.
Airliners.Net photograph by Terry Wade. Used with permission.

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Safety Cards

By Fons Schaefer

f.schaefer@planet.nl

Skies over Britain

Britain had a relatively slow start in the early days of air transport. Its potential, however, was large. Being an island, there were only two ways to link it to the rest of the world: by sea and by air. In addition, it had a huge empire that needed to be connected. At its height just after the end of World War I, the British empire covered 25% of the world's land surfaces. But British airlines developed few routes then. Imperial Airways connected London with Paris, Brussels, Cologne, Basle and Zürich and that was about it. Domestic routes were hardly explored either. Attempts to connect Britain with the empire locations concentrated on India.

But during World War II, the potential of post-war civil air transport for Britain was recognised and the government-at-war installed a committee to draft design specifications for a range of passenger transport airplanes. It became known as the Brabazon Committee. Its specifications led to some designs that formed the basis for Britain becoming one of the three lead nations in aviation design and manufacturing, next to the USA and the USSR. The Viscount, Comet and Dove were direct results of the Brabazon Committee specifications. In the first decades following WWII, Britain had many companies that produced airliners (and even more that made designs that remained stuck on the drawing board). Listing these companies brings back memories of fantastic designs that went into production or would-have-been: Airspeed, Armstrong Whitworth, Avro, Blackburn, Bristol, Britten-Norman, De Havilland, Gloster, Handley Page, Hawker Siddeley, Miles, Percival, Saunders Roe, Scottish Aviation, Shorts, Vickers, Westland. This abundance of manufacturers

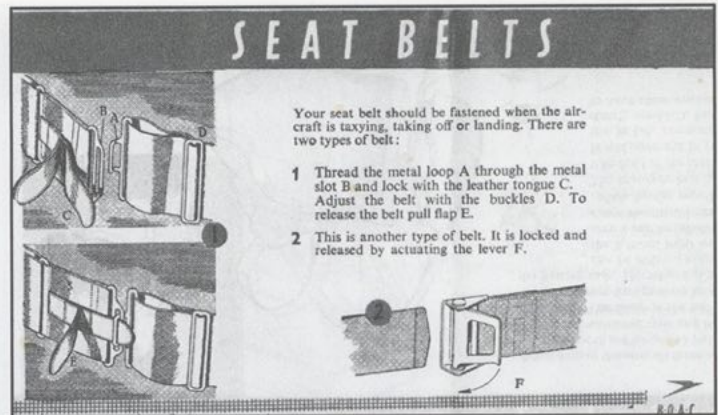


Figure 1

inevitably led to redundancies, either by withdrawal from the market or merging into what finally became British Aerospace (BAe). Eventually, production of airliners in Britain stopped altogether when the final BAe/Avro RJ rolled off the production line in 2002. Or did it?

Another move by the post-war British government was to initially assign all scheduled air routes to two state-owned airlines: BOAC and BEA. The two later merged to become British Airways. Other airlines were only allowed charter flights. But that did not prevent many 'independents' to be formed that were gradually allowed scheduled routes as well. That policy worked well. Unlike British-built airliners, British airlines currently play an important role in civil air transport.

Prior to WW II, safety cards were unheard of. The first safety leaflets stem from immediately after that war. Initially they focused on specific safety equipment. The BOAC 1946 safety leaflet called 'For your special safety' is a good and extremely interesting example. It features four items: seat belts, life jackets, oxygen equipment and dinghies. Cabin safety equipment was then still in its infancy and this leaflet shows prototypes of equipment that has since evolved into the designs that we are used to today. Seat belts (Fig. 1) were less robust than currently

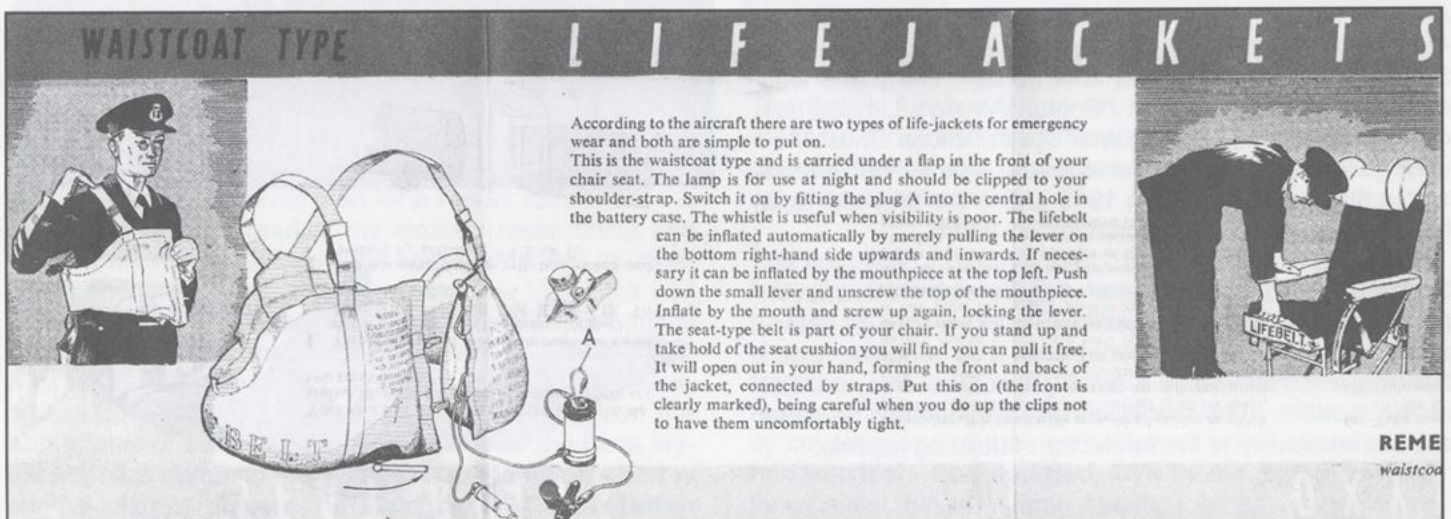


Figure 2

AND

OXYGEN MASKS

If the aircraft is fitted with pressurised cabins in which suitably conditioned air is maintained at all altitudes, oxygen masks are not required. Aircraft not fitted with pressurised cabins are sometimes flown at high altitudes, and passengers and crew must wear the oxygen masks which have been issued to them. An oxygen mask will not in any way affect your health, as it has been thoroughly disinfected and the bag is renewed after use.

Try on your mask before you need it when you can adjust it at leisure. A member of the crew will advise you. If it is necessary to move about the aircraft when at oxygen height you must follow this routine:

- Take several deep breaths and disconnect the oxygen tube.
- Hold your breath while you move deliberately to the next oxygen point.
- Plug in again and take more deep breaths.

Although the routine is simple, movement becomes tedious and should be avoided if possible. Take care not to fall asleep, as your mask might slip off. The small plug at the lower tip of the bag should be removed regularly to drain the mask. To partake of food you must first breathe deeply three or four times, then remove the mask for the few seconds necessary for a drink or a bite.

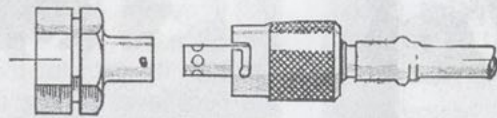
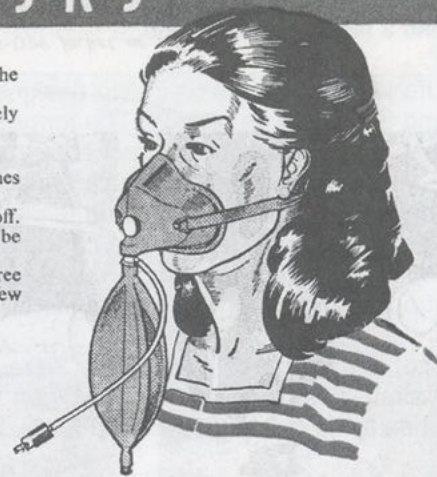


Figure 3

*Please do not remove from aircraft
Priere de ne pas emporter cette carte SVP
Bitte nicht vom Flugzeug mitnehmen
Deze kaart niet meenemen A.U.B.*

London European **VISCOUNT**

EXIT 3
Sortie de Secour 3 / Nootausgang 3 / Nooduitgang 3

EXITS 1 & 2
Sortie de secours 1 & 2 / Nootausgänge 1 & 2 / Nooduitgangen 1 & 2

April 1985

Figure 4

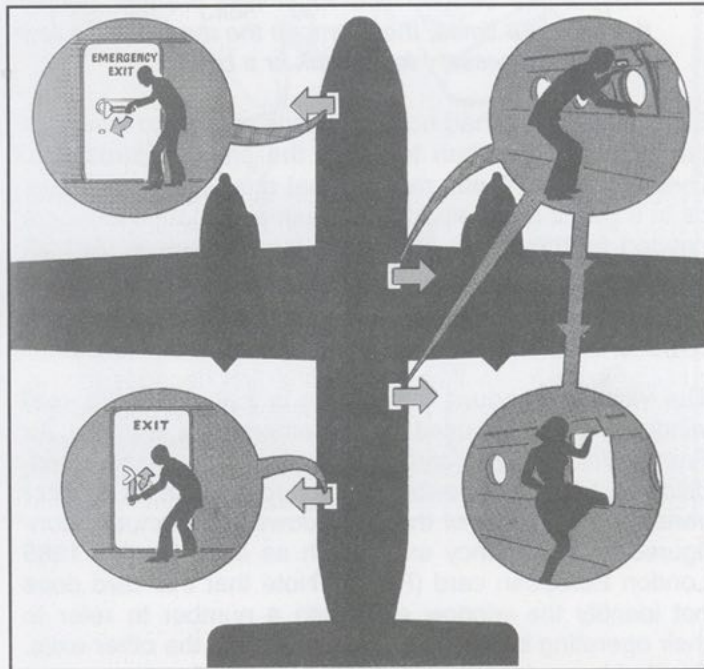


Figure 5

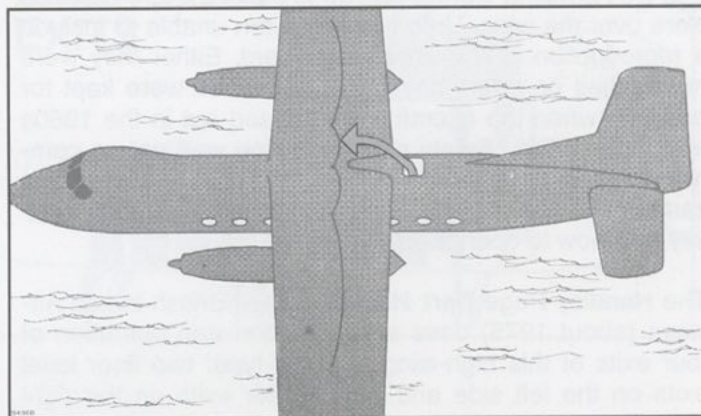


Figure 6

in use. Two different designs are explained by BOAC: a metal loop into metal slot, locked with a leather tongue, and a fabric-to-metal type.

Life jackets also came in two designs: the waistcoat type and the seat type (Fig. 2). The former is an inflatable type that indeed resembled a jacket in the way it is worn. Today's life vests are more collars than jackets, both in the way they are donned and their function: keeping the head up. The other life jacket type consists of the seat cushion, similar to today's flotation cushions but equipped with straps and clips to tie it around the body.

The oxygen mask instructions were for non-pressurized aircraft, where occasionally oxygen needed to be used when flying over high terrain (Fig. 3). It warns:

'Take care not to fall asleep, as your mask might slip off'

'To partake of food you must first breathe deeply three or four times, then remove the mask for the few seconds necessary for a drink or a bite.'

Early safety cards had no instructions on how to evacuate the aircraft, other than to follow the crew's instructions. Over the years, it was realized that crew may not always be in a position to help after a crash and that passengers needed to know how to escape by themselves. Aircraft layouts, escape routes and exit operation became an important element of safety cards. Let's review their presentation on a selection of cards of aircraft of British design.

The Vickers **Viscount** was unique in that each of its oval windows could be used as an emergency exit. An Air France Viscount 701 card shows 18 of those exits, in addition to 2 floor-level exits left forward and left aft. In later variants, only some of those windows were actually configured as emergency exits, such as seen on this 1985 London European card (Fig. 4). Note that this card does not identify the window exits with a number to refer to their operating instructions, as opposed to the other exits. Omitted by accident or considered obvious?

The De Havilland **Comet** had up to 9 exits, 4 to 6 of which were over the wing. Unfortunately, I am unable to include a reproduction of a Comet safety card. Either they were not applied or when they were, few cards were kept for posterity when the aircraft were phased out in the 1960s and early 1970s. Safety card collecting was not so common then as it is now. 'Design for impact' shows five samples for the last variant, the Comet 4, but none actually tells how to open the exits.

The Handley Page **Dart Herald** card of British Island Airways (about 1975) does show location and operation of four exits of this high-wing airplane type: two floor level exits on the left side and two smaller exits on the right (Fig. 5). Interestingly, the operation of the two left exits is opposite: the forward exit is opened by pulling *down* a lever; the aft exit by pulling it *up*. If the safety card indeed would be the means for passengers to help them opening

such exits, this would require high observation skills on their part. The panel on the back of the card, showing the ditching scenario, reveals another exit, in the roof of the fuselage, plus what looks like ropes on the upper wing surface (Fig. 6). Neither the way to open that exit nor how those ropes come there are explained.

The 1970s Hawker Siddeley **HS 748** card of Dan Air London is unique in that it is only printed on one side (Fig. 7). Exits are located overwing and at the rear, and of simple design.

The age of the Ghana Airways Vickers **VC-10** card is difficult to determine (Fig. 8). Its artwork is similar to BOAC's, for which late 1960s is quoted. The escape route presentation is modern for that period. The symbol adjacent to the floor level exits is difficult to decipher. It may be mistaken to mean a life vest but actually it means door-type exit. Doors used on the VC-10 stay parallel to the fuselage when being opened. Such a design, which has been copied on all Airbus types, is known in the industry as a Vickers door and was first applied on the Viscount 800 series.

The **Shorts** 330/360 was a development of the Skyvan, seating 33 up to 36 passengers in an unpressurized, square shaped cabin giving it the nickname of the flying shoebox. Figure 9 shows a 1980s Air UK card. Exits abound with fairly symmetric means of operation. The only difference between the two aft floor level exits appears to be that the right one has a window in it as opposed to the left one.

The house card for the **BAe 146** shows a neutral figure opening an exit (Fig.10). Most BAe 146s have four exits, two on either side. Some 146s were delivered in a high density configuration with two additional underwing exits. I have never seen a safety card for those but would be very pleased to receive more information.

The Britten-Norman **Islander** is the most prolific commercial airliner ever designed in Britain. Production started in the late 1970s on the Isle of Wight and still continues, with just under 1300 ships built, thereby upholding Britain's airline production capacity! With passenger seating for 9, this twin engined commuter airplane is not large. Apart from the UK, Islanders have also been produced in Belgium and Romania. Less common, and out of production, is the three engined stretched version, the Trislander, of which 72 were built. It seats 17 passengers. Aurigny Airlines, the island hopping airline of the Channel Islands (of which some say they are not a part of Britain) was a customer for both types. An early 1990s safety card shows both the Islander and the Trislander (Fig. 11). For both types, one exit is available for every two rows of seats, meaning that every 4 passengers share an exit, neatly divided over the right and left side of the airplane. Compare that to today's widebodies, with a maximum of 55 passengers per exit!



Figure 7

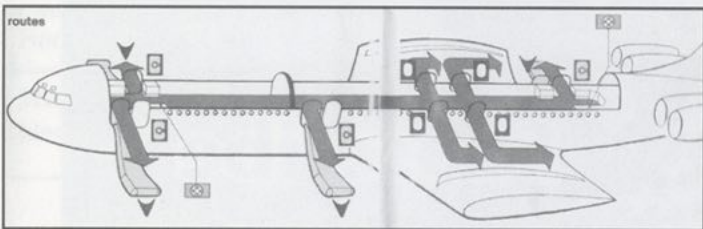


Figure 8



Figure 10

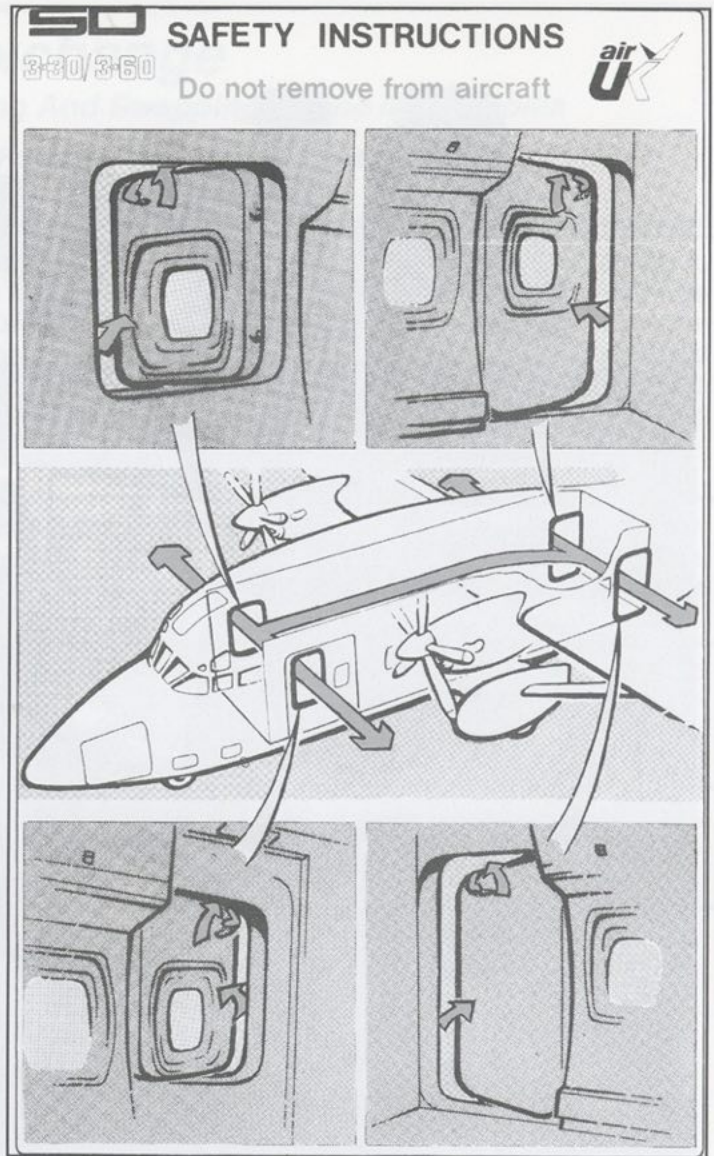


Figure 9

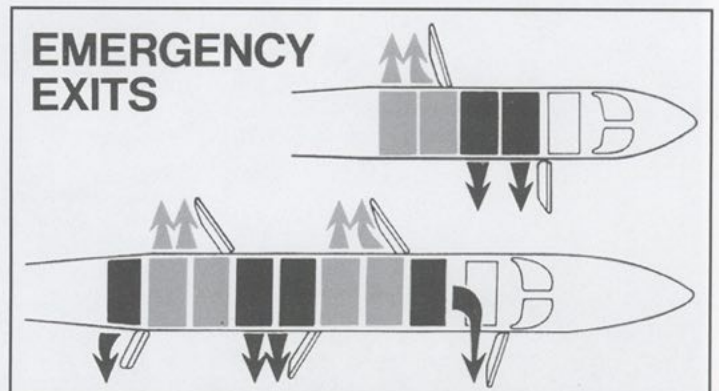


Figure 11

Airways

A Global Review of Commercial Flight

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...the forward exit is opened by pulling down a lever, the aft exit by pulling it up. If the safety card indeed would be the means for passengers to help them opening

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FOR SALE: Pacific Miniatures Boeing 747-400, Northwest Airlines 1990 red top, mint condition, \$400. Northwest Airlines 1990's red top 757-200, mint condition, \$200. United Airlines 737-300, 1990s slate grey dark blue, mint condition, \$180. All models are Pacific Miniature. Please contact: William Plazibat, 4067 E. Quiet Moon, Tucson AZ 85719. Phone (520) 577 3269.

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 33 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: jayprall@msn.com or 503-657-4540 (West Coast time).

WANTED: Any "Airlift International" from Florida memorabilia especially 727-100 pictures, Crew uniform pictures, manuals or anything that seems interesting. Will pay appropriate price if it's what I'm looking for. Contact Scott Jones at Rancho747@msn.com.

WANTED: Continental Timetables from 1962 & 1963. Contact Steve Sihler at 630-849-8271 or stevesihler@comcast.net



British Air Ferries BAC1-11, G-DBAF, November 1990. Photograph by Chris Witt via www.Air72.com Slide Collection

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 2010

Thursday - Saturday, August 12-14, 2010. Newark, NJ (New York City Metropolitan Area). Robert Treat Hotel. See advertisement on page 14. Web site: ai2010nyc.com. Email: ai2010nyc@aol.com. Airline Collectible Shows, 2 Kiel Avenue #239, Kinnelon, NJ 07405.

SAN FRANCISCO AIRLINE MEMORABILIA SHOW

Saturday, September 25, 2010. 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.

ATLANTA AIRLINE MEMORABILIA SHOW

Saturday, October 2, 2010. Delta Heritage Museum, Hangar 1 & 2, Hartsfield International Airport, Atlanta, GA. Contact Greg Romanoski at +1 (404) 715-7886 or email at greg.romanoski@delta.com for vendor information and show details.

SEATTLE AIRLINE HOBBY SHOW

Saturday, October 9, 2010. 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

HOUSTON AIRLINE COLLECTIBLE SHOW

Saturday, October 30, 2010. 1940 Air Terminal Museum at Hobby Airport. Contact: Duane Young via email at jetduane@bellsouth.net or by calling (504) 458-7106 for details.

FRANKFURT/SCHWANHEIM AIRLINE COLLECTIBLE SHOW

Saturday and Sunday, November 6-7, 2010. 25th "Internationale Tauschtage der Luftfahrt", Turnhalle (Sports Hall), Saarbruecker Str. 4, Frankfurt/Main-Schwanheim, Germany. E:mail: tauschtage-luftfahrt@gmx.de.

NEW YORK CITY AIRLINE COLLECTIBLE SHOW

Saturday, November 13, 2010. LaGuardia Airport, New York. Courtyard by Marriott Hotel. Contact: Basilios Pipinos, apipinos@aol.com.

MIAMI AVIATION PHOTOGRAPHERS AND AIRLINE COLLECTIBLE SHOW

Wednesday - Saturday, January 12-15, 2011. Comfort Inn and Suites, Miami Springs and The Embassy Suites, Miami International Airport. Please visit www.air72.com/miami2011.htm for complete schedule and registration information or you can email Joe Fernandez n314as@yahoo.com or Eddy Gual eddyslides@gmail.com

LOS ANGELES AIRLINE MEMORABILIA SHOW

Saturday, January 29, 2011. Embassy Suites LAX/South, 1440 E. Imperial Ave, El Segundo, CA 90245. Contact: David Cherkis (deceeflyer@cox.net) via phone (702) 360-3615 or Marshall Pumphrey (mpumphr@aol.com) via phone at (562) 987-1904. Special room rate of \$109/night available by calling 1-800-362-2779 and mention the LAX AIRLINER EXPO group.





*British Air Ferries "Freightmaster" Viscount 806, G-BLOA, February 1989.
Photograph by Mark Brusseniers via www.Air72.com Slide Collection*

British Air Ferries Herald, G-BAVX, April 1989. Photograph via www.Air72.com Slide Collection.





Ghana Airways VC-10. Photograph via Aviation Photography of Miami Slide Collection.

*BOAC de Havilland Comet 4, G-APDP, at New York Idlewild.
Photograph via Aviation Photography of Miami Collection.*

