



# *The Captain's Log*

The Journal of the Airliners International Association

**Fall 2011 - Issue 36-2**



MALEV Hungarian Airlines Ilyushin IL-18, HA-MOI, s/n 10002, September 1975  
Photograph by H.U. Oehninger via Fernandez Imaging Slide Collection

## ***Before the Fall: The Airlines of Eastern Europe***

**Our Issue  
On The Airlines  
Of Eastern  
Europe Before  
The Fall Of  
Communism**



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



Airliners International 2011 PDX Photo Contest Winners



*1st Place - Aerial Photography - Ben Wang (California)  
American Airlines DC-3 "Flagship" and the Golden Gate Bridge*



*1st Place - Air Photography - Ben Wang (California)  
Boeing 787 Dreamliner In Formation With Other Flying Objects At Boeing Field*

# Flight Manifest

|  |    |
|--|----|
| From The Flight Deck .....   | 3  |
| Memories of AI 2011 PDX .....  | 4  |
| Before the Fall: The Airlines of Eastern Europe<br><i>Fons Schaefers</i> ..... | 9  |
| Playing Cards <i>Fred Chan</i> .....   | 15 |
| Flying Stamps <i>Jim Edwards</i> .....   | 17 |
| Timetables <i>David Keller</i> .....   | 18 |
| Label Time <i>Daniel Kusrow</i> .....  | 23 |
| Photography <i>Joe Fernandez &amp; Eddy Gual</i> .....                         | 26 |
| Airline Desk Flags <i>Henk Heiden</i> .....                                    | 27 |
| Book Review <i>Shea Oakley</i> .....   | 30 |
| What Is It? <i>Ken Taylor</i> .....  | 31 |
| Minis and Lapel Pins <i>George Shannon</i> .....                               | 32 |
| WAHS/AIA Remembers <i>Ron Davies</i> .....                                     | 33 |
| Wings! Badges! <i>Charles F. Dolan</i> .....                                   | 34 |
| Postcard Corner <i>Marvin G. Goldman</i> .....                                 | 38 |
| Aircraft Modeling <i>Ken Miller</i> .....                                      | 45 |
| Safety Cards <i>Fons Schaefers</i> .....                                       | 47 |
| Dining Service <i>Dick Wallin</i> .....  | 51 |
| Airline Happy Hour <i>Al Tasca</i> .....                                       | 52 |
| Flight Exchange .....  | 55 |
| Upcoming Airline Collectible Shows .....                                       | 56 |





# WORLD AIRLINE HISTORICAL SOCIETY, INC.

## *dba Airliners International Association*

P.O. Box 489  
 Ocoee, FL 34761 USA  
 www.WAHSONline.com      Email: Information@WAHSONline.com  
 Fax: +1.407.522.9352

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

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

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

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

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

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

## ***Captain's Log Editorial Team***

|                                 |                        |  |
|---------------------------------|------------------------|--|
| <b>Editor</b>                   | WILLIAM M. DEMAREST    | P.O. Box 489, Ocoee, FL 34761                          |
| <b>Feature Editor</b>           | DANIEL FRIEDENZOHN     | 541 Morning Sun Drive, Apt 622, Ormond Beach, FL 32174 |
| <b>Timetables</b>               | DAVID KELLER           | 1965 Danelle Drive, Florissant, MO 63031               |
| <b>Playing Cards</b>            | FRED CHAN              | P.O. Box 2744, Sequim, WA 98382-2774                   |
| <b>Air Etiquettes</b>           | ARTHUR H. GROTEN, M.D. | P.O. Box 30, Fishkill, NY 12524                        |
| <b>Dining Service</b>           | RICHARD R. WALLIN      | P.O. Box 22, Rochester, IL 62563-0022                  |
| <b>Book Editor</b>              | SHEA OAKLEY            | 53-G Beacon Hill Rd, West Milford, NJ 07480            |
| <b>Cocktail Items</b>           | AL S. TASCA            | 19836 SW 118 Ct, S. Miami Hts, FL 33177                |
| <b>Wings</b>                    | CHARLES F. DOLAN       | 1757 Landrum Lane, The Villages, FL 32162              |
| <b>Postage Stamps</b>           | JIM EDWARDS            | 81 South 1790 West Circle, St. George, UT 84770        |
| <b>What Is It?</b>              | KEN TAYLOR             | R.R. 7, Calgary, Alberta T2P 2G7 CANADA                |
| <b>Airline Minis</b>            | GEORGE SHANNON         | P.O. Box 100221, Palm Bay, FL 32910-0221               |
| <b>Postcards</b>                | MARVIN G. GOLDMAN      | 142 West End Ave Apt 29P, New York, NY 10023           |
| <b>Labels &amp; Stickers</b>    | DANIEL KUSROW          | 153 Benziger Avenue, Staten Island, NY 10301           |
| <b>Aircraft Models</b>          | KEN MILLER             | 990 Springfield Drive, Campbell, CA 95008              |
| <b>Photography &amp; Slides</b> | JOE FERNANDEZ          | P.O. Box 2650, Kyle, TX 78640                          |
| <b>Safety Cards</b>             | FONS SCHAEFERS         | Verloreneind 3, 1464 GC Westbeemster, NETHERLANDS      |
| <b>Airline Flags</b>            | HENK HEIDEN            | Archimedeslaan 12, 4904 HK Oosterhout, NETHERLANDS     |

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

Opinions expressed and claims made in signed articles and advertisements published in *The Captain's Log* are strictly those of the authors and advertisers and do not necessarily reflect the views of the WAHS and *The Captain's Log*. The WAHS and *The Captain's Log* are not responsible for any claims (legal, monetary or otherwise) that may arise from statements made in signed articles and/or advertisements. It is the responsibility of advertisers to check their advertisements upon receiving the magazine and to notify the Editor of *The Captain's Log* of any errors.

© 2011. All contents of *The Captain's Log* are strictly copyrighted. © Copyright of all original material in *The Captain's Log* remains with the creator(s) and owner(s) of said material. Reproduction of said material in *The Captain's Log* is strictly for illustrative purposes and does not constitute endorsement by *The Captain's Log* and WAHS of the product(s) mentioned.



# From The Flight Deck

## **Welcome Aboard!**

This year's convention in Portland, Oregon, is being called one of the best ever. From the ballroom overlooking the Columbia River, and Mt. Hood to the East; it certainly was a picturesque setting. The dealers and attendees all seemed very pleased, and the Red Lion Hotel is a first class facility. The tours were sold out with waiting lists. I will never forget flying over the crater of Mt. St. Helens and flying abeam the crest of Mt. Hood. Our banquet on Saturday night was memorable with the exploits of Mr. Bob Bogash and his efforts in bringing historical aircraft to the Museum of Flight, in particular the TCA Constellation. Bob's "passion" was front and center and he deserves all of our thanks for what he has accomplished. Our esteemed Treasurer Mr. Jay Prall and his PDX team deserve our heartfelt thanks for a very successful convention. I think we should nominate him and his team to do them every year, albeit in different locations.

Next year, off we go to Memphis, Tennessee for AI 2012. It will be held at the Memphis Hilton on July 24-28, 2012. Mr. Andrew Stiffler made an impressive presentation at our annual business meeting with the plans for our 36<sup>th</sup> Annual Convention. Some of the highlights will be tours of the Fed Ex Super Hub and their maintenance base. So far, it sounds like Fed Ex is going to be very accommodating in letting us see their operations. Also planned are tours of the FAA Memphis Center and the Memphis Airport Control Tower. The traditional trappings of convention seminars, model, postcard and photo contests, slide show, and the Saturday night Banquet will also be offered. Let's all give Andrew and his team our full support, to make AI2012 a most memorable convention as well. For the latest on what they are planning, go to: [www.AI2012Memphis.com](http://www.AI2012Memphis.com).

As announced at our business meeting in Portland, the results of our recent election are: Mr. Craig Morris has been re-elected as Vice President for another 3 year term. We also re-elected Mr. Shea Oakley as a board member, and Mr. Thomas Livesey was elected as a new board member. Please congratulate and support these fine gentlemen as they strive to keep your organization a cut above all others.

Proceeds from the sale of goods and merchandise at the WAHS/AIA promotion table totaled \$1,354.00. This was from the direct sale of items that have been donated to the Society. Please encourage those you know with collections or other items to consider donating to the Society. As always, we are able to furnish an IRS recognized non-profit donation letter. These donations have become very important in this economic climate to support many of our operations that would otherwise be unsustainable. On behalf of the Society, I want to once again thank all who have donated in the past.

We would also like to recognize Stan Baumwald for his many years of service as Editor of our Jr. Wings column. Stan has decided to retire from this position. Thank you, Stan, for sharing many rare and unique Jr. Wings from your collection with us!

On a sad note, we learned of the passing of long-time WAHS member Dr. Todd Blumenkopf on August 27, 2011 due to complications from surgery. Our condolences to his family.

I am currently working with a marketing company on improving our website, updating our Facebook page, and possibly even opening a Twitter account. Our unending quest to attract younger members means we need to maximize our marketing efforts. As this relationship moves forward, I will update you on some of the recommendations and our implementation plans. Until then as always, keep the dirty side down, and talk up the Airliners International Association. Our future depends on it!

## **Duane L. Young**

Duane Young, President, [President@WAHSONline.com](mailto:President@WAHSONline.com),  
P.O. Box 101, Covington, LA 70434

### **New WAHS Members!**

Please welcome the following new members:

John Hoff, Illinois  
Paul Goldberg, Florida  
Wayne Phaup, Illinois  
John Power, Ireland  
John Simpson, New Zealand  
Mark Ellingson, Washington

***We're happy to have you with us!***

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

Issue 36-3 ~ The Land Down Under :  
Australia's Airline Heritage  
Issue 36-4 ~ Flight Attendants  
Issue 37-1 ~ The Lockheed L1011  
Issue 37-2 ~ We're Ready For Delta Air Lines



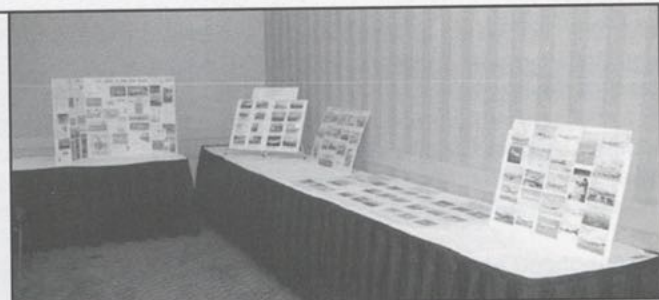


## Memories of Airliners International 2011 Portland

### "Name The Plane" Contest Winners

1st Place with 13 Correct Answers - Nathan Bertman  
 2nd Place with 12 Correct Answers - Michael Rairden  
 (Closer on the Tie-Breaker Question)  
 3rd Place with 12 Correct Answers - Joe Wolf

*Special 'Thank You' to Keith and Pat Armes of World Transport Press for sponsoring the contest this year.*



### Postcard Contest Winners

1st Place - Hubert Jansen (California),  
 "Convair Jets in the Far East: CV-880 and CV-990"  
 2nd Place - Bruce Charkow (Canada),  
 "Japanese Airports in the 1950s and 1960s"  
 3rd Place - Bill Demarest (Florida),  
 "Africa's Boeing Babies"

Honorable Mention goes to William B. Baird (Illinois),  
 "The Viscount: Airline Issued Cards of the  
 Viscount 700 and 800 Series"



*Old friends reunite at AI 2011. From Left to Right, Jon Proctor, Fred Erdman and Jim "JET" Thompson. Photograph by Duane Young.*

### Trivia Contest Winners

1st Place - Mike Adkins (9 out of 10 correct)  
 2nd Place - Marvin G. Goldman (7 out of 10 correct)  
 3rd Place - Bob Trader (7 out of 10 correct)

"Booby Prize" with 0 Correct Answers:  
 Ray Olsen and Pam Brooks

*Special 'Thank You' to Jim "JET" Thompson and George W. Cearley, Jr. for challenging our minds yet again with impossible to answer questions.*

*Also 'Thank You' to WAHS, Mike Chew, and Pat Seymour / Airways Magazine for donating the prizes.*



*WAHSIAIA Vice-President Craig Morris is looking for customers at his memorabilia filled tables. Photograph by Duane Young.*



## Memories of Airliners International 2011 Portland



Alaska Airlines and Horizon Air, as the official carriers of the convention, were highly visible with goodies for the booty bag, two tables with marketing give-aways, discounted fares to the convention, and a grand prize of two round-trip tickets anywhere on their system (which was won by Wally Wilson). A series of nine "Official Postcards" created by JJ's Postcards of Switzerland paid tribute to Horizon's CRJs and Q400s in various liveries. (Photograph by Jay E. Prall.)



After a grueling day of shopping and a prized Alaska Airlines model, four-year-old Cameron McIninch succumbed to some much needed rest in the hotel lobby. (Photograph by Jay E. Prall.)



The SeaPort Airlines Pilatus PC-12 and the lure of seeing three Northwest mountains in one 45 minute air tour proved so popular, a third fully booked flight was required. (Photograph by Jay E. Prall.)



The Pacific Air Transport Boeing 40C with owner/pilot Addison Pemberton at the controls departs Pearson Field for the first of four flights. Eleven AI guests had the opportunity to fly in Boeing's oldest still-flying aircraft. (Photograph by Jay E. Prall.)



(Left and Above) Horizon Airlines Maintenance Base Tour was well received by everyone. Photographs by Grant M. Wainscott.



# Airliners International 2011 PDX Contest Winners

Please see additional photographs on the inside covers.



2nd Place - Ground Photography - Stephen Pinnow (Wisconsin)  
ANA Boeing 787-881 in test program, Boeing Field.



2nd Place - Air Photography - Walter Wilson (Virginia)  
Air Canada Embraer 170 in a night landing at DCA's Runway 19



3rd Place - Ground Photography - Ben Wang (California)  
American Airlines 757-223 at VaillEagle, Colorado



3rd Place - Air Photography - Eric Hillyer (Florida)  
January 12, 2011 - TPA 36R United 747-422 N180UA built 1991,  
non-rev flight for PEMCO MRO North Hangar - cargo hold work



2nd Place - Aerial Photography - Walter Wilson (Virginia)  
Left turnout over BWI after departing runway 28 seen from  
a Southwest Airlines Boeing 737 enroute to ISP.

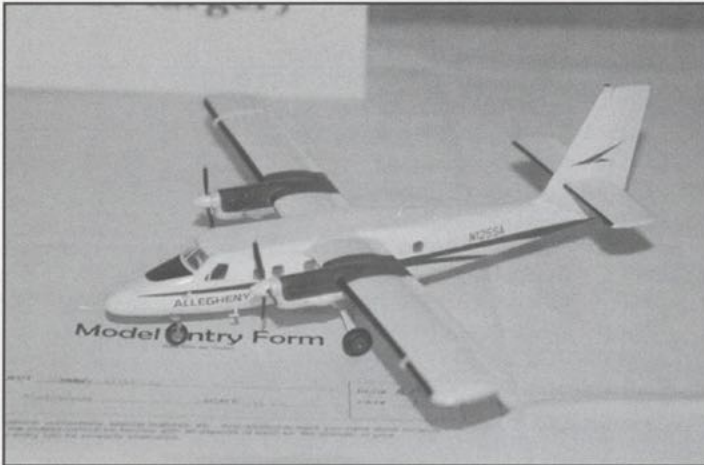


3rd Place - Aerial Photography - Eric Hillyer (Florida)  
United (Continental) 737-800 N37281 over the Cascade Mountains  
enroute EWR to SEA, June 21, 2011



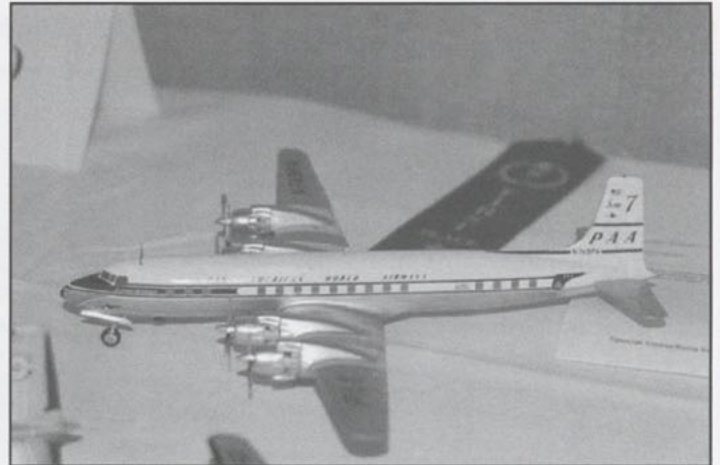
# Airliners International 2011 PDX Model Contest Winners

## Large Prop and Jet



1st Place - Tom Stephany - Allegheny Twin Otter

## Small Prop



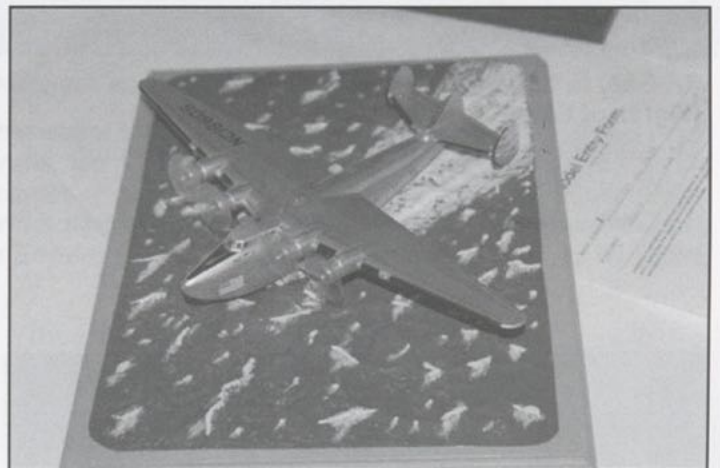
1st Place - Gary Linter - Pan Am DC-7

## Medium Jet



1st Place - Tom Flynn - Boeing 787 Dreamliner

## Diorama/Collections



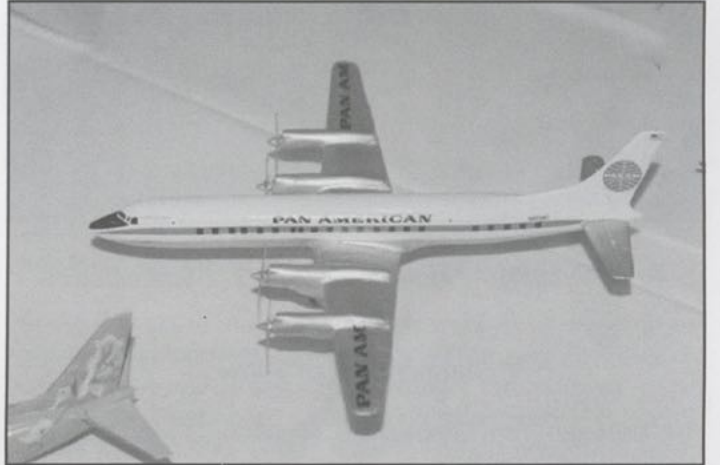
1st Place - Gary Linter - Pan Am Boeing 314 on water

## Small Jet



1st Place - Charles Howard - Continental A300

## Flights of Fancy



1st Place - Kent Painter - Pan Am DC7 Vanguard Turboprop

# Airliners International 2011 PDX Model Contest Winners

## Large Prop and Jet

1. Tom Stephany, Allegheny Twin Otter
2. Ken Miller, PSA DC-3
3. Andrew Stiffler, Northwest DC-9

## Medium Jet

1. Tom Flynn, Boeing 787 Dreamliner
2. Bob Venidetti, Swissair Caravelle
3. Andrew Stiffler, Taron TU-154

## Small Jet

1. Charles Howard, Continental A300
2. Ken Miller, United 737-200
3. Andrew Stiffler, KLM 747-100

## Small Prop

1. Gary Linter, Pan Am DC-7
2. Gary Linter, Northwest DC-4
3. Andrew Stiffler, Mississippi Valley Shorts 330

## Diorama/Collections

1. Gary Linter, Pan Am Boeing 314 on water
2. Tom Flynn, Western Pacific 737 Collection
3. Gary Linter, Alaska Grumman Goose on water

## Flights of Fancy

1. Kent Painter, Pan Am DC7 Vanguard Turboprop
2. Kent Painter, United DC 8-8X twin jet
3. Charles Howard, Delta Airlines 757 old colors with winglets

## Most Popular



Andrew Stiffler - Northwest Boeing 377 Stratocruiser

## Judges Best of Show

Tie between Tom Stephany's Allegheny Twin Otter and Ken Miller's PSA DC-3

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

- 26-1 TWA – Trans World Airlines
- 26-2 US Airways Memorabilia **SOLD OUT!**
- 26-3 Latin American Airlines **SOLD OUT!**
- 26-4 Commuter & Regional Airlines
- 27-1 Airlines of Canada
- 27-2 European Charter Airlines
- 27-3 The Convair Twins
- 27-4 Airlines of Africa **SOLD OUT!**
- 28-1 South Pacific Adventure
- 28-2 Airlines of Scandinavia
- 28-3 Eastern Air Lines
- 28-4 Douglas DC-7
- 29-1 Airlines of California
- 29-2 Airlines of the Middle East
- 29-3 The Boeing 727 **SOLD OUT!**
- 29-4 Airlines of Alaska
- 30-1 Milwaukee and Upper Midwest Airlines
- 30-2 Meet The Fokkers!
- 30-3 The Airlines of Hawaii
- 30-4 A Capital Experience
- 31-1 British Airways
- 31-2 Airlines of Japan
- 31-3 India and her Airlines
- 31-4 The Lockheed Constellation
- 32-1 EL AL Israel Airlines
- 32-2 The Mighty DC-10
- 32-3 United Airlines
- 32-4 Skies Over Texas
- 33-1 Air of Luxury **SOLD OUT!**
- 33-2 World of Cargo Airlines
- 33-3 Regional & Commuter Airlines **SOLD OUT!**
- 33-4 Florida's Airlines **SOLD OUT!**
- 34-1 Boeing 707
- 34-2 Pan Am's World
- 34-3 Rotors & Floaters
- 34-4 New York! New York! **SOLD OUT!**
- 35-1 Skies Over Britain
- 35-2 Douglas DC-3 - 75th Anniversary
- 35-3 Flying Down To Rio - Brazil's Airline History
- 35-4 The Pacific Northwest
- 36-1 The Boeing 737 **SOLD OUT!**

Update your collection by adding copies of *The Captain's Log* to your library! Single issues are available for:

- \$5.00 USD - Domestic US First Class
- \$7.50 USD - Canada, Air Mail
- \$10.00 USD - Worldwide, Air Mail

Send your check or money order to:

*World Airline Historical Society, Inc.*  
P.O. Box 489  
Ocoee, FL 34761 USA

Payments accepted via PayPal.com by using:

[membership@WAHSONline.com](mailto:membership@WAHSONline.com)



# Before the Fall, the Airlines of Eastern Europe

Fons Schaefers  
f.schaefers@planet.nl



CSA Tupolev Tu-124. Photograph via the author.

Everybody knows what is meant by 'the third world'. But what about the first and second worlds? Is the second world perhaps the 'new world' i.e. North America, thus ranking Europe, the old world, the first? No, the second world was the post-World War 2 communist world, as opposed to the democratic or capitalist first world. It comprised the Soviet Union and other communist countries such as China, Mongolia, North Korea, Vietnam and, in the western hemisphere, Cuba. It also included for about four decades six satellite countries in Eastern Europe: Bulgaria, Czechoslovakia, East Germany, Hungary, Poland and Romania.

Political developments in these countries were very much influenced by events following the second World War. That war ended in Europe when Germany surrendered on 8 May 1945. The Soviet Union, also known as the Union of Soviet Socialist Republics (USSR), turned face soon after. It had been a war ally with the USA and UK against Germany and the other Axis countries, but, led by Premier Stalin, it now considered the former allies a threat to its communist system and cut relations with the west. The Cold War started, which would last until the Fall of 1989. The USSR made sure that it had a buffer between its own territory and that of Western Europe, where US influence was strong. The Marshall aid plan was rolled out over West European countries, which also joined NATO. The Soviet buffer initially comprised 8 Eastern European countries that became communist in the period 1945 – 1948, either by own will, or by Soviet force or doing.

Already during the war, the three allies had decided that Germany, once conquered, would be occupied by them, with each allotted a geographical zone. Later France joined so that Germany was divided into four zones. In 1949, the zones occupied by the USA, UK and France formed West Germany, and the Soviet zone became East Germany. Berlin, Germany's capital, was in the Soviet zone, but itself equally divided over the four powers. East Germany developed into a model communist state under heavy Soviet influence.

The other seven countries were, from north to south, Poland, Czechoslovakia, Hungary, Romania, Yugoslavia, Bulgaria and Albania (see map). In 1948, Yugoslavia, under the leadership of Marshall Tito, went its own way and so did Albania later. The difference between the two was that Yugoslavia, although remaining communist, opened up to the West whereas Albania became an introvert country with hardly any foreign contacts. The line between the remaining six countries and Western Europe became known as the Iron Curtain, a phrase coined by Winston Churchill. The airlines of these six Eastern European (EEU) countries are the main subject of this edition of *The Captain's Log*.

During the cold war there was little contact between the first and second world and this had its effect on aviation, which developed completely separate in each world, resulting in two totally different business models.

In the first world, market demands were the main drive for airliner development. Airframe manufacturers designed, in competition with each other, aircraft that airlines - and ultimately passengers - wanted. A dozen or so manufacturers in the USA, Great Britain, France and the Netherlands competed with each other to create yet bigger aircraft that flew faster and higher and became more economical thanks to constant technological improvements. These manufacturers not only designed those aircraft but





Eastern Europe

also produced and marketed them themselves. The airlines were ordered by hundreds of first - and third - world airlines which used them to offer the public a quick means of transport over vast distances. The government's role was limited to setting safety standards and, to some extent, to regulate the many airlines from an economic perspective.

In the USSR, the leader of the second world, a completely different model evolved. The central government was in control of all aspects. It ordered Design Bureaux to develop new aircraft types which were then manufactured by unrelated Production Plants. There were four major design bureaus: Antonov, Ilyushin, Tupolev and Yakovlev, and about 30 production plants, of which 10 produced civil transport aircraft. These were located in the European part of Russia and in Siberia, the Ukraine and Kazakhstan. Even though the Soviets had some very good aeronautical engineers, there was less incentive than in the first world to design competitive aircraft. The main reason of existence for the design bureaus and production plants was not to make airliners, but military aircraft. Civil transport aircraft were only a by-product. Their primary use was not to provide the general public with a means of transport but rather to support the state's interests and functioning. Passengers consisted of civil servants and others that travelled not by their own choice but because they were so ordered.

Marketing was hardly an issue. In the USSR there was only one airline anyway: Aeroflot. The government controlled it and decided which aircraft type and what numbers it would take. Exporting aircraft was also centrally controlled and focused on other second world countries, which all had just one airline, controlled by the state. Thus, for the Eastern European satellite states, ordering aircraft often became a political matter dealt with by heads of state, rather than airline CEOs.

The six EEU countries had much in common. Therefore, rather than reviewing them state by state, I decided to use the following three anchors, assisted with tables for easy reference: The Growth Years; Aircraft Types; and Route Structures.

### The Growth Years - Route Expansion

Of the six countries there were two where pre-war airlines still existed, and resumed operations after having been idle during the war. They were CSA of Czechoslovakia and LOT of Poland. In Bulgaria, Hungary and Romania new airlines were set up with USSR participation, called TABSO, Maszovlet and *Transporturile Aeriene Româno-Sovietice* (TARS) respectively. The latter three countries were former Axis countries, as opposed to Czechoslovakia and Poland that had been occupied by Germany. TABSO, set up in 1949, was a replacement of *Bulgarske Vazdusne Sobstvenie* (BVS), about which little is known other than that it was founded two years earlier. The Soviets released their shares in these airlines in 1954 and Maszovlet and TARS then changed their names into Malev and TAROM respectively. Bulgaria's TABSO (the S stood for Soviet indicating their share) only changed its name in 1968 into Balkan Bulgarian Airlines.

Following Germany's surrender in 1945, the allied forces occupied Germany and, thereby, became the air transport provider. German initiatives to start aviation were prohibited for some years. It took until 1954 before the two German states that were formed in 1949 each started a national airline. In both states the new airline, which each first flew in the next year, was called Deutsche Lufthansa (DLH), mirroring the name of the pre-war German airline. Initially, their networks did not overlap, the western Lufthansa operating west of the Iron Curtain and the other DLH east of that demarcation line. But when the former started to go to destinations also served by the eastern namesake, a conflict arose. That conflict was put to an international court which decided in 1963 that the western airline was the rightful owner of the name. Meanwhile, the Eastern airline had already chosen to operate under the name of Interflug, which originally was a charter company founded in 1958 and then became the formal name of the state airline.

### Aircraft Types

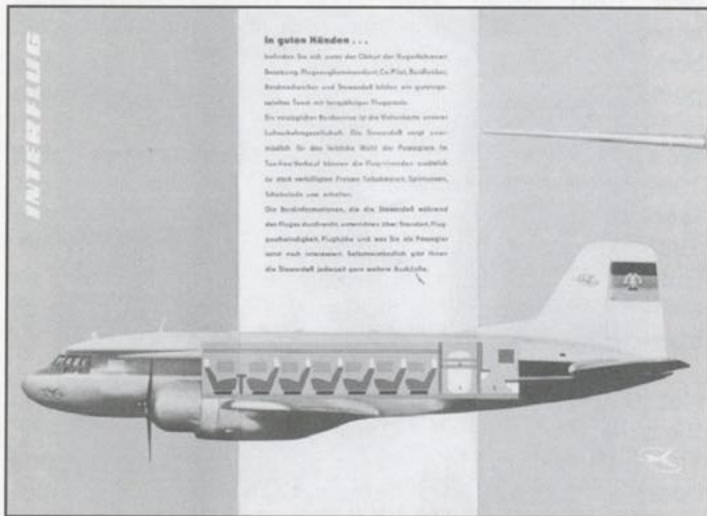
As explained earlier, the equipment that the six airlines used came from the USSR. In the table at the bottom of page 11, those types are listed that were operated by at least four of the six airlines. Four of them started with the



| Country                        | Bulgaria                    | Czecho-Slovakia | East Germany          | Hungary      | Poland     | Romania      |
|--------------------------------|-----------------------------|-----------------|-----------------------|--------------|------------|--------------|
| Original airline name          | BVS/<br>TABSO               | <b>CSA</b>      | Deutsche<br>Lufthansa | Maszovlet    | <b>LOT</b> | TARS         |
| Started in                     | 1947/<br>1949               | 1923            | 1955                  | 1946         | 1927       | 1946         |
| Partial Soviet ownership until | 1954                        | -               | -                     | 1954         | -          | 1954         |
| Name change in                 | 1968                        | -               | 1958                  | 1954         | -          | 1954         |
| New name                       | <b>Balkan<br/>Bulgarian</b> | -               | <b>Interflug</b>      | <b>Malev</b> | -          | <b>TAROM</b> |

Lisunov Li-2, the Soviet license-built copy of the DC-3. CSA, before becoming communist, started with original Douglas DC-3s, later added with Li-2s. The next common type, introduced between 1955 and 1957, was the Ilyushin Il-14. It was the first type for Deutsche Lufthansa when it started flying in 1955. This type may be compared in appearance and performance with the Convair and Martin twins. The piston-engined Il-14 was a pressurized development of the slightly smaller Ilyushin Il-12, which was only operated by CSA, LOT and TAROM. The illustration below comes from an Interflug brochure and shows the Il-14.

Although the Il-14 was widely produced in the USSR, most of the aircraft used by the EEU airlines were locally



Interflug IL-14 Brochure via Paul Roza.

licence built. In Prague, Czechoslovakia, 203 were built under the name Avia 14. In Dresden, East Germany, a new manufacturing site was constructed and 80 Il-14s were built there. That site also became the birth place for the ill-fated Baade BB 152. This type was the first transport jet developed in Germany. It had a high wing design with two underslung jet engines. The design team was led by Brunolf Baade, a former Junkers designer who was brought to the USSR by the Russians in 1945 to help design aircraft there. He returned to Germany in 1954, naturally the eastern part of it, and started the BB 152 design which should have marked the capabilities of East Germany as a leading industrial country. The type had been ordered by Interflug and LOT whilst CAAC of China and an Argentinean operator also showed interest. However, things went different. Exactly 3 months after the first flight, on 4 March 1959, a prototype crashed. That, plus competition from Soviet and western jets and other state priorities (such as building the Berlin wall) caused the East German government to abandon the project in 1961.



Baade BB 152. Photograph via the Author's Collection.

Common Aircraft Types (By year of Introduction)

| Type                | Airline | TABSO/<br>Balkan<br>Bulgarian | CSA  | DLH/<br>Interflug | Maszov-<br>let/<br>Malev | LOT  | TARS/<br>TAROM |
|---------------------|---------|-------------------------------|------|-------------------|--------------------------|------|----------------|
| Lisunov Li-2 / DC-3 |         | 1949                          | 1945 | -                 | 1946                     | 1946 | 1946           |
| Ilyushin Il-14      |         | 1956                          | 1957 | 1955              | 1957                     | 1955 | 1956           |
| Ilyushin Il-18      |         | 1962                          | 1960 | 1960              | 1960                     | 1961 | 1961           |
| Antonov An-24       |         | 1966                          | -    | 1965              | -                        | 1966 | 1965           |
| Tupolev Tu-134      |         | 1968                          | 1971 | 1968              | 1969                     | 1968 | -              |
| Ilyushin Il-62      |         | -                             | 1969 | 1970              | -                        | 1972 | 1973           |
| Tupolev Tu-154      |         | 1972                          | 1988 | -                 | 1973                     | 1986 | 1976           |



The first jet to be operated by an EEU airline was the Tupolev Tu-104. CSA took delivery of the first in 1957, allowing it to boast to be the second airline in the world successfully flying jets (the first was Aeroflot, also with the Tu-104). Note the word 'successfully' as that discounted the Comet, which of course started 9 years earlier but had to be withdrawn following a series of crashes due to metal fatigue. Soon after, CSA also acquired Tupolev Tu-124s, a shrunken version of the Tu-104.

No other EEU airline operated jets until much later. They first started turboprop operations in the period 1960-1962 when the medium/long haul Ilyushin Il-18 joined their fleets. This aircraft type was well comparable to the Lockheed Electra (see photo below). Interestingly, CSA also operated Bristol Britannias leased from Cubana for some time to operate the Prague-Havana route.



MALEV Ilyushin IL-18. Photograph by the Author

Next came the Antonov An-24, a short-haul high-wing twin turboprop aircraft similar to the Fokker F.27, which was mainly used for domestic and short international services. Other smaller aircraft types used by some of the EEU airlines were the single-engine Antonov An-2 biplane and, since 1973, the 27-seat Yak-40 twin jet commuter. The larger Antonov 12, a four-engine turboprop freighter comparable to the Lockheed Hercules was only used by Balkan Bulgarian.

The Tupolev Tu-134 was the first jet aircraft type for four of the six airlines, where it was introduced in 1968/69. CSA acquired it later, to replace the Tu-104. TAROM had gone west in buying BAC111 aircraft in 1968, which was later even locally licence built as the Rombac 111, albeit in limited numbers. The Tu-134 was comparable to the BAC 111 and the Fokker F. 28.

In the same period, the Ilyushin Il-62 joined the fleets of CSA, Interflug, LOT and TAROM. This type looked similar to the Vickers VC-10 with its four tail-mounted engines (see the LOT New York inauguration advertisement). It was a long haul jet that replaced the Il-18 on routes to America, Africa and Asia. A unique characteristic of the IL-62 was the saw toothed wing leading edge (see photo on page 13), which apparently was a design change to overcome a low speed controllability issue that surfaced during prototype testing. Malev did not operate the IL-62 simply because it had no long haul routes, whilst Balkan Bulgarian used the Tupolev Tu-154 on its few long haul sectors. (Malev did use the IL-62 in its own livery for two months in 1991 while on lease from CSA.)

The Tu-154 is a three-engined jet, similar in size and engine positions to the Boeing 727. It was initially only delivered to Balkan Bulgarian and Malev but later also to TAROM. Interflug never flew the type, even though two have been in their livery, but those were the state's aircraft. CSA and LOT eventually joined this type to their fleets shortly before the Fall of the USSR. Possibly they had set their minds on western types but were unable to get them and therefore reluctantly accepted this type.

Recently I was in Dresden in the hangar where the IL-14 and BB-152 had been constructed and nowadays ex-AA A300-600s are converted into freighters. There, I spotted mid-1980s posters of Interflug's fleet prediction for the year 1990, called 'Kurs 2000' (course 2000). They showed as future fleet additions the Ilyushin Il-96 wide-body and the Tupolev Tu-204 (a 757 lookalike, see poster). That would never happen. Suddenly, somewhere in 1988 the eyes of the EEU fleet buyers turned west. In an apparent prelude to the fall of the wall in November 1989, Interflug was allowed to buy A310s (they were delivered June 1989) whilst Malev started in November 1988 with the 737 and LOT with the 767 in April 1989. Russia was no longer the supplier of the fleets of the six airlines. After the Fall, it took only a few years before all these airlines were fully western equipped.

Not all Eastern European airlines had been restricted in the communist heyday years to buying soviet aircraft only. The table on page 14 gives an overview of western types operated by the EEU airlines, showing the year of introduction.

| Airline                              | Balkan Bulgarian   | CSA                    | Interflug                 | Malev                      | LOT                | TAROM                 |
|--------------------------------------|--------------------|------------------------|---------------------------|----------------------------|--------------------|-----------------------|
| First commercial flight              | 1949<br>(as TABSO) | Sep 1945<br>(post war) | Sept. 1955<br>(to Moscow) | Oct 1946<br>(as Maszovlet) | 1946<br>(post war) | Feb 1946<br>(as TARS) |
| First flight to Western Europe       | c. 1960            | 1946                   | 1970<br>(Vienna)          | 1956 (Vienna)              | 1946<br>(Paris)    | c. 1960               |
| First flight across Atlantic         | -                  | 1962<br>(Havana)       | 1974<br>(Havana)          | -                          | 1972<br>(NY)       | 1966<br>(NY)          |
| First regular flight to USA / Canada | -                  | 1970                   | -                         | -                          | 1973               | 1974                  |



# LOTEM NAJSZYBCIEJ PRZEZ ATLANTYK



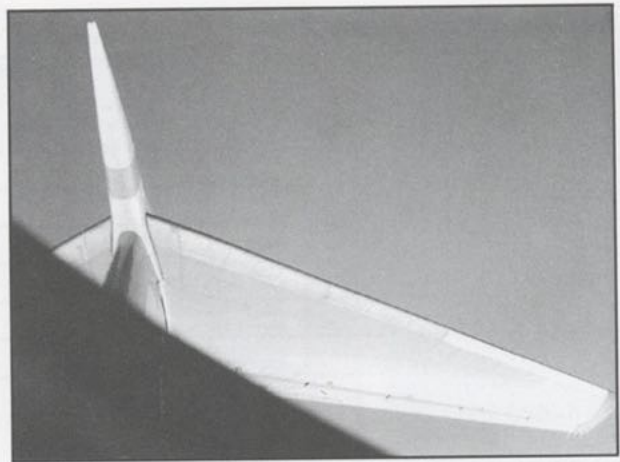
LOT wprowadził do eksploatacji nowe samoloty odrzutowe śląskiego zasięgu IL-62, noszące imiona wielkich Polaków: „Kopernik”, „Kosciuszko”, „Chopin”. Samoloty te obsługują nową linię lotniczą do Nowego Jorku—2 razy w tygodniu w poniedziałki i czwartki:

— odlot z Warszawy o godz. 9<sup>00</sup>  
 — przylot do Nowego Jorku o godz. 15<sup>00</sup>  
 Odlot z Nowego Jorku  
 — w poniedziałki i czwartki o godz. 19<sup>00</sup>,  
 przylot do Warszawy  
 we wtorki i piątki o godz. 10<sup>00</sup>  
 Jest to najszybsze i najdogodniejsze połączenie Warszawy z Nowym Jorkiem. Po szczegółowe informacje zwróć się do swego agenta podróży lub do najbliższego biura LOTU.



— w Warszawie: ul. Waryńskiego 9-11, 01-70-01  
 — w Nowym Jorku: 21E, 51 Street, tel.(212) 371-1000-1  
 — w Montrealu: 117, St. Catherine, suite 907, tel. 24-15600  
 — w Chicago: 303, N. Michigan, tel. 236-0300  
 — w Amsterdamie: 24, Leidsestraat, tel. (020) 64607, 64808

LOT Polish Airlines advertising service to New York, 1983. Paul Roza Collection.



View of the Tu-134 while in flight from the rear restroom. Photograph by the author.



"Saw Tooth" leading edge of the IL-62. Photograph by the author.

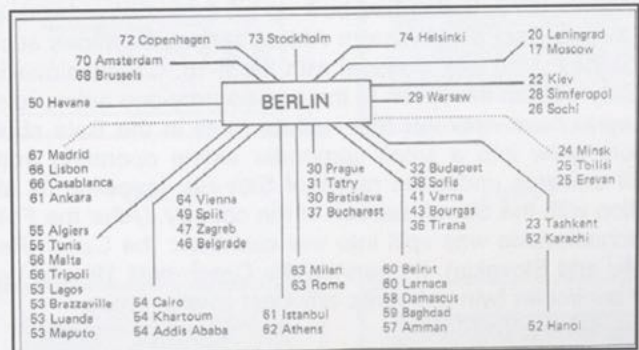
## INTERFLUG

### KURS 2000

#### TU-204

|  |          |
|--|----------|
| Spannweite<br>wing span                | 42,00 m  |
| Gesamtlänge<br>overall length          | 46,20 m  |
| Gesamthöhe<br>overall height           | 13,88 m  |
| Reisegeschwindigkeit<br>cruising speed | 830 km/h |
| Reichweite<br>range                    | 2.500 km |
| Reisehöhe<br>cruising height           | 11.000 m |
| Sitzplätze<br>seats                    | 196      |

An Interflug poster from the 1980s with a fleet prediction "Kurs 2000" or "Course 2000" for the year 2000 with the Tupelov TU-204. Author's Collection.



Above - Interflug Route Map / Below - Bulgarian Airlines Route Map





## Western Aircraft Types Flown By EEU Airlines

| Airline Type                   | CSA  | LOT  | TAROM |
|--------------------------------|------|------|-------|
| Sud-Est Languedoc              | -    | 1947 | -     |
| Britannia (leased from Cubana) | 1962 | -    | -     |
| Convair 240                    | -    | 1957 | -     |
| Vickers Viscount               | -    | 1962 | -     |
| BAC 111/Rombac 111             | -    | -    | 1968  |
| Boeing 707                     | -    | -    | 1974  |

### Route Expansion

The table on page 12 shows key network feats, starting with the years when the six airlines commenced operations, or in the case of CSA and LOT, recommenced. In most cases, the first flights were from the capital to a domestic destination. Initially, foreign expansions were limited to the capitals of the other EEU states and Moscow. Only CSA and LOT flew to the West from their restart. Malev broke out to the west in 1956 to nearby Vienna, just on the other side of the Iron Curtain, followed by TABSO and TAROM in about 1960. Interflug was the latest. This was likely a result of the political status of East Germany not being recognised in the West.

Of the six airlines, CSA's network was the most extensive, eventually stretching to five continents. In 1960 it extended its Bombay, India operations to Jakarta, Indonesia. Other CSA destinations in the communist days included such second world countries as Cuba (from 1962), China, Cambodia and Vietnam. Routes to Montreal and New York were opened in 1970. It also had built up an extensive network in the Middle East and Western Africa, serving countries such as Guinea, Mali and Senegal with the Il-18. Czechoslovakia actually was an exception to the one-country-one airline rule. An agricultural operator that had its roots in the Bata shoe factory grew into a small commuter airline operating from 1969 onwards under the name of Slov-Air, revealing its affiliation with the Slovak section of the country. (After the Fall, Czechoslovakia was split into two countries: the Czech Republic and Slovakia). It operated the Czech-built 19 seat Let 410 commuter twin turboprop amongst smaller types.

LOT's network steadily increased over the years and included more and more European capitals and later also destinations in the Middle East and North Africa. Montreal and New York were added in 1973 (see LOT advertisement), Bombay and Bangkok in 1977, Beijing in 1985.

TAROM's network was quite extensive as well. In the 1970s it even operated to Australia, in addition to Beijing, Montreal and New York and closer by destinations. It was the only EEU carrier that operated into Tel Aviv, Israel.

Although concentrated on Europe, the Middle East and North Africa, Balkan Bulgarian also flew some long distance routes with the Tu 154 to Vietnam and Soviet oriented countries in Southern Africa such as Angola and Zimbabwe. The 1970s Balkan route map shows the destinations identified by their three letter IATA codes.

Malev's network was less exotic. Its destinations were limited to Europe, the Middle East and North Africa.

Interflug was restricted in its operations to the west because of the political status of East Germany. It was not allowed to fly to the UK and France, let alone to the USA. Instead, it developed a network that included almost all second world countries, including Vietnam and Cuba. From 1970 onwards, it started routes to a number of Western European capitals. Other destinations were the Middle East, North Africa and communist oriented countries in Western and Southern Africa (Angola and Mozambique). The austere Interflug route map comes from a 1986 timetable, the numbers indicate the timetable pages.

Soon after the Fall, Interflug was united with Lufthansa when East and West Germany merged into a single state. Balkan Bulgarian also ceased to exist. The other four airlines are still thriving, all equipped with Western equipment and with network changes reflecting the new political situation.

I close with a few personal notes. In the 1970s I frequented my local airport, Amsterdam Schiphol. All six EEU airlines were regulars there, with their Il-18s, Tu-134/154s and Il-62s as well. The latter, I realise now, was actually quite unique. Amsterdam was a stopping place for all three airlines that flew across the Atlantic to New York (CSA, LOT and TAROM). These routes were flown by the Il-62, whereas the other types were used when Amsterdam was the final destination.

In April 1989, seven months before the Fall, but ignorant of that going to happen, I flew on Interflug Tu 134s from Amsterdam to Berlin and on to Moscow (from where I railed on to China to arrive in an uprising in the making). Interflug was not allowed to use West German airspace so we circumvented it via Danish airspace which meant a 1.5 hour flight in stead of 1 hour. What struck me most on board was the ceiling window in the restroom, allowing a view of the tailplane (see photo on page 13). Later, in 2001, I had the opportunity to fly on a Cubana Il-62 from Havana, Cuba to Cancun, Mexico. An interesting feature on that type was the vast storage area between the engines, accessible via a door at the cabin end. With the dismantling of the USSR and China becoming a new world on its own, Cuba is probably one of the last countries that still form that forgotten second world, relying on Soviet air transport aircraft.

### Literature

A History of the World's Airlines, *R.E.G. Davies*, 1964

Interflug, DS Buch der DDR-Luffahrt, *Helmut Erfurth*, 2009

Soviet transports '94, *Peter Hillman, Stuart Jessup, Guus Ottenhof*, 1994

### Credits

The Interflug Il-14 brochure, the Balkan route map and the LOT inauguration advertisement were kindly provided by Paul Roza.



# Playing Cards

By Fred Chan

[topflite@olympus.net](mailto:topflite@olympus.net)

## Playing Cards from Eastern Europe before the Fall

As most people have realized, the fall of the Soviet Union was one of the most momentous events in recent history. Many countries that have lived under a restrictive, socialist, and staid system were transformed, in a very short period, into "free" societies. How has this affected the airlines in these countries?

From the playing cards they have issued over the years, one does get some idea of this transformation. In the old Soviet days, only four airlines in Eastern Europe had issued playing cards – CSA in Czechoslovakia, LOT in Poland, MALEV in Hungary, and Interflug in East Germany.

The old cards from CSA (Figures 1, 2 & 3, for example), LOT (Figures 4 & 5), MALEV (Figures 6 & 7), and Interflug (Figures 8, 9 & 10) were quite plain in design. After the fall, the designs from CSA, LOT, and MALEV were more imaginative and more colorful (Figures 11, 12, 13, 14 & 15) are good examples for comparison with the earlier issues.

Of course, Interflug ceased to exist, so there are no similar comparisons. However, Interflug had issued a very unusual deck in the old days in conjunction with Luft-hansa (Figure 16). The reason for this remains unknown.

While on the subject of the old Soviet days, Aeroflot had also issued playing cards – three decks when it was in operation from 1932 to 1993. See the example in Figure 17, which is quite plain and staid. Then in 2005, five colorful "Aeroflot" decks appeared on online auctions (see Figure 18 as an example) but it later became apparent that these decks were fakes for two reasons: (1) the old Soviet Aeroflot's name had always been shown as Аэрофлот ("Aeroflot" in Cyrillic) and not "Аэрофлот Soviet airlines" as shown in the fakes, and (2) the decks had English court cards (not Russian courts), which would have been very unusual in the USSR days.



Figure 1



Figure 2



Figure 3



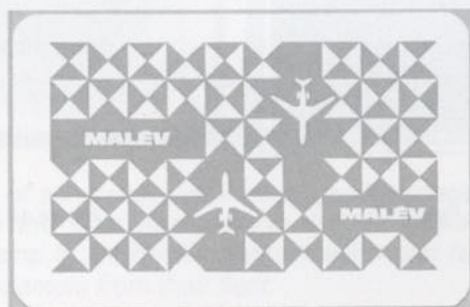
Figure 4



Figure 5



Figure 6



(Left) Figure 7





Figure 8



Figure 9



Figure 10



Figure 11



Figure 12

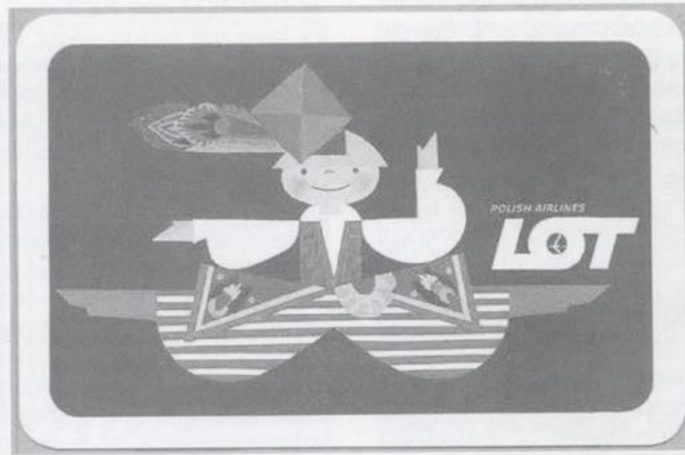


Figure 13

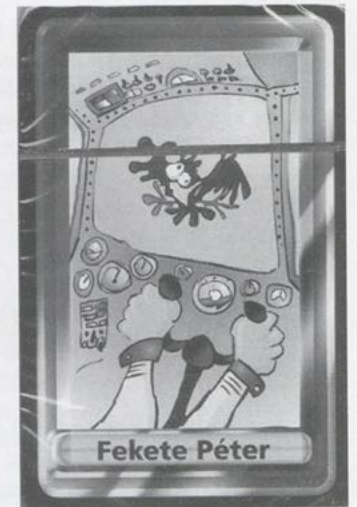


Figure 14



Figure 15



Figure 16



Figure 17



Figure 18



# Flying Stamps

By Jim Edwards

## Before The Fall

For this issue, we're happy to bring you a selection of postal stamps and covers from former Soviet bloc countries featuring their airlines and aircraft. Enjoy!



Bulgaria issued this stamp in 1984 to celebrate the 40th anniversary of ICAO. It features a Balkan TU-154.



This set of six stamps was issued by Czechoslovakia in 1973 on the 50th anniversary of CSA Czech Airlines. Each stamp is a different denomination and features an aircraft example from their fleet.



The German Democratic Republic issued these stamps in 1969 with Interflug's IL-18 and TU-134 aircraft.



Romania was unique that their flag carrier TAROM flew Western-built aircraft before the fall of communism. The Rombac 1-11, although built in Romania, was of British design, and the Boeing 707. These stamps were issued in 1984 upon the 40th anniversary of ICAO (like Bulgaria).



Poland issued this stamp in 1979 upon the 50th anniversary of LOT Polish Airlines. The aircraft is a IL-62.



A MALEV TU-134 is featured on this 1995 issue from Hungary issued to celebrate "Stamp Day".



# Timetables

By David Keller

[dkeller@airlinetimetables.com](mailto:dkeller@airlinetimetables.com)

## Airlines of Eastern Europe – Behind the Iron Curtain

Airlines in Eastern Europe have been presented with more than their fair share of challenges over the past 80 years or so. Two World Wars, occupation by foreign powers, and the political climate of the Cold War greatly slowed the development of the airline industry in those areas as compared to their brethren in Western Europe.

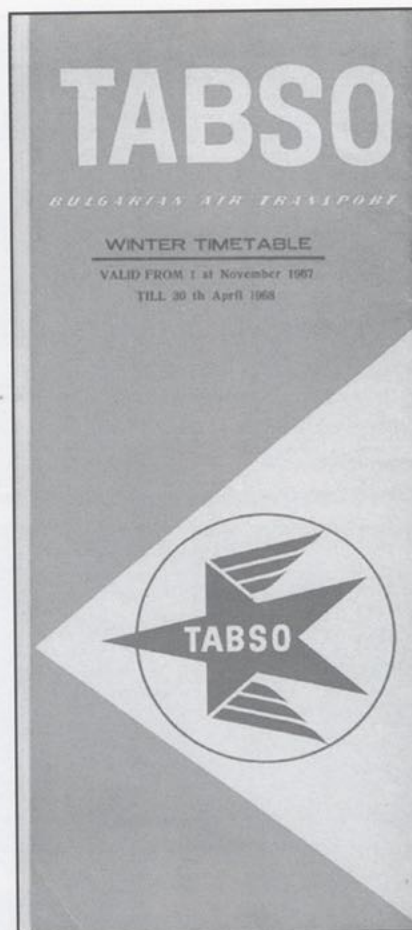
As these nations attempted to recover from the devastating "Great War" (as World War I was originally known), various companies were involved in pioneering air service. The 20's and 30's were a tough time to operate an airline, especially without the benefit of US Air Mail contracts that were the profit center for many US carriers in their infancy. And by 1939, Europe was again embroiled in a conflict that would drag on for 6 years, and result in a virtual partitioning of the continent by the Soviet and Western powers. While Western European countries received the benefits of the Marshall Plan (and other programs) to aid economic recovery, Eastern Europe was largely shackled with Soviet-style economic plans.

An early attempt to provide air service in Bulgaria was made by an airline called Bunavad beginning in 1927. Unfortunately, Bulgaria was a relatively poor nation, and this effort was short-lived. After the war, service was restarted in 1947 as Bulgarian Air Transport which quickly came under Soviet influence and was renamed TABSO (an acronym that essentially acknowledges that it was a joint Bulgarian-Soviet venture).

The TABSO timetable dated November 1, 1967 shows a carrier that has yet to operate jets, as all flights were being handled by IL-18's. This is presumably the final TABSO timetable, as the carrier was renamed Balkan on January 1, 1968. The Balkan timetable dated April 1, 1979 shows that jets (in the form of TU-134's and TU-154's) had joined the fleet, as well as AN-24's for domestic services.

Once Soviet influence subsided (following the breakup of the USSR), Balkan found itself operating in an environment in which it was ill-equipped to function. A downward spiral resulted, and the airline ceased operations in 2002.

Czechoslovakia's early attempt at airline service came in the form of CSA (Czechoslovak State Airlines), which began operations in 1923. After operating domestic services, CSA expanded to international destinations in the 1930's. A timetable from 1934 shows the carrier operating services to London (in conjunction with KLM).



TABSO (Bulgaria) - November 1, 1967

CSA's operations ceased with the German occupation, and were resurrected under Soviet control following the war. Like most carriers in Eastern Europe, CSA began replacing Western types with Soviet-built aircraft. (This was at least partially due to an embargo making it difficult to get spares for the Western aircraft.) When the Soviet Union developed its first jet transport, the TU-104, in the mid-1960's, CSA was quick to follow suit. (In fact, CSA was the only airline to operate the TU-104 other than Aeroflot.) The timetable dated June 1, 1959 shows the jet in service to Cairo and Moscow.

The June 1, 1971 timetable shows jet service with IL-62's, TU-104's and TU-124's. The TU-124 was a scaled-down version of the TU-104, albeit with turbofan engines. CSA was one of only a few non-Soviet operators of the TU-124, and the first non-Soviet airline to purchase the IL-62.

Following the peaceful dissolution of Czechoslovakia into the Czech Republic and Slovakia in 1993, the airline became CSA Czech Airlines.

In 1922, Malert was formed in Hungary. Although this company wouldn't survive the war, it is considered a forerunner of the present-day Malev. Following the cessation of hostilities, a joint Hungarian-Soviet airline was created by the name of Maszovlet. As the route map on the May 24, 1954 timetable illustrates, the carrier was operating a small international route network, almost exclusively to other Eastern Bloc countries.



**SUMMER TIMETABLE**  
**BALKAN**  
 1 Apr - 31 Oct - 1979

**BULGARIAN AIRLINES**

Balkan - April 1, 1979

**FLY**

TO THE HEALTH-RESORTS IN

**CZECHO-SLOVAKIA**

K-L-M - ROYAL DUTCH AIR LINES - HOLLAND  
 C-L-S - CESKOSLOVENSKÁ LETECKÁ SPOLEČNOST

CSA - 1934  
 Dacre Watson Collection

★ = TU-104 A    □ = SUPER-CONSTELLATION    ⊙ = D

|       |       | 15.10 | 12.15 |  |       |       |       | Připojení/Connections:<br>Tab.: |         |
|-------|-------|-------|-------|--|-------|-------|-------|---------------------------------|---------|
| 09.00 | 07.10 | 07.20 |       |  |       |       |       | d. Moskva                       | 3 a.    |
| 07.05 | 07.30 | 07.05 |       |  |       | 09.00 |       | d. Sofia                        | 7 a.    |
| 11.10 | 07.10 | 09.25 |       |  | 07.25 | 16.50 | 09.05 | d. Bucaresti                    | 9 a.    |
|       | 14.30 |       |       |  | 11.00 |       | 11.00 | d. Budapest                     | 6, 9 a. |
| 07.30 | 13.45 | 12.40 |       |  | 09.00 |       | 09.00 | d. Warszawa                     | 11 a.   |
|       |       |       |       |  |       |       |       | d. Berlin                       | 10 a.   |

| KL 559<br>⊙ SL/T<br>① | AI 102<br>□ F/T<br>② | OK 504<br>★ F/T<br>③ | SK 875<br>◇ F/T<br>⑤ | AI 108<br>□ F/T<br>⑤ | OK 504<br>★ F/T<br>⑥ | Letadlo/Type<br>Aircraft/Class |
|-----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|--------------------------------|
| 14.25                 | 18.30                | 14.30                | 13.10                | 16.00                | 14.30                | d. PRAHA . . . . . a.          |
| 18.05                 |                      |                      | 14.15                |                      |                      | a. BUDAPEST . . . . . d.       |
| 19.05                 |                      |                      | 15.05                |                      |                      | d. BUDAPEST . . . . . d.       |
|                       | 21.20                |                      |                      | 18.50                |                      | a. ROMA . . . . . a.           |
|                       | 21.50                |                      |                      | 19.20                |                      | d. ATHENS . . . . . d.         |
| 23.10                 |                      |                      |                      |                      |                      | d. ATHENS . . . . . a.         |
| 23.55                 |                      |                      |                      |                      |                      | a. ISTANBUL . . . . . d.       |
|                       |                      |                      | 18.25                |                      |                      | d. ISTANBUL . . . . . d.       |
| 24.00                 | 05.45                |                      | 19.05                |                      |                      | a. DAMASCUS . . . . . a.       |
| 04.45                 | 06.30                |                      | 22.00                |                      |                      | x) d. DAMASCUS . . . . . x)    |
|                       |                      | 20.30                | 22.30                | 02.40                | 20.30                | a. CAIRO . . . . . d.          |
|                       |                      |                      | 23.50                |                      |                      | d. CAIRO . . . . . a.          |
| 06.50                 |                      |                      |                      | 03.25                |                      | x) a. BAGHDAD . . . . . x)     |
|                       | 18.35                |                      |                      | 16.20                |                      | a. BOMBAY . . . . . d.         |

CSA - June 1, 1959. Tu-104 service to Moscow and Cairo.

**OK**  
**TIMETABLE**  
 1 JUNE TO 31 OCTOBER 1971  
**2**

**CZECHOSLOVAK AIRLINES**

(Right) Maszovlet - May 24, 1954. Dacre Watson Collection

| 7                     | LINIE — SERVICE<br>LETADLO — AIRCRAFT<br>TRÍDA — CLASS | PONDĚLÍ<br>MONDAY |       | ÚTE<br>TUE | STŘ<br>WED |
|-----------------------|--|-------------------|-------|------------|------------|
|                       |  | OK772             | OK766 | AF717      | OK766      |
|                       |  | TU124             | IL 62 | CAR        | TU104      |
| PRAHA . . . . . d     | 0820   | 0900              | 1600  | 0900       |            |
| PARIS . . . . . a     |  | 1030              | 1745  | 1030       |            |
| GENEVE . . . . . a    |  | 0940              |       |            |            |
| MARSEILLE . . . . . a |  | 1020              |       |            |            |
|                       |  | 1120              |       |            |            |

(Left and Above) CSA - June 1, 1971

**MASZOVLET**





MALEV IL-18 - Airline Issued Postcard  
William Demarest Collection

|            |        |                        |                        |                        |                        |                        |                        |                        |
|------------|--------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| 3          |        | MA 375<br>IL - 18<br>Y | LZ 104<br>IL - 18<br>Y | MA 325<br>IL - 14<br>Y | LZ 102<br>IL - 18<br>Y | OK 657<br>IL - 18<br>Y | MA 371<br>IL - 14<br>Y | LO 225<br>IL - 18<br>Y |
|            |        | ↑<br>19:00<br>21:30    | ↑<br>15:45<br>18:25    | ↓<br>15:40<br>18:10    | ↓<br>13:25<br>16:30    | ↓<br>11:25<br>13:55    | ↓<br>13:30<br>22:00    | ↓<br>10:45<br>13:20    |
| Budapest 3 | Wien 4 | Lufthansa<br>Berlin    |                        | Berlin<br>Prague       | Prague                 | Berlin                 | Warsaw                 |                        |
| Buda       | Wien   |                        |                        |                        |                        |                        |                        |                        |

MALEV - September 1, 1967

In 1956, Hungary achieved exclusive control of the airline, renaming it Malev. The timetable dated September 1, 1967 shows yet another Eastern European carrier with no pure jet service. IL-18's and IL-14's operated the schedule.

Poland's LOT was originally established in 1929. LOT built up a substantial fleet and route network prior to being invaded by Germany in 1939. Services were restarted in 1946 which included service to the non-Eastern Bloc capitals of Paris and Stockholm. Although most aircraft in LOT's fleet were Soviet-built during this period, a small number of Convairs and Viscounts flew for the Polish carrier in the late 1950's and early 1960's.

By the early 1970's, an all-Soviet fleet was being operated. The timetable dated April 1, 1970 shows TU-134's, IL-18's and AN-24's in service. LOT was serving virtually all of the capitals of Western Europe, and after receiving the long-range IL-62, would begin service to New York.

The Romanian carrier Tarom traces its ancestry back to a company named CFRNA (French-Romanian Company for Air Navigation) that was founded in 1920. A few name changes later, the airline was known as LARES (Linii Aeriene Române Exploatate de Stat).

Yet another joint Soviet venture was established in 1945 as TARS (Transporturi Aeriene Româno-Sovietice). The timetable dated April 11, 1949 shows a typical service pattern within the Soviet Bloc.

The November 1, 1967 timetable finds Tarom operating an all-IL-18 fleet on its international routes. Unlike other Eastern Bloc airlines that relied heavily (or exclusively) on aircraft produced in the USSR, Tarom bought jets manufactured in the United States and United Kingdom, as well as the Soviet Union. The October 26, 1986 international timetable reveals an unusual fleet mix of 707's, BAC 1-11's, TU-154's and IL-18's at work. Tarom's commitment to the 1-11 actually involved the building of the type in Romania, although less than 10 aircraft were completed under this agreement.

Germany's prewar flag-carrier was Deutsche Luft Hansa, which began operations in 1926. Although the airline continued to exist during the war, it was controlled by the German Air Force (Luftwaffe), and operated mainly in support of the war effort. After the conclusion of the war, the carrier was dissolved and its assets liquidated. Air services in Germany were operated by the victorious Allied nations, and it wasn't until the mid-1950's when German airlines were again allowed to operate.

In West Germany, the new airline acquired the name and logo of the earlier company, and began operating as Luft-hansa in 1954. In 1955, East Germany's new flag-carrier began operating as Deutsche Lufthansa, also utilizing the pre-war carrier's logo as illustrated on the timetable dated April 1, 1960.

A lawsuit resulted from both carrier's use of the same name and logo, with those rights being awarded exclusively to the West German airline, the present-day Luft-hansa, in 1963. East Germany had created a company named Interflug for the purpose of operating charters, so it was adopted as the new name for the airline. The timetable dated November 1, 1966 shows the carrier operating a rather restricted route network that shunned Western European destinations altogether.

One of Yugoslavia's early carriers was Aeroput, which started service in 1927. A very attractive timetable from 1939 shows the airline operating to several domestic destination. Following the suspension of service during the war, flights were resumed in 1947 under the name Jugoslovenski Aero Transport (JAT).

Yugoslavia's situation was somewhat different than other Eastern European nations, in that despite its Socialist political system, it was not aligned with the Soviet Union, but declared itself to be a "non-aligned" state. Among other things, this allowed JAT to purchase aircraft of its own choosing, without being strong-armed into a fleet of Soviet types. The April 1, 1959 timetable shows both Eastern and Western models in the fleet, with Convair Metropolitans, IL-14's and DC-3's providing service.

Like many Western European airlines, JAT added the French-built Caravelle to its fleet. The November 1, 1967 shows the Caravelle operating both international and domestic segments. In the late 1970's JAT added a pair of DC-10-30 for long haul services. In the timetable dated March 25, 1984, JAT was operating a very Western fleet of DC-10's, 707's, 727's and DC-9's.

As a result of the violent disintegration of Yugoslavia in the 1990's and early 2000's into a number of smaller countries, JAT evolved into the flag carrier of Serbia, operating as JAT Airways.

Following the breakup of the USSR and decreasing influence on Eastern Europe, those countries' airlines have been thrust into a new, competitive environment, requiring decisions to be made for economic rather than political reasons. As these nations tend to drift towards the rest of Europe (by joining the European Union and NATO), so do these airlines orient themselves, replacing most of their Soviet types with US and European built aircraft.



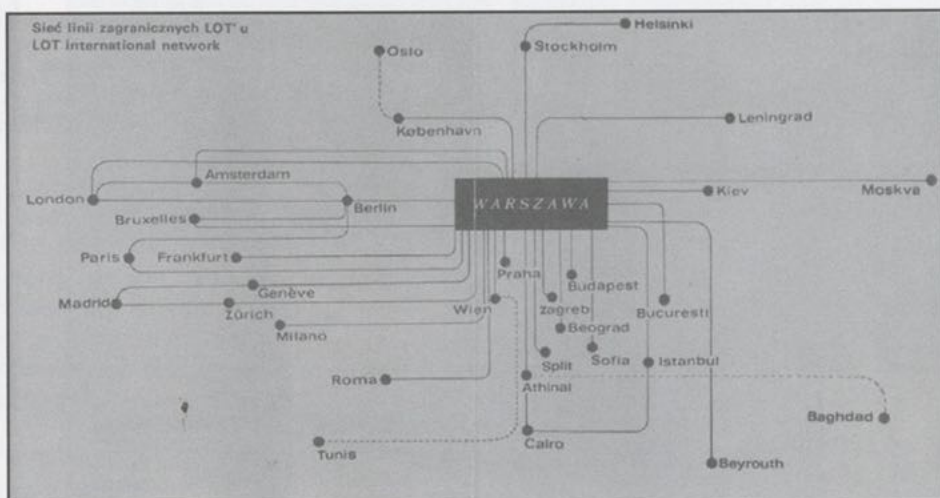
**LOT**

LOT - POLISH AIRLINES

**TIMETABLE**  
1 April 1970 - 31 October 1970

MEMBER OF:  
**IATA**  
QUALITY IN AIR TRANSPORT

(Left and Below) LOT Polish Airlines - April 1, 1970



**TARS**  
ORARI SI TARIFE  
HORAIRE ET TARIFS  
VOLUME 1966, 11 April 1969  
Valabile din 11 April 1969

TARS = SOCIETATEA DE TRANSPORTURI AERIENE ROMANO-SOVIETICE  
SESIUL CENTRAL, Bucuresti 20, Terminal Intra Ora, 11 BULEVARD SIBIU  
AGENTA CENTRALA, RE. SOVIETIC, Bucuresti 70, 71, TEL. 5-1014-6354

TARS - April 11, 1949  
Dacre Watson Collection

De la/From  
BUCHAREST (OTOPENI) GMT+2

|   |       |       |          |     |    |          |                         |  |  |
|---|-------|-------|----------|-----|----|----------|-------------------------|--|--|
| La/To ABUDHABI (Abudhabi) GMT+4         |       |       |          |     |    |          |                         |  |  |
| 3                                       | 21.00 | 04.05 | RO 313   | 707 | Y  | No stops |                         |  |  |
| La/To ALGIERS (Houari-Boumediene) GMT+1 |       |       |          |     |    |          |                         |  |  |
| 6                                       | 08.45 | 12.35 | ROAZ 263 | B14 | Y  | 1 stop   |                         |  |  |
| 1                                       | 13.30 | 17.05 | AH 3019  | 727 | FY | 1 stop   |                         |  |  |
| La/To AMMAN (Queen Alia Int'l) GMT+2    |       |       |          |     |    |          |                         |  |  |
| 6                                       | 22.00 | 02.35 | RO 355   | B15 | Y  | 1 stop   |                         |  |  |
| 4                                       | 14.30 | 17.45 | RJ 174   | 727 | FY | 1 stop   | 01 Nov. 66 - 28 Mar. 67 |  |  |
| La/To AMSTERDAM (Schiphol) GMT+1        |       |       |          |     |    |          |                         |  |  |
| 6                                       | 12.00 | 13.30 | RO 209   | B13 | Y  | No stops | 20 Dec. 66 - 28 Mar. 67 |  |  |
| 7                                       | 09.50 | 13.05 | RO 209   | B15 | Y  | 1 stop   |                         |  |  |
| La/To ATHENS (Hellinikon) GMT+2         |       |       |          |     |    |          |                         |  |  |
| 4                                       | 15.25 | 17.30 | RO 203   | B18 | Y  | No stops |                         |  |  |
| 2                                       | 07.45 | 09.15 | RO 241   | B15 | Y  | No stops |                         |  |  |
| 6                                       | 21.00 | 02.30 | RO 241   | TU5 | Y  | No stops |                         |  |  |
| La/To BANGKOK (Int'l) GMT+7             |       |       |          |     |    |          |                         |  |  |
| 3                                       | 21.20 | 14.35 | RO 313   | 707 | Y  | 1 stop   |                         |  |  |
| La/To BAGHDAD (Saddan Int'l) GMT+3      |       |       |          |     |    |          |                         |  |  |
| 3                                       | 16.30 | 21.05 | RO 353   | TU5 | Y  | No stops |                         |  |  |
| 2                                       | 15.45 | 21.40 | IA 250   | 725 | FY | 1 stop   |                         |  |  |
| La/To BELGRADE (Belgrade) GMT+1         |       |       |          |     |    |          |                         |  |  |
| 3                                       | 13.55 | 14.20 | ROJU 525 | ANI | Y  | No stops |                         |  |  |
| 6                                       | 08.30 | 08.45 | ROJU 525 | ANI | Y  | No stops |                         |  |  |

TAROM - October 6, 1986

TRANSPORTURILE AERENE ROMANE  
ROMANIAN AIR TRANSPORT


ORARI  
TIMETABLES

NOVEMBER 1967 - 31 MARCH 1968


TAROM - November 1, 1967



# DEUTSCHE LUFTHANSA



SOMMERFLUGPLAN - INLAND



1. 4. 1960 - 31. 10. 1960

1. Ausgabe

Lufthansa (East Germany) - April 1, 1960

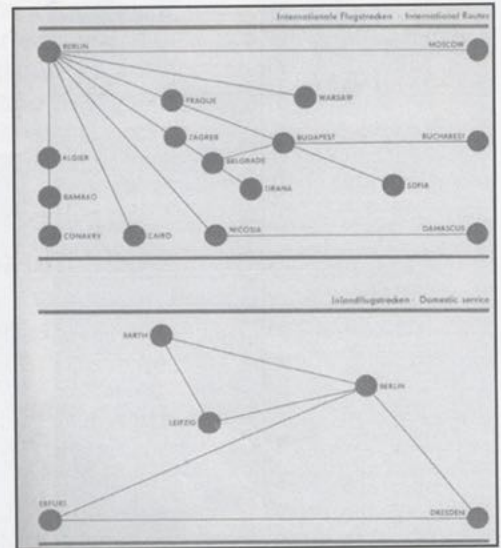
# INTERFLUG

## FLUGPLAN TIMETABLE

1 November 1966 - 31 March 1967



(Left and Below) Interflug - November 1, 1966

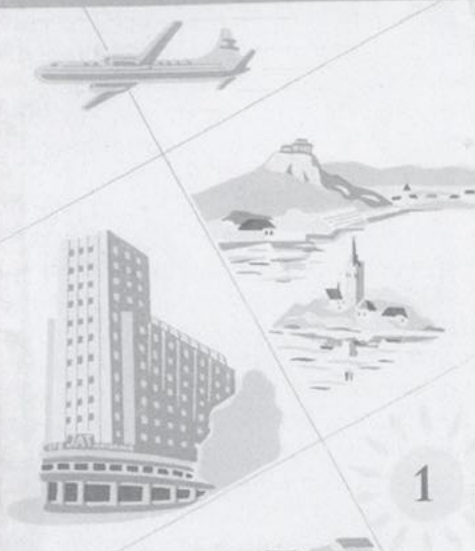


(Below) JAT Yugoslav - April 1, 1950

## JUGOSLOVENSKI AEROTRANSPOST

# JAT

### RED LETENJA - TIMETABLE



1

LETO - SUMMER 1959  
1. 4. 1959 - 31. 10. 1959

# AEROPUT

## 1939

Red letenja - Horizon - Flugplan  
Drobnice za svetovni prometni A.D. "AEROPUT" u 1939 god.

| Njemačka - Nišodromen avio usluga<br>Service operations and timetables - Täglich außer Sonntag<br>Linija 2002 - J.S.F. 10.1X |           |       |
|--|-----------|-------|
| 8.30   | Šibenik   | 18.10 |
| 9.30   | Šibenik   | 17.30 |
| 11.35  | Niš       | 17.15 |
| 8.20   | Dubrovnik | 18.10 |

| Ekonomske avio usluge<br>Service operations and timetables - Täglich außer Sonntag<br>Linija 2004 - J.S.F. 10.1X |     |       |
|--|-----|-------|
| 8.30   | Niš | 18.10 |
| 11.35  | Niš | 17.15 |

| Nišodromen avio usluga<br>Service operations and timetables - Täglich außer Sonntag<br>Linija 2005 - J.S.F. 10.1X |     |       |
|---|-----|-------|
| 9.30  | Niš | 18.10 |
| 11.35   | Niš | 17.15 |

| Nišodromen avio usluga<br>Service operations and timetables - Täglich außer Sonntag<br>Linija 2006 - J.S.F. 10.1X |     |       |
|---|-----|-------|
| 9.30  | Niš | 18.10 |
| 11.35   | Niš | 17.15 |


  

| Nišodromen avio usluga<br>Service operations and timetables - Täglich außer Sonntag<br>Linija 2007 - J.S.F. 10.1X |        |       |
|---|--------|-------|
| 11.35   | Zagreb | 18.10 |
| 13.10   | Zagreb | 17.30 |
| 11.30   | Zagreb | 18.10 |

| Nišodromen avio usluga<br>Service operations and timetables - Täglich außer Sonntag<br>Linija 2008 - J.S.F. 10.1X |           |       |
|---|-----------|-------|
| 11.35   | Ljubljana | 18.10 |
| 13.10   | Zagreb    | 17.30 |

Lokalizacija: Beograd - Beograd - Beograd



Aeropot - No date, 1939. Padre Watson Collection



# Label Time

By Daniel Kusrow

*dkusrow@us.net*

## Airlines Behind the Iron Curtain in Labels and Stickers

For many years during the Cold War, it was very difficult for Western collectors of airline baggage labels and stickers to get material from behind the Iron Curtain. There were several active collectors in Eastern Europe, who traded with their counterparts in the West, but it took a very long time via the Post. Today, that is all a dim memory, and many of the labels and stickers of Eastern Europe airlines are reasonably available, especially online.

Included in the article are some rare pre-World War II issued labels that feature Western European and American aircraft. Following the war, most Eastern European airlines flew a wide constellation of Soviet produced aircraft, ranging from props to early jets, which are reflected in the different airlines' labels. The only notable exception to this trend was JAT of Tito's Yugoslavia. By the early 1990s, the airlines had started to return to the operating of Western aircraft.

The volume and artistic quality of labels and stickers issued by several of the Eastern European airlines between the 1950s and 1970s was quite impressive, including those of CSA of Czechoslovakia and LOT of Poland. They were certainly keeping pace with their Western counterparts.

One sticker in particular, the last one, is a small tribute to the recently passed airline historian R.E.G. Davies. Before Ron entered an academic career at the Smithsonian Institution's Air & Space Museum, he was a market researcher at Douglas Aircraft. He often made many field sales calls to special clients, one of which was JAT of Yugoslavia. In those days, Douglas personnel didn't fly there but rode the Orient Express, and, during this trip, Ron helped to convert JAT's wide body firm order from the Boeing 747 to the Douglas DC-10. One of Ron's market research specialties was the airlines of Eastern Europe.

I want to make special mention of one of our readers, Paul Roza, who is an avid collector of Soviet and Eastern European commercial aviation. He graciously sent me many scans of labels and stickers from his collection that greatly enriched this article.



*Bunavad (Bulgaria) – Baggage Label, 1928, Rare*



*TABSO (Bulgaria) – Baggage Label, early 1950s, Scarce*



*Balkan Bulgarian Airlines – Baggage Sticker, early 1980s (Paul Roza Coll.)*



*Interflug (East Germany) – Baggage Label, 1960, Uncommon*





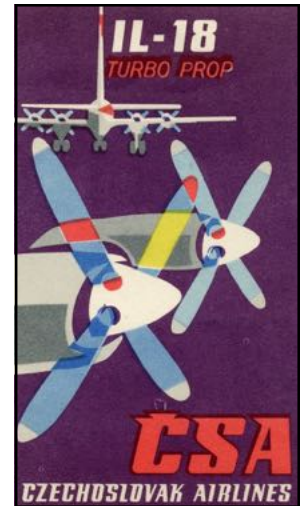
Interflug (East Germany) –  
Baggage Label, 1960,  
Uncommon



CSA (Czechoslovakia) –  
Baggage Label, 1938, Scarce



CSA (Czechoslovakia) –  
Baggage Label, early 1950s,  
Uncommon (Paul Roza Coll.)



CSA (Czechoslovakia) –  
Baggage Label, late 1950s,  
Uncommon (Paul Roza Coll.)



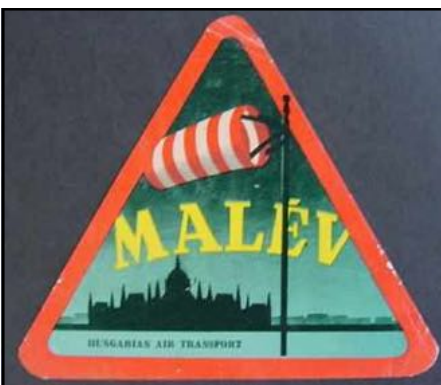
CSA (Czechoslovakia) – Baggage  
Label, early 1960s, Uncommon



CSA (Czechoslovakia) – Baggage Label,  
early 1960s, Uncommon



CSA (Czechoslovakia) –  
Baggage Sticker, late 1970s,  
Uncommon (Paul Roza Coll.)



MALEV (Hungary) – Baggage Label, mid  
1950s, Uncommon



MALEV (Hungary) – Baggage Label, early  
1980s, Uncommon (Paul Roza Coll.)



LOT (Poland) – Baggage Label,  
1929, Scarce





LOT (Poland) – Baggage Sticker, 1989, Uncommon (Paul Roza Coll.)



TAROM (Romania) – Baggage Label, mid 1960s (Paul Roza Coll.)



Aeropot (Yugoslavia) – Baggage Label, 1934, Extremely Rare



JAT (Yugoslavia) – Baggage Label, mid 1950s, Uncommon



JAT – Douglas Aircraft (Yugoslavia) – Baggage Sticker, 1972, Uncommon



Aeroflot TU134 CCCP-65135 during the transition (1992), as you notice old Soviet flag is missing (Photo: Fernandez Imaging Slide Collection)



Malev TU-134 HA-LBK November 1991 (Photo: Fernandez Imaging Slide Collection)



# Photography

## By Joe Fernandez & Eddy Gual

n314as@yahoo.com | eddyslides@bellsouth.net

### TIPS FOR BETTER AVIATION PHOTOGRAPHY - PART 1

With this issue, we begin a series of articles reflecting on good tips to improve your aviation photography. It takes a little more effort than just shooting away at every plane. For example, glare can be a problem on some aircraft. We will discuss ways of correcting this and other situations that you may encounter when you are out there. Professional photographers plan their shots very carefully, whether shooting from spotter locations or doing a hired setup shot. We guarantee your shots will be much improved once you follow these simple suggestions.

#### The Ugly Ramp

Ramps can always pose a problem. You have oil. You have dirt. You have drains. You have stairs. You have APUs. You have signs. You have towbars. You have vehicles. You have cones. You have tire marks. You may have more than enough to ruin the shot! There are all sorts of ugliness that sometimes can go unnoticed. If you shoot on the ramp, try to position yourself on an area that the plane will pass but the foreground is clean. Same thing with setting up a plane to photograph. Most times when you set up a photo shoot, you are in control so there is no reason to place the aircraft where the ground can be unsightly and all cluttered up. If you shoot from spotter locations, pick the best place you can to avoid these things.



*In this photo, there is an APU, large stairs, and lots of oil on the ground. Had this been a setup shot, all that would have to be removed by positioning the plane elsewhere.*

#### Heat Haze

Heat haze is a problem that occurs during hot days especially when the rising heat off of the concrete is radiated sideways due to wind. Heat haze distorts aviation photos showing what normally is a straight line as a wavy line, most commonly seen in fuselages and wings, and happens with shots on the ground or near ground as in approach shots, again when conditions are hot and windy. Also, long telephoto shots are prone to heat haze because of the distance of the plane and all the generated heat in between. There are many ways to avoid this effect. 1. Shoot on cooler days when concrete is not burning hot. 2. Don't photograph distant planes during extreme windy days. 3. Avoid long telephoto shots especially during those warm days. 4. Avoid taking pictures of a plane behind another as the exhausts generate heat and it is blown into that second plane. 5. Try taking pictures of planes a little closer or as close as possible. The closer the better - probably photos using a short telephoto-zoom or wider.



*The first photo shows what seems to be a normal shot, but when it is zoomed in as shown in the second photo, heat haze distortion can be seen.*

*(Continued on page 29)*



# Airline Desk Flags

By Henk Heiden

*sb122953@wolmail.nl*

Many airline offices in cities all over the world had desk flags with their logo on their customer service desk or in the window. Unfortunately, this kind of promotional material is not that much around in the offices anymore. Airlines in the Eastern European countries had a good share in desk flags. The following flags are a selection of both defunct and current airlines in Eastern Europe. These are part of my worldwide collection that comprise about 400 pieces.

It has been fun for me to collect airline desk flags for many years. One 'setback' is, that they take a lot of space and become dust traps before you know. Living in The Netherlands, I liked to go 'flag hunting' in big cities like Amsterdam, Berlin, Copenhagen and London. After some time I noticed that the more flags of the same type an airline office had on display, the harder it was to get one.

One day I was on a 'flag mission' in Piccadilly in London, which road had a lot of airline offices next to each other. I visited Gulf Air there (now gone) and saw a nice plastic desk flag on display, but only one. I gave it a try and asked the beautifully dressed receptionist if I could get one. After some hesitation she said: "OK, you can take it". Smiling about this nice addition I grabbed the flag, with no result... It was very tightly glued to the desk, probably to prevent stealing.

As you never know your luck, I asked if I could try to make it loose from the desk. To my surprise the Gulf Air representative said: "Go ahead". Without carrying any tools with me, and the lady not having a scissor or knife, I was in doubt what to do next. I then realized that I had a nail file in my small first aid kit with me (I still don't know after 20 years why I carried that with me). So, I asked for permission to use this 'tool' to get the flag loose. "No problem sir". However, as the nail file was so small and fragile, it broke off when I tried to get it under the base of the desk flag.

I was already in for a penny, and I went in for a pound. Asking: "Are you sure that you don't have a spare flag somewhere?" The lady then graciously rose from her chair and, without saying anything, went downstairs via a spiral staircase. I patiently waited for at least 15 minutes (!), wondering at one time if she had gone for a coffee break or even a nap. She finally came back and proudly presented me with a spare desk flag that was nicely packed in a box. All's well that ends well. When I think about this situation from 20 years ago, it still brings a smile to my face about these 'happy collection days'.

Figure 1. **Tarom** is the acronym for Transporturi Aeriene Romane (Tarom) or Romanian Air Transport. It was founded in 1954 and now flies with about 26 aircraft of seven different types like the Boeing 737, Airbus A310 and ATR-72. Tarom is fully government owned. The colors of the flag are blue with yellow and red stripes in the middle. The edges are gold colored.

Figure 2. **Interflug** was the national airline of the former German Democratic Republic, better known as East Germany. Operations started in 1958 and ceased in 1991. The airline flew mainly with Russian aircraft and Airbus A310s. The flag is white with mainly red lettering. The German text reads: Airline of the German Democratic Republic.

Figure 3. **Malev** is the acronym for Magyar Légitársaság. This Hungarian airline started in 1954 and is 95 percent owned by the Hungarian government. This old flag has an attractive color pattern of white, red, yellow stripes and gold.

Figure 4. **Slov Air** was an airline from Czechoslovakia that operated under that name from 1969 to about 1997. The colors are light green with the logo in red.

Figure 5. The first Croatian airline was established in 1989 as Zagreb Airlines. One year later it changed its name to **Croatia Airlines**. White with the logo in red.

Figure 6. Leningrad to New York with a supersonic aircraft as shown here, has unfortunately not been the case at **Aeroflot**. White, red and blue.

Figure 7. **Balkan Airlines** of Bulgaria has been defunct since 2002. The Cyrillic text is in red and says: Balkan Bulgarian Airlines. The reverse of the flag is in blue and in English.

Figure 8. **Uzbekistan Airways** is one of the (relatively) new airlines in Eastern Europe. It has a mixed fleet of western and Russian aircraft. The airline is the successor of the Tashkent division of Aeroflot. Blue, white, red and green.

Figure 9. **CSA** Czech Airlines from Czechoslovakia is one of the oldest airlines in Europe, dating back to 1923. This full plastic desk standard has the text in red on one side and in blue on the other side.

Figure 10. **Adria Airways** of Slovenia was formerly known as (Inex) Adria Aviopromet and flies since 1961. The flag is in white, green and blue.

Figure 11. **LOT Polish Airlines**, or Polskie Linie Lotnicze, is one of the oldest airlines in the world. This flag celebrates the 50<sup>th</sup> anniversary in 1970. Blue colors.

Figure 12. There are not that many desk flags which promote two airlines. This one (in blue) underlined the cooperation between **Aeroflot** and **Lufthansa** on aircraft maintenance and pilot training.





Figure 1 - Taronm



Figure 2 - Interflug



Figure 3 - Malev Hungarian

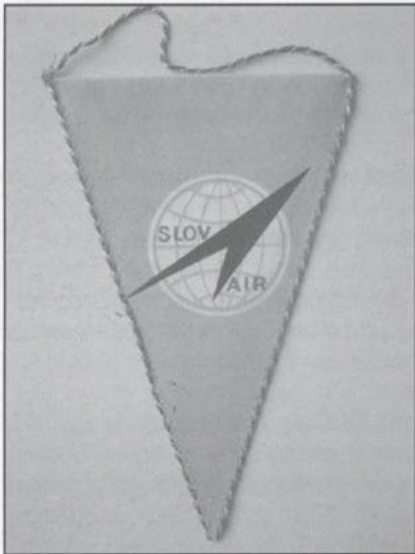


Figure 4 - Slov Air



Figure 5 - Croatia Airlines



Figure 6 - Aeroflot



Figure 7 - Balkan



Figure 8 - Uzbekistan



Figure 9 - CSA





Figure 10 - Adria



Figure 11 - LOT



Figure 12 - Aeroflot and Lufthansa

(Continued from page 26)

### Glare and Sun Reflections

Glare is a major nuisance. These massive reflections can really stand out and can sometimes block titles, registration numbers, and windows. This can happen at any time of day when sun is shining. Best way to avoid it is to position the aircraft and/or yourself where you cannot see the glare yet still be able to read all titles, art work, and registration. Glare can usually be seen on cockpit windows, straight down a fuselage, and on the tail if you are not careful. When you go spotting, keep an eye open where planes pass by to notice the locations of glare and avoid shooting those angles.



This shot shows a giant glare that blocks two windows and it is so strong that it automatically shut the camera's aperture due to its bright spot making the shot underexposed. The photographer could have moved a few feet to the left to hide the glare or minimize it further up.



Drains and manhole covers can make a photo look ugly. In this example, the ramp drain is an eyesore. Also notice that a tail of another plane sticks out of the front of the subject plane. These are two errors in this photo. Repositioning the plane would have avoided this.

More tips will be shared in our next issue. Have a great Fall season!

*Joe Fernandez and Eddy Gual*



# Book Review

By Shea Oakley

[ancientskies1@safeaccess.com](mailto:ancientskies1@safeaccess.com)

## *Time Flies... Timetables from All Over the World*

By Bjorn Larsson

TNF-Book, 2011

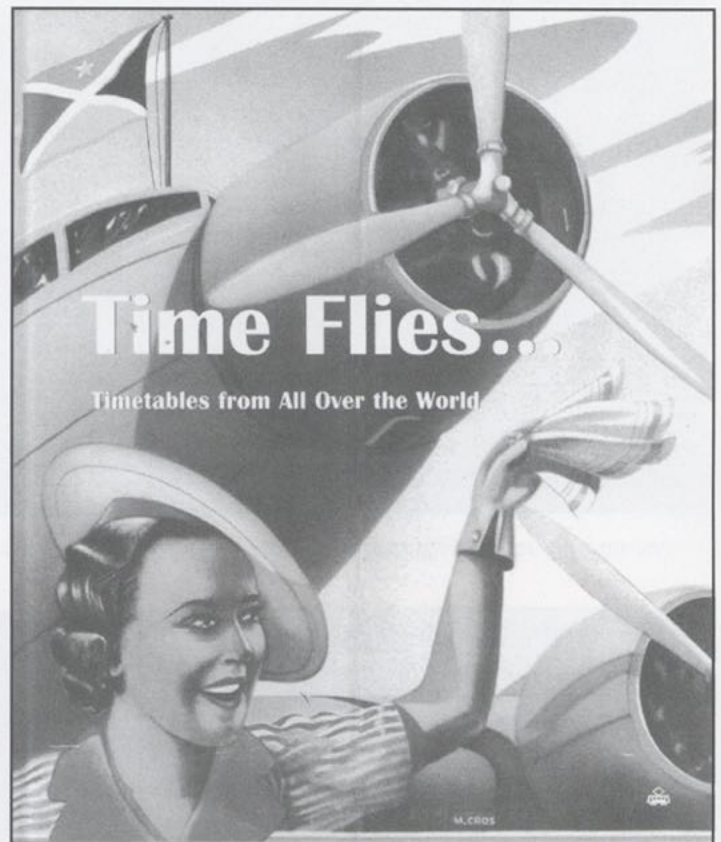
ISBN 978-91-862755-6-3

During the past 25 years a number of colorful books have been published on the subject of vintage airline posters. (Two works that immediately come to mind are W. Donald Thomas's *Nostalgia Panamericana* and, more recently, Geza Szurovy's *The Art of the Airways*.) The three and four-figure prices that vintage original posters regularly command today bear testimony to the fact that the apex of commercial aviation art is most obviously found in this form of graphic advertising. However, exquisite design can also be found, and for far less cost, on the covers of airline system timetables.

Schedule covers sometimes showcase poster art, minimized in size to fit, but in the 1920-1970 period, they more often featured original visual flourishes of their own. Now, for the first time, some of the most beautiful timetables ever published have been chronicled in a hard-cover book that would make a pleasant addition to the coffee table of any airline enthusiast with an appreciation for the industry's contribution to popular design.

Bjorn Larsson's 119-page, all-color *Time Flies... Timetables from All Over the World* is as worthy an effort as one would expect from a man whose particular passion for flight schedules is manifest in an incredible 30,000-piece lifetime collection. In his new book, Larsson culls from the cream of that collection to create an impressive tribute to an era just lately ended. (The internet has rendered printed timetables an unnecessary expense for financially hard-pressed carriers.) As such, *Time Flies* is a timely volume!

Every page depicts one to three sharp images of timetables from over 200 global airlines, all on glossy paper of excellent quality. While these images are taken primarily from the schedule's front and back covers, they also include shots of center and back-fold route maps which greatly enhance the reader experience. Chapters are organized geographically by continent of origin for each carrier. The short, yet highly accurate, capsule histories of the companies represented are credited by Larsson to his reliance, for fact-checking, on the works of a highly respected commercial aviation historian, the late R.E.G.



Davies. The author's own quest for perfection is highlighted by a one-page insert in the endpapers listing a few small corrections. Such attention to detail is refreshing in the realm of airline-enthusiast publishing.

Larsson's manuscript is not only an opportunity to encounter visual excellence in a very particular segment of commercial graphic design of the last century, but also an education in little-known corporations and rare airliners. As might be expected in a book that encompasses most of commercial aviation's past, a large number of the carriers included are no longer in existence. In fact, quite a few are so obscure that this reviewer had never heard of them! This is especially true in the case of international airlines from the pre-war period. *Time Flies* also includes images of many lesser-known aircraft. Some examples are CANA's Miles M.65 Gemini, DDL's Farman Jabirus, and CNAC's Douglas Dolphin amphibian.

One can only hope that this impressive book will be a harbinger of more titles on other types of airline collectables. As yet, no one has published volumes of this quality exclusively addressing such topics as post cards, ticket folders or brochures, to name a few. If we are fortunate, perhaps *Time Flies* will start a welcome trend in this direction.

**Availability:** Presently the only known distributor outside of Larsson's home country of Sweden is the *Airways Magazine Catalog* which has a limited quantity of the book for sale at \$42.95 each.



# What Is It?

By Ken Taylor

keebeetay@efirehose.net

It must be summer as answers are few, and your questions are even fewer. We hope you are having a great summer.

The first answer is from Doug Bastin of the U.K. The 'ATA' wing is from the World War Two Civilian Air Ferry organization. ("Air Transport Auxiliary"). They used pilots who, for some reason, were considered unfit for R.A.F. service, and later many women pilots, including pre-war long distance pioneer, Amy Johnson, to deliver aircraft between factories, repair bases and operational units. Also many U.S. volunteers served pre-1941.

For this reason 'ATA' was also said to stand for "Ancient and Tattered Airmen". 'ATA' was founded in 1939 and disbanded in 1945.



Here's one question for this issue. Any idea who used this wing and when? Derek Houghy submitted this gold wing with 'TAL' in the middle.



And now to Eastern European airlines. I am including these wings from East Germany - a pilots wing from Interflug circa 1959.



A stewardess wing of Interflug, also 1959.



I am sure that most of our readers have seen the television program, "Ice Pilots N.W.T". The story is of an airline based in Yellowknife, in the Canadian North, an airline flying propeller aircraft, named "Buffalo Airways". This is a pilot's wing from "Buffalo Airways".



This item, a patch from "Aero Spacelines". The question - Who, What When? And what was their type of business?



If you have a question, or answer, please send us an email or give us a call.

By the time you read this, we will all be talking about the good time we've had in Portland at AI 2011!

*Ken & Beth*

**VISIT THE NEW ENGLAND AIR MUSEUM!!**

**LARGEST AVIATION MUSEUM IN THE NORTHEAST.**

Home to the Sikorsky VS-44A Flying Boat, the Lockheed 10-A Electra and the Airborne Express Sud Caravelle



860-623-3305 [www.neam.org](http://www.neam.org)  
Closed Thanksgiving, Christmas & New Years  
Bradley International Airport, Windsor Locks, CT



# Minis and Lapel Pins

George Shannon

[Geraho@AOL.com](mailto:Geraho@AOL.com)

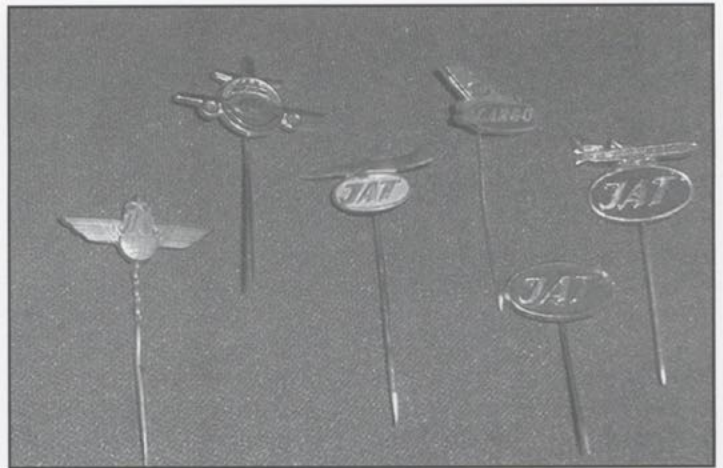
This time we are going to skip an article on the Mini aircraft models and cover another one of my passions, airline lapel stick pins.

The Eastern Bloc countries really loved their pins. They made stick pins for almost every occasion or anniversary. What you see here is just a sample of the stick pins from my collection. I group them by their country's airlines.

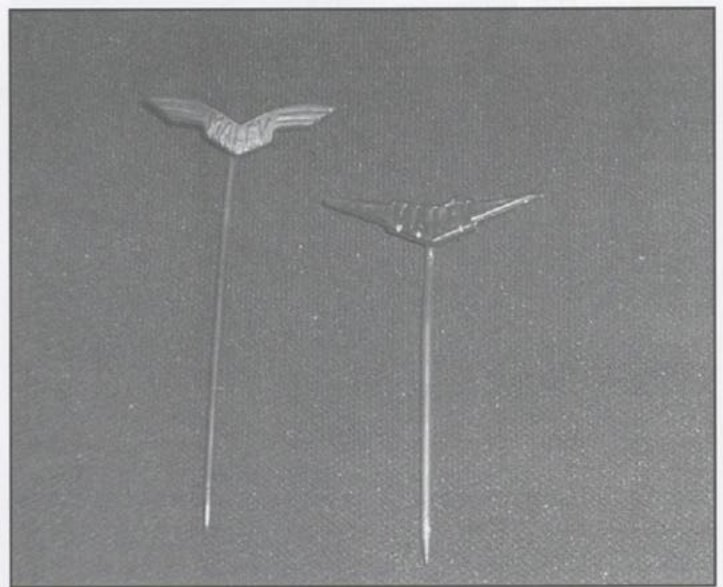
Just a short history of the stick pin. They've been around from before the turn of the century. They were used as a decorative pin on a man's tie and later as a lapel pin. Most of the older pins were made from silver, then as time went by they went to brass, steel, cast metal and then plastic. Airline companies started using the pins for advertising and for employee appreciation events. When they started all this I don't know, but I have some pins that date back to the late 1930's. So these pins are not just great to look at, they show history.

Next article will be on the Lockheed L-188 Electras. If any of you have info on mini's or stick pins, please contact me at [geraho@aol.com](mailto:geraho@aol.com).

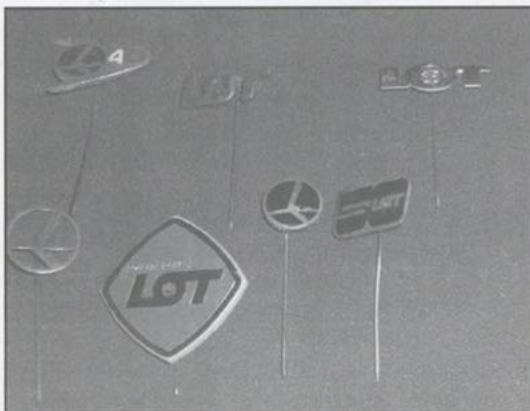
Happy Collecting!



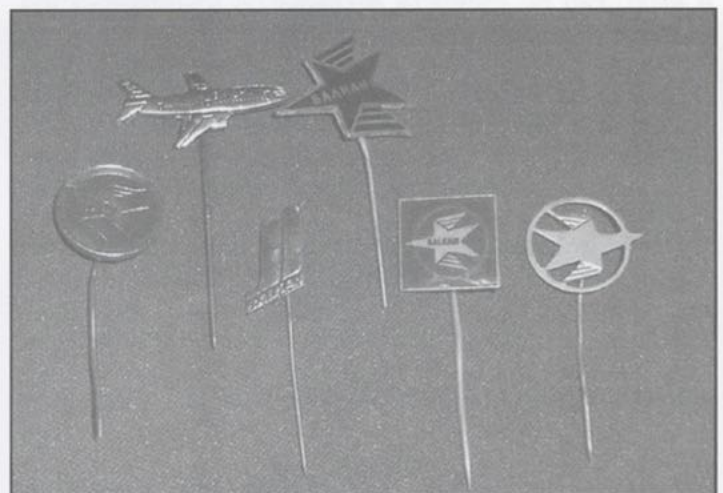
*JAT Yugoslavia (now Serbia)*



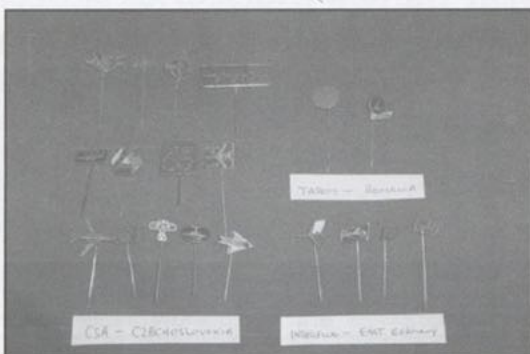
*Malev - Hungary*



*LOT Polish Airlines*



*Balkan - Bulgaria*





## WAHS/AIA Remembers R.E.G. "Ron" Davies



Ron Davies, who is considered far and away the dean of commercial aviation historians and authors, passed away quietly on June 30<sup>th</sup> in the U.K. from complications due to stroke. He had the pleasure of holding and admiring a finished copy of his 25<sup>th</sup> book (see next column) just before serious health issues started befalling him and shortly after celebrating his 90<sup>th</sup> birthday with friends and family in his hometown.

Many in the international airline collecting community, including this Editor, came to closely know and respect Ron from the Washington Airline Society (which he helped found in 1981), and from the Airliners International conventions he helped plan and run (AI 1983, AI 1993, and AI 2006), and the many regional collectibles shows he also attended. We last saw Ron at AI 2008 in DFW, where he shared the show's airline historian spotlight with the Banquet Speaker Robert Serling (who also recently left us) and George W. Cearley, Jr.

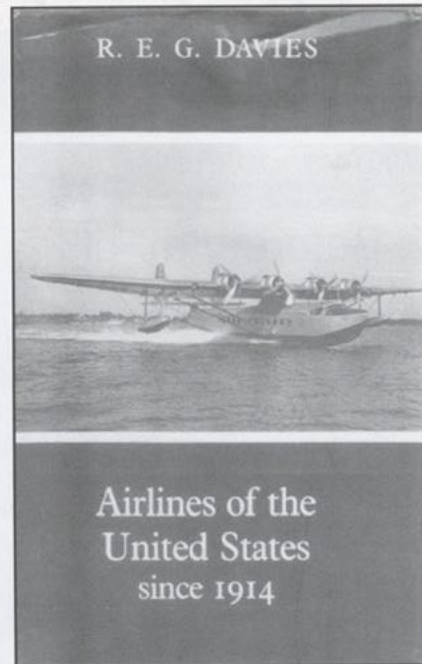
The accompanying photo of Ron shows him on the job as Curator of Air Transport at the Smithsonian Institution's National Air & Space Museum in Washington, D.C. The photo shows him in his office signing one of his Paladwr Press volumes from the series "An Airline and Its Aircraft." To the right is an entire wall of all his individual airline history binders that he assembled over 60 years and which were the primary basis for all his books and articles. They were wonderful to look through when you were in his office.

We are all saddened by the passing of this soldier, scholar and gentleman.

If you are interested in reading Ron's official obituary please see:

[www.washingtonpost.com/local/obituaries/airline-historian-reg-ron-davies-dies-at-90/2011/08/04/gIQAWBMBvI\\_story.html](http://www.washingtonpost.com/local/obituaries/airline-historian-reg-ron-davies-dies-at-90/2011/08/04/gIQAWBMBvI_story.html)

Daniel Kusrow – Labels and Stickers Editor



### R.E.G. Davies' 25 Authored Books

- A History of the World's Airlines* (1964)
- Airlines of the United States Since 1914* (1972)
- Airlines of Latin America Since 1919* (1984)
- Continental Airlines: The First Fifty Years, 1934-1984* (1984)
- Rebels and Reformers of the Airways* (1987)
- Pan Am: An Airline and Its Aircraft* (1987)
- Delta: An Airline and Its Aircraft* (1990)
- Lufthansa: An Airline and Its Aircraft* (1991)
- Aeroflot: An Airline and Its Aircraft* (1992)
- Fallacies and Fantasies of Air Transport History* (1994)
- Commuter Airlines of the United States* (1995) with I.E. Quastler
- Saudia: An Airline and Its Aircraft* (1995)
- Airlines of Asia Since 1920* (1997)
- Transbrasil: An Airline and Its Aircraft* (1997)
- Charles Lindbergh: An Airman, His Aircraft, and His Great Flights* (1997)
- Berlin Airlift: The Effort and the Aircraft* (1998) with John Provan
- Supersonic (Airliner) Non-Sense: A Case Study in Applied Economic Research* (1998)
- De Havilland Comet: The World's First Jet Airliner* (1999) with Pilip Birtles
- TWA: An Airline and Its Aircraft* (2000)
- Eastern: An Airline and Its Aircraft* (2003)
- British Airways: An Airline and Its Aircraft, Volume I 1919-1939 - The Imperial Years* (2005)
- The Chelyuskin Adventure: Exploration, Tragedy, and Heroism* (2005)
- Howard Hughes: An Airman, His Aircraft, and His Great Flights* (2006) with Tomas Wildenberg
- TACA: An Airline and Its Aircraft* (2008)
- Airlines of the Jet Age: A History* (2011)



# Wings! Badges!

By Charles F. Dolan

*wingcobda@yahoo.com*

## Before the Fall

I had the opportunity to visit two of the former Soviet Republics during the 1990s. The visits took place after the fall of the USSR, but they were close enough to the Soviet era that vestiges of the former ways of life remained. In 1993 I participated in a State Department sponsored nuclear non-proliferation training exercise in Belarus. We presented classes in the capital city of Minsk and the western border city of Brest.

In 1999, I was selected to lead a team of instructors to the Republic of Georgia. This mission was under the auspices of the Department of Defense and we arrived and departed Georgia through Tbilisi and conducted our training in the port city of Poti. Most of our presentations were oriented to operations at land and sea ports of entry. As a result, we did not get the chance to spend much time at airports in either county.

My travel to Belarus was from Baltimore to New York on Business Express, New York to Frankfurt on Delta and Frankfurt to Minsk (MSQ) via Lufthansa. Government regulations prevented any travel on former eastern block carriers. The return was Minsk to Munich via Lufthansa, Munich to Washington – Dulles via Delta.

The airport at Minsk was of a modern design and well laid out, but there was much evidence of rusting reinforcement bars seeping through the concrete. Many of the light bulbs in the terminal were burnt out as were those in the Hotel Belarus, where we spent most of our nights.

The ramp at Minsk was occupied by Ilyushin and Tupolev aircraft, operated by Aeroflot and Belavia. As we awaited our Lufthansa flight to Munich, I was able to get some photos of those airliners. We made a six-hour trip to the border between Belarus and Poland at Brest. Along the four lane route, we could see evidence of the haste with which the Russians returned to the east. At least two large tank transporters were abandoned in fields along the highway at the point they broke down or ran out of fuel. The tanks were gone, but the transporters were left to give up their parts and rust away.

We did pass some smaller airfields on that trip, but they were not close to the highway. Several Antonov AN-2 bi-planes were parked around the field, but our speed and the distance from the field made it impossible to determine either the condition or the operator of the aircraft.

Our trip to the Republic of Georgia had us scheduled to leave Washington – Dulles for Heathrow (LHR) on United

Airlines and then proceed to Tbilisi (TBL) via Istanbul on THY Turkish Airlines (TK / THY). An unmatched bag necessitated an urgent return to London, where we were met by a full complement of emergency vehicles. The Boeing 737 was escorted to a remote area of the field and we were sent to the terminal to await our checked and matched luggage. Once that was returned to us, we were advised that the aircraft had suffered damage to the flaps during the landing and that our flight was cancelled.

Luck was with us and a direct flight to Tbilisi was booked on British Mediterranean Airlines (KJ / LAJ). We did, however have to wait at Heathrow for several hours. Naturally, there was not enough time to leave the airport for sightseeing.

We arrived at Tbilisi in the wee small hours of the morning, before the sun came up. As we taxied to the ramp in the darkness, I could see several aircraft which piqued my interest. I resolved to save some video tape and some film to capture them on our departure.

Our instruction went well, even though half of our translation equipment had not been put aboard the United flight from Dulles International. It did catch up to us on the day before our return. Our hosts were very gracious and "wined and dined" us every evening. Perhaps to let us know that we were not dealing with "innocents", a Colonel of the border guards mentioned during a class of concealment techniques, "We were hiding things from the Russians for almost sixty years, we know about hiding places". Point taken, Sir.

Our accommodations for most of our stay in the Republic of Georgia were at a "resort" on the Black Sea near Poti, a major port. This was the site of the heavy fighting during the uprising of the early 1990s and the hotel still had broken windows and bullet marks in the concrete walls. Electric power was intermittent, resulting in clear, grey, brown or no water in the morning, depending upon how many times the pumps had shut down. During one power surge, the battery charger for my handy-cam was fried. That ended any chance of taking videos at the airport. On the trip back from Poti to Tbilisi, we made a stop at Gori, Joseph Stalin's birthplace. I felt obliged to expend the last of my film there. That turned out to have been a good decision.

As we made our way across the ramp in a bus to the British Mediterranean A320, two British ladies were taking photos of each other. At the base of the steps, one of the ladies was striking a final pose as the "authorities" approached the lady with the camera. I am still not sure if her camera was returned, but it was obvious that the use of cameras at Tbilisi International Airport was still frowned upon.

The only active Ilyushin aircraft I have seen in the U.S. were Il-62s, one operated by LOT on a charter flight to Niagara Falls, NY (KIAG) and a former Interflug aircraft which was bringing soccer fans to a World Cup game taking place near Baltimore, MD.

I hope you find the images of the wings and badges informative.



**Aeroflot (early) (SU) (AFL) 1932-present**



The cap device is made up of two pieces. The base is stamped into gold color metal which has a single screw post. The center of the base has blue paint. The gold color metal wing and propeller are attached to the base with two wire tabs, which are pressed through the base and bent back. There is no hallmark. I think there was also the winged hammer and sickle device placed over this badge, but I do not have one of these in the same material.

The wings of the early Aeroflot pilots come in two varieties. Both styles show four levels of qualification. The first variety is of stamped silver metal with a single screw post. The center device has light blue enamel red enamel numerals. There is a gold border around the center device.

The second series is of the same design of silver color metal with the single screw post. The center device has red numerals and border in paint around a blue painted shield.

The thumb nuts used to attach the wings to the uniform have Cyrillic lettering to identify the maker. I can recognize that the word "MOCKBA" is Moscow.

**Balkan Bulgarian (LZ) (LAZ)1947- 2002**

The metal wing and cap badge are stamped in quite thin gold color metal. Both are secured to the uniform by wire, which is pushed through the material and then bent over. The center disc of both the wing and cap badge have blue paint behind the gold color aircraft. This disc is a separate piece which is secured to the base insignia with two pieces of wire which are bent back. The red star on the cap badge is soldered to a piece of wire which is soldered to the base piece.

**Balkan Bulgarian (LZ) (LAZ)1947- 2002**



*Balkan - Metal Version*



*Balkan - Cloth Version*

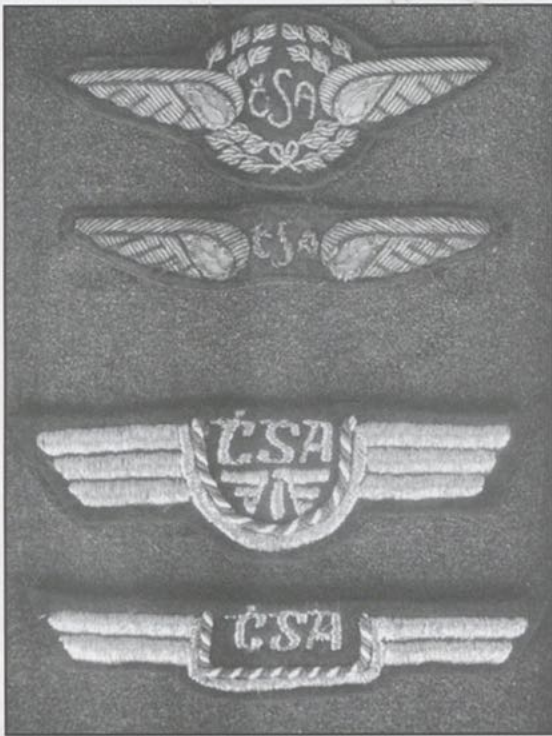
The fabric and bullion thread cap badge is sewn on to the hat. The red star and center disc are secured to the base by the same use of bent wires. There are no hallmarks.



*Balkan Label*



**CSA Czechoslovak Airlines  
(OK) (CSA) 1932- present**



The top set of insignia is of gold bullion thread and sequins on black fabric. These are sewn onto the uniform and have no indication of manufacturer.

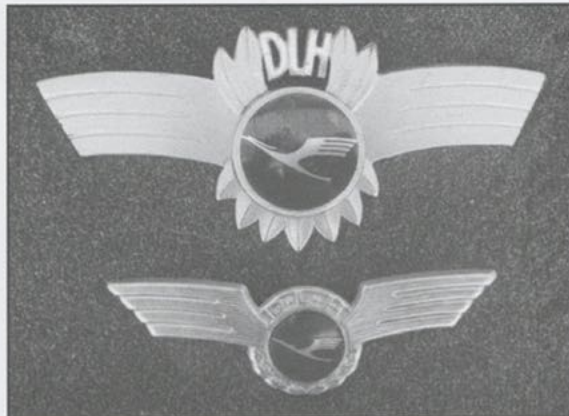
The lower set is also of black fabric, which is sewn on to the uniform. The gold thread is much finer than that of the previous issue. There is red, white and blue threading under the CSA at the center of the insignia.

The upper set is made of fine gold thread on black fabric and is sewn on to the uniform. There is nothing to indicate manufacturer.



The lower set is of gold color metal. Both wing and cap device are stampings and have two clutch back pins. There are no hallmarks.

**DLH Ost 1955-1963 (became Interflug)**



The wing and cap badge of this carrier are of gold color metal with dark blue enamel in the center disc behind the DLH crane. Both items are pin back and neither bears a hallmark.

**Interflug (IF) (IFL) 1963-1991**



The Interflug cap badge is the sew-on variety with yellow/gold thread on black fabric. The center device is of gold color metal with red enamel behind the hammer and dividers and black, red and yellow paint in the scrolls under and at the side of the device. It is attached to the fabric by two wires which are bent back.

The metal wing is a stamping on thin gold color metal. There is red paint behind the aircraft and the DDR logo at the bottom of the wing. It has two screw posts to attach to the uniform and lacks any hallmark.

I am told that the "real" qualification wing is worn on the uniform sleeve and is the stylized aircraft in the oval, which is seen in both metal and fabric. The fabric insignia is sewn on and the metal insignia has a pin back.

The circular insignia are also sewn on to the uniform sleeve and designate captain, pilot, engineer and navigator.



**LOT Polskie Linie Lotnicze (LO) (LOT) 1929-present**

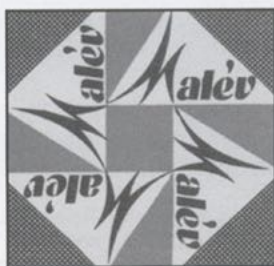


The wings and cap badge are of the sew-on variety with no indication of the maker. The insignia are primarily of gold bullion thread on black fabric. The globe of the navigator's wing is in silver bullion thread. It looks like the captain's wing is just slightly thicker than that of the pilot. The center diamond of the cap badge is of light blue fabric with silver bullion thread.

**MALEV Magyar Legikozlekedesi Vallalat (MA) (MAH) 1946-present**



Both wing and cap badge are of the sew-on variety with no evidence of manufacturer. The insignia are on black fabric with gold bullion thread. There is light blue thread between the segments of the "wings" and the cap badge has red, white and green flashes below the word "MALEV" on the cap badge.



Malev Label

**Slov Air (OI) (OIR) 1969-1995**



Both the wing and cap badge are of the sew-on type with no labels to identify the maker.

The backing for both are black fabric with yellow/gold thread making up the letters and designs.

**TAROM Transporturile Aeriene Romane (RO) (ROT) 1954-present**



The wing and cap badge of this carrier are made of gold color metal. The wing has light and dark blue paint in the center. The wing has a very flimsy pin to attach it to the uniform. There is no hallmark.

The cap badge also lacks hallmark and mounts to the hat by means of three tabs which puncture the fabric and are bent over to hold the device securely. The painted areas have a clear plastic coating.



# Postcard Corner

By Marvin G. Goldman

marvilynn@gmail.com

## Eastern European Airline Postcards

The theme of this Captain's Log issue proved quite challenging. What countries, old and new, should be covered? What year to begin, and when to end? I finally chose to start from the end of the Second World War ('WWII') in 1945, when most countries in Eastern Europe came under the control or influence of the Soviet Union ('USSR'), and I also highlight the changes in airlines and aircraft, as reflected in postcards, that occurred about and after the 1991 breakup of the Soviet Union.

The core countries in this saga are the six Eastern European countries that signed in 1957 an air transport cooperative agreement with the Soviet Union – East Germany (Interflug), Poland (LOT), Czechoslovakia (CSA), Hungary (Malev), Romania (Tarom) and Bulgaria (TABSO/Balkan). This agreement became known as the 'Six-Pool' as it integrated the routes, flights and fares of the six airlines, and served to further solidify their utilization of Russian-built aircraft.

I also cover Yugoslavia and the results of its own breakup starting in the early 1990s, as well as new airlines that arose in Albania, and in the Baltic countries that gained independence from the Soviet Union at that time.

WAHS member Paul Roza kindly submitted to me several scans of Eastern European airline postcards in his collection. Paul has one of the finest collections of airline postcards showing Russian-built aircraft, and I am pleased to include some of his scans as noted in this article.

### East Germany (Interflug)

East Germany started airline operations in February 1956 from its base in East Berlin under the copied name "Deutsche Lufthansa" and became one of the 'Six-Pool' airlines. It was renamed 'Interflug' on 1 September 1962. The airline survived the 1990 unification of West and East Germany, but ceased operations on 8 February 1991. During its existence it was a prolific issuer of airline postcards.



Deutsche Lufthansa (later renamed Interflug) Antonov An-2 at Karl-Marx-Stadt (now known as Chemnitz), East Germany. Airline issue ('A/I'), no. F-1451, issued 1961. Black and White ('B&W'). Historian John Stroud called the An-2 "unique" and "one of the world's truly great biplanes". It served as a durable workhorse aircraft with the USSR's Aeroflot starting in 1949 and was operated by Deutsche Lufthansa/Interflug from 1957 to about 1964.



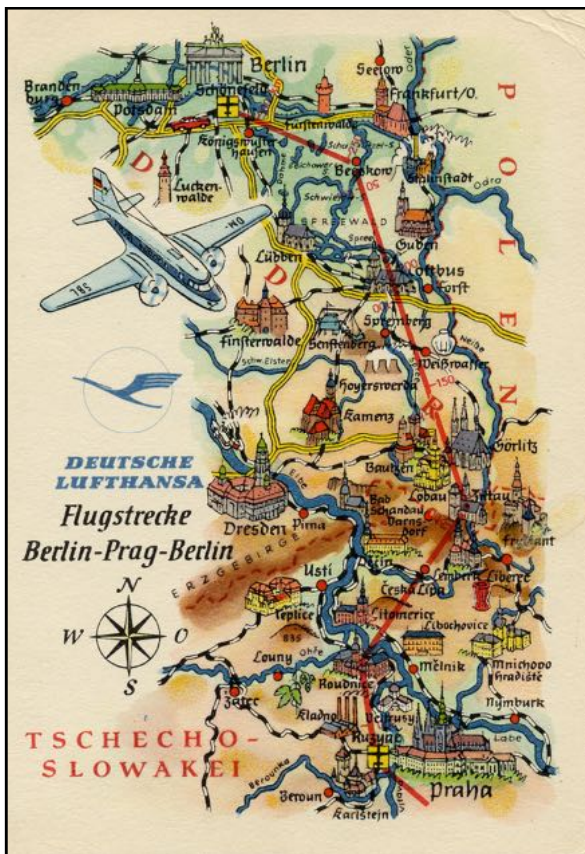
Interflug Ilyushin IL-14, DM-SAD, at Dresden airport. A/I. B&W. (Paul Roza collection). The IL-14 (an improved version of the IL-12) first entered service in November 1954 with Aeroflot and was the first aircraft operated by Deutsche Lufthansa/Interflug, starting in 1956.



Interflug-issued card showing an Aeroflot Tupolev Tu-114 taking off from Berlin. (Paul Roza collection). As Paul comments, "If postcard subjects were a barometer of loyalty, then the East Germans were the Soviet Union's most faithful followers, as Aeroflot aircraft were featured promi-



nently on more Interflug and East German airport cards than on cards from any other country behind the Iron Curtain." The Tu-114 long-range turboprop entered service in 1957, and it was the largest airliner in the world until the advent of the Boeing 747. All examples of the type were operated by Aeroflot (except for one operated jointly with Japan Air Lines on a Moscow-Tokyo route).



Deutsche Lufthansa/Interflug map postcard showing Berlin-Prague route and an IL-14, map card no. 12, A/I, 1959. This D.L./Interflug route map set is one of my favorites -- I have 23 different, and others exist. Other sets of route map postcards were also issued by Malev and LOT during the Soviet years.



Interflug Airbus A310. A/I, 1990. By the late 1980s, the USSR's influence on Interflug's operations started to wane, and Interflug introduced its first non-Russian built aircraft, the A310, in 1989.

LOT Polish Airlines, formed in 1929, is one of the world's oldest airlines still in operation. Following its decimation in WWII, it resumed service in 1945 with Lisunov Li-2s acquired from the Soviets. With a few small exceptions, from 1945 to 1989, LOT's fleet was dominated by Russian-built aircraft. Thereafter, it returned to a Western-built fleet.



LOT Polish Airlines Lisunov Li-2s at Warsaw's Okecie airport as rebuilt following its destruction during WWII. B&W. (Paul Roza collection). Paul notes that the back of this card says "Rebuilding of Warsaw is the task of the entire nation" and that part of the proceeds from the sale of the postcard goes to the rebuilding fund. Published by (in translation) 'Books and Knowledge'. LOT operated Li-2s from 1945 to the mid-1960s. This aircraft type, a variation of the DC-3 built under license in the USSR, formed the basis of many airlines in Eastern Europe operating under Soviet influence starting in 1945. According to Ron Davies, "Li-2s differed from DC-3s in having an extra window aft of the cockpit, modified engine nacelles and cowlings, and a right-hand passenger door."



Interflug Ilyushin IL-62M, DDR-SEO, acquired 1984, at Berlin-Schönefeld airport. A/I. IL-62s joined Interflug's fleet in 1970, furnishing its first long-haul jet service. This view shows how the IL-62 was inspired by Britain's VC-10, with four back-mounted engines.



LOT Polish Airlines Li-2 Label





LOT Antonov An-24 at Warsaw Okecie airport (since 2001 known as Frederic Chopin airport). A/I, about 1966, B&W. (Paul Roza collection). LOT operated this durable short-haul turboprop type from 1966 to 1991.



LOT Tupolev TU-134A, SP-LHD, at Warsaw airport. A/I. The twin engine Tu-134 (and its longer variant the 134A) was the standard Soviet-built short-haul jet, and it became LOT's first jet aircraft type, starting in 1968 and serving until 1994.



LOT Ilyushin IL-62. A/I. Here we see the full side view of the long-haul IL-62 with its four rear-mounted jet engines. LOT operated IL-62s from 1972 to 1991.



LOT Boeing 767-200ER, SP-LOA. A/I. Part of a set of LOT postcards showing drawings of aircraft in its fleet. By acquiring this particular 767 aircraft in 1989, LOT began its return to Western-built aircraft and was the first of the Eastern bloc countries to operate the type.

CSA (Czechoslovakian State Airlines) was founded in 1923. Like LOT Polish Airlines, its service was disrupted during WWII. After that war, under Soviet Union influence, CSA resumed operations, but mainly with Soviet-built aircraft. After the 1993 breakup of the Czechoslovakian federation into the Czech and Slovak republics, CSA was renamed in 1995 as Czech Airlines.

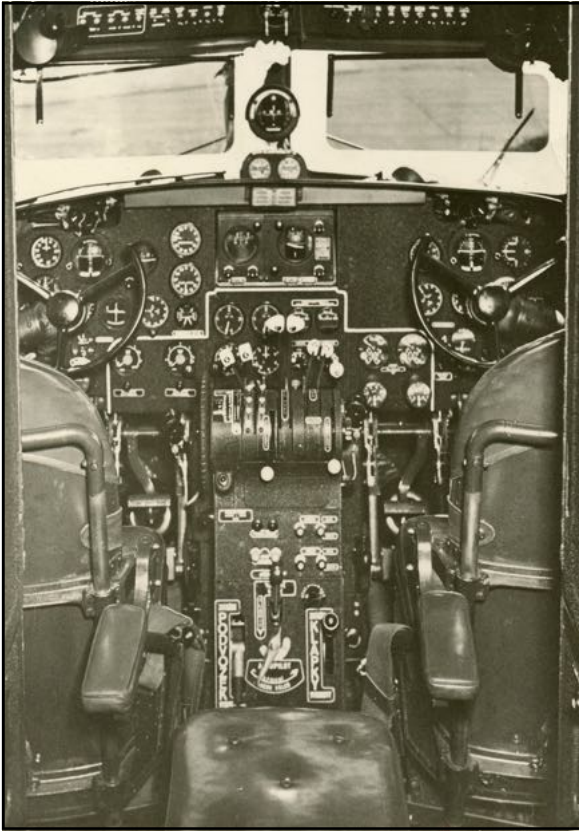


CSA Avia-14 (an IL-14 license-built in Czechoslovakia), OK-MCI, at Prague Airport, with a CSA IL-18 in the background. Airport card by Orbis. B&W. (Paul Roza collection). As Paul notes, "What a relaxing way to spend an afternoon". The Avia-14 type entered service in 1955, and the IL-18 started with CSA in 1960.



CSA Label





CSA Avia-14 (IL-14) cockpit. Published by Orbis. B&W. (Paul Roza collection). Paul comments that interior shots of Soviet aircraft during the paranoid Cold War era are rare, perhaps because technology secrets were closely guarded. He adds that this card is the only IL-14 cockpit card in his collection from that era (other than preserved museum display aircraft).



CSA LET-L410 Turbolet, OK-ADN. A/I. This Czech-manufactured aircraft, the smallest turboprop, entered CSA's fleet in 1969.

Malev Hungarian Airlines (Magyar Legiközlekedési Vállalat) was founded in 1946 as the Hungarian Soviet Civil Air Transport Joint Stock Company, known as Maszovlet. When Hungary bought out the Soviet stock interest in 1956, the airline became Malev. The airline was privatized in 2007 but renationalized in 2010, and continues in operation today.



Malev Ilyushin IL-18 at Budapest Ferihegy Airport (now known as Liszt Ferenc airport). Airport-issued card. (Paul Roza collection). The IL-18 was the Soviet equivalent of the Bristol Britannia and Lockheed Electra turboprops. It entered service in the USSR in 1959, and in 1960 Malev became the first country outside the USSR to operate the type.



CSA Tupolev TU-104A, OK-LDA, in original colors. Published by Orbis. B&W. Note the two types of stairs, winding and straight. (Paul Roza collection). The TU-104 entered service in the Soviet Union in 1956. CSA was the only airline outside the USSR authorized to operate the type, and it started with this very aircraft, in the improved 104A version, at the end of 1957.



Malev Label





Malev Tupolev TU-154B-2, HA-LCE, at Budapest Ferihegy Airport. A/I. The TU-154 was a workhouse three-engine jet Soviet airliner. It entered service in the USSR in 1972 and with Malev in 1973.



Malev Fokker F70. Part of set of airline-issued cards commemorating the 50<sup>th</sup> anniversary of Malev in 1996. In 1988 Malev started phasing in Western-built aircraft. The Fokker F70 joined its fleet in 1995.

TAROM Romanian Air Transport, like Malev of Hungary, started operations just after WWII, in 1946, as a company jointly owned with the USSR. The original name, *Transporturi Aeriene Româno-Sovietice* ('TARS') was changed to TAROM upon the Romanian government buying out the Soviet interest in 1954. The airline is presently 95%-owned by the Romanian government.



TAROM Lisunov Li-2, YR-TAN, at Baneasa airport in Bucharest, Roma-

nia. Airport-issued card. B&W. (Paul Roza collection). The Li-2 was the initial aircraft operated by TARS/TAROM in 1946, and YR-TAN was acquired in 1948.



TAROM Ilyushin IL-18 in an unusual night shot at Bucharest Baneasa airport. A/I. B&W. (Paul Roza collection).



TAROM 7-view card of TAROM aircraft at Bucharest Otopeni airport (since 2004 known as Henri Coanda airport). A/I. From the upper left, clockwise: IL-18, BAC-1-11 (TAROM introduced this Western-built aircraft into its fleet as early as 1968), Li-2P YR-MIG, AN-24, TU-134 YR-IRA, and IL-14.



TAROM Label

The last of the 'Six-Pool' airlines under Soviet influence was Balkan Bulgarian Airlines. Like Malev in Hungary and TAROM in Romania, the Balkan government-owned airline was originally formed as a joint venture with the Soviet Union soon after the end of WWII. In this case the joint company was founded in 1949 and known as Transport-Aviation Bulgarian-Soviet Society (TABSO) and also called Bulgarian Air Transport. In 1954 the Bulgarian government bought out the Soviet ownership portion, but the original airline names persisted until 1968 when it was renamed Balkan Bulgarian Airlines. The airline continued to exist until 2002.





Bulgarian Air Transport (TABSO) IL-18V, LZ-BEL, and another TABSO IL-18, at Varna, Bulgaria, airport in the mid or late 1960s. Pub'r: Fotoizdat of Bulgaria, no. AKL-2401. (Leonardo Pinzauti collection).



Bulair (a charter subsidiary of Bulgarian Air Transport/TABSO) Antonov AN-12B, LZ-BAA. (Robert Stachyra collection, via Paul Roza). This aircraft operated with Bulair between 1968 and 1972.



Balkan Bulgarian Airlines Yakovlev Yak-40, LZ-DOK, at Burgas airport, Bulgaria. Pub'r: Septemvri, no. 28591. This mini jet airliner seats only 12 persons. It entered service in the USSR in 1968 and soon after in Bulgaria.

Yugoslavia, unlike the 'Six-Pool' government-owned airlines covered above, adopted a course independent of the Soviet Union. JAT Yugoslav Airlines was formed in 1946 and essentially utilized Western-built aircraft. (Another airline jointly owned with the Soviets, JUSTA, lasted only between 1946 and 1948, when the Yugoslav Tito government completely broke with the Soviet Union). Following the 2000 breakup of Yugoslavia, JAT became owned by the government of Serbia starting in 2003.



JAT Convair CV-400, YU-ADK. A/I. JAT started operating the type in 1957.



JAT Douglas DC-9-32, I-DIKY, at Belgrade airport, Yugoslavia. Pub'r: Turisticka Stamps, Belgrade, no. 3368. This aircraft, the first DC-9-32 in JAT's fleet, was leased from Alitalia during 1969-79.

The distintegration of Yugoslavia into several new countries has led to other airlines becoming the flag carriers of such countries. These include Adria Airways which was founded in 1961 and became the national airline of Slovenia in 2002, and Croatia Airlines which was founded in 1989 and became the national airline of Croatia.







Adria Airways Airbus A320-200, S5-AAC. A/I. Adria operated this aircraft type from 1989 to 2010.



Estonian Air Boeing 737-500, ES-ABC. A/I. Estonian Air was formed in 1991 and acquired this aircraft in 1995.



Croatia Airlines Boeing 737-200, RC-CTB. A/I. The 'RC' registration was only used during three months in 1992, later becoming '9A'.

Albania, another Balkan country, had no airline of its own for over 50 years, until Albanian Airlines was formed in 1992.



Albanian Airlines British Aerospace Bae-146-200, ZA-MAL. A/I. Pub'r B&R, Frankfurt.

Finally, following the Soviet Union breakup, several Baltic countries established airlines, with varying degrees of success. Here are postcards of two Baltic airlines that are continuing to operate well.



AirBaltic Bombardier Q400. A/I, winter 2010/11. AirBaltic was founded in 1995, mainly owned by the Latvian government, and is probably the first national airline marketed as a low-cost airline. The Q400 is the latest addition to its fleet.

**Notes:** The original postcards of those shown 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 Interflug AN-2, IL-14 and TU-114 cards, LOT Li-2, both CSA IL-14, Tarom Li-2 and IL-18, TABSO IL-18 and Bulair AN-12B cards; Uncommon: Interflug map, LOT AN-24 and IL-62, CSA IL-18 and TU-104, Balkan Yak-40, and JAT Convair and DC-9 cards. The rest are fairly common.

#### References:

Davies, R.E.G. *Aeroflot: An Airline and its Aircraft* (Palawdr Press 1992) and *a History of Airlines in the Jet Age* (Smithsonian National Air and Space Museum 2011).

Smith Jr., Myron J. *The Airline Encyclopedia, 1909-2000* (3 vols.; Scarecrow Press 2002).

Airline websites, and Wikipedia articles, on the illustrated individual airlines and aircraft.



# Aircraft Modeling

By Ken Miller

ozmiller@sbcglobal.net

## Eastern European Aircraft Models

Airlines and models from Eastern Europe are not an easy topic for me to write about. We all have our personal aviation interests and Eastern Europe is not too high on my list. Being Scottish born and living in California, I'm more interested in British and US subjects.

All is not lost though as WAHS member Paul Roza emailed me a number of months ago and offered to share some information on Eastern European airlines and models with me for this article.

I'll attempt to scratch the surface of the subject and provide an introduction. Kits from Eastern Europe could be considered a subset of airliner kits in general. They were/are generally harder to come across and were less accurate than their Western counterparts. Like many things though, if one wanted a model of a Russian or Eastern European airliner, these kits were the only "game in town" so modelers made the most out of them. The first kit that I will concentrate on is the IL-62. Many years ago my wife and I were watching planes at San Francisco Airport and discussing names for our soon-to-be born daughter. I spotted and photographed an Aeroflot IL-62 taking off. That day at San Francisco is my personal connection to the IL-62.

A glance through eBay shows 1/100 scale IL-62 kits available in "Russian", Aeroflot, and Interflug markings. A quick check of the Yahoo Airline Modeling group archives finds some interesting information about the kits.

These were originally issued by "Kunststoff Verarbeitung Zschopau" ("KVZ") from 1964-68, then "Mpkab Zschopau" from 1969-73 and "Plasticart Zschopau" from 1973 until around 1990. "Kunststoff Verarbeitung Zschopau" means "People's Firm Working Up". In 1973, they changed their name to the more universal "Plasticart".

The manufacturer of the latest release on eBay is Alanger. Most likely the same mold. The question also came up as to whether this is the old "VEB" kit. The answer is "yes" though I learned that VEB stands for Volkseigener Betrieb, which means People-Owned Company. So to refer to a kit manufacturer as VEB would be the same as referring to Revell as "Inc.". Wikipedia provides information about the model manufacturer VEB Plasticart:

"**VEB Plasticart** was a toy manufacturer established in 1958 in Zschopau, German Democratic Republic (East Germany). VEB was a Communist-era designation, meaning Volkseigener Betrieb - "company owned by the people". After a succession of name changes and owners, along with the German reunification, the company is

today called Plasticart. They do no longer make kits, but playthings for toddlers."

The old VEB Plasticart produced 40 different kits and a few games (e.g. the mancala game "Badari") made of plastic. Most kits were static models and used scale 1/100 for airliners, 1/50 and later 1/72 for smaller aircraft. They also produced a model of the Soviet space-ship Vostok (scaled 1/25) and the Energia rocket with the Soviet space shuttle Buran (1/288). Many of them are today valued collector items. After 1991, Revell took on some of the kits.

Another IL-62 kit mentioned is a 1/125 scale IL-62 from Yunij Tyechinek (Formerly MZMPI); the model has the nose and cockpit window layout of an IL-18 so the word is to avoid it unless you are a collector. Paul also lists a 1/350 scale IL-62 by SMER from Czechoslovakia. He sent me some information from John Burns Kit Collectors guide that either helps to clarify or confuse things depending on how one looks at the information. Dubena is a Czechoslovakian manufacturer mentioned. I also found a pretty neat website about KVZ models although it is in German. <http://www.familie-wimmer.com/hobby/hr06/hr06-veb/index.html>

Paul also mentioned that in his collection sometimes the decals within the box don't match that of the boxart. He has a Plasticart IL-62 with Interflug boxart that contains Aeroflot decals. In my stash I have a Revell A310 kit in Interflug and Luftwaffe markings. I purchased the kit for the Luftwaffe markings as one of the Luftwaffe A310s visited San Jose Airport a couple of years ago. Interflug purchased three A310's in June of 1989 as the airline's first purchase of a western airliner. After the re-unification of Germany the three A310's were acquired by the German government for use as VIP transports.

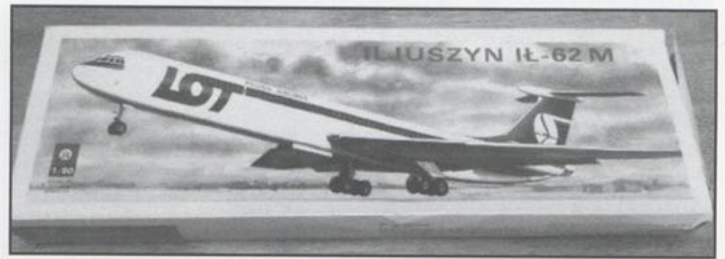
After reading my article you've learned pretty much everything I know about Eastern European airliner models. They are definitely their "own breed", being rarer, likely less accurate, and more difficult to build than their Western counterparts. But as with all kits a determined modeler can make a unique model out of a unique kit.



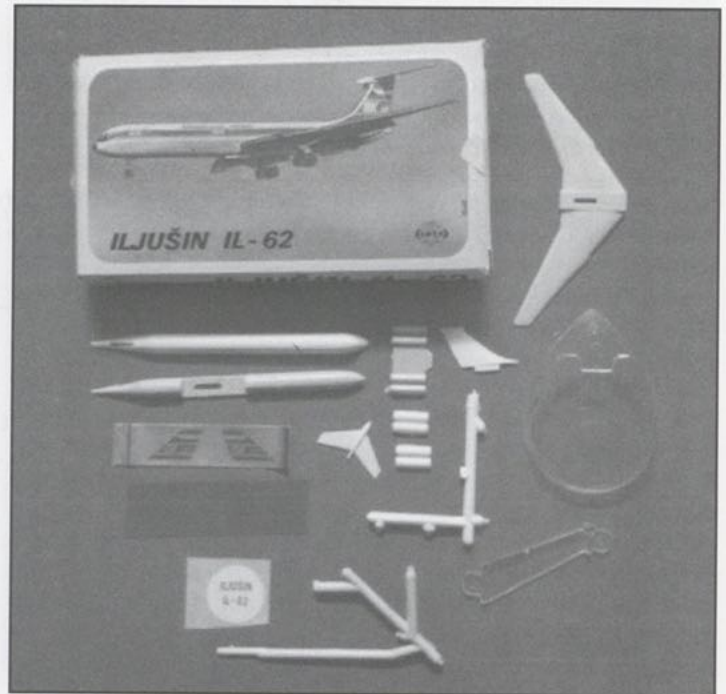
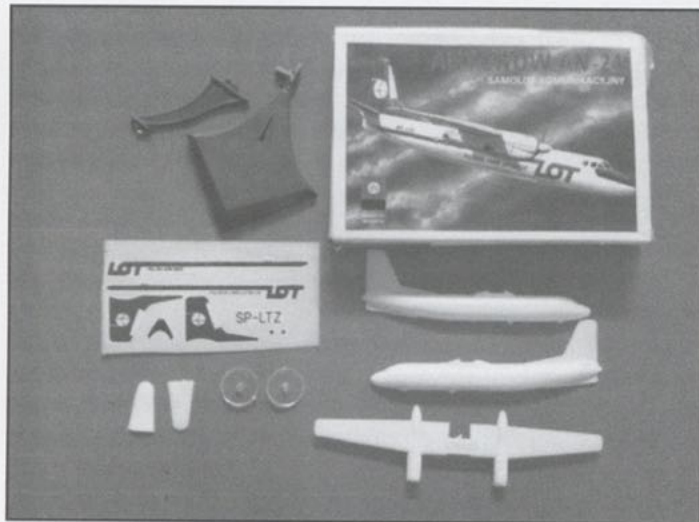
Interflug Tu-134 Model Kit.

Photograph courtesy of Allan Bussie at OldModelKits.com





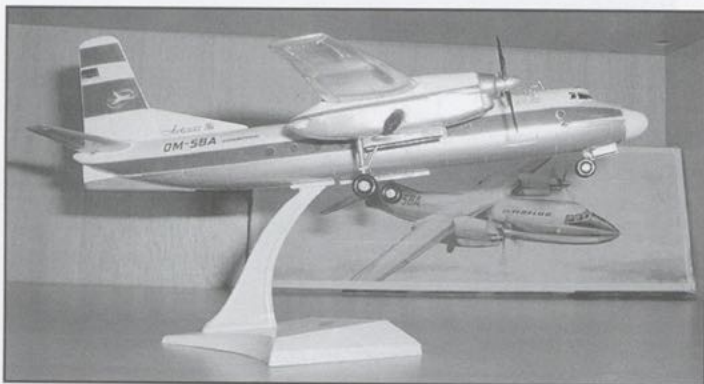
LOT Polish IL-62 Model Kit.



LOT Polish AN-24 Model Kit.

Interflug IL-62 Model Kit.

Above Photographs Kindly Supplied by Paul Roza.



Interflug An-24 Model.



Interflug Il-62 Model.

Photographs of Interflug aircraft models courtesy of Richard Wimmer,  
<http://www.familie-wimmer.com/hobby/hr06/hr06-veb/index.html>.



# Safety Cards

By Fons Schaefer

f.schaefer@planet.nl

## Safety Cards – Eastern Europe

My initial thought for this article was to review the history and different styles that the six Eastern European (EEU) airlines used for their safety cards until the fall of the wall. But as research progressed, this became too ambitious. These airlines have used so many styles and to cover all these and show examples would simply grow this article out of proportion.

So I decided for a different approach, which is to focus on those aspects where the EEU flag airlines differed from their Western colleagues with their safety cards, and the features they show.

The first difference is that they were late with introducing safety cards. In the West, flag carriers introduced safety leaflets in the 1950s. Of the EEU carriers, Interflug was the first, introducing a fleet leaflet showing the Il-18 and An-24, which dates it to about 1966. (see [planespotter.de](http://planespotter.de), # 15379). A later fleet leaflet shows the Tu-134/Il-62/Il-18 and An-24 ([planespotter.de](http://planespotter.de), #3675), dating it to about 1970. LOT also had a fleet leaflet in the same period, showing the An-24, Il-18 and Tu-134, but not yet the Il-62.

The other carriers only introduced cards around 1970, which were then specific to one particular type, as was common in the West (the FAA required this in 1967). Initially, and this was not a difference with the West, some of these showed more text than pictures. An example is the Malev Tu-134 leaflet (Fig. 1). However, but this again marked EEU airlines, the text was made on typewriters, rather than using professional printing techniques.

On all EEU airline leaflets and cards, multiple languages were used. It is of interest to note the ranking of the Russian language as that gives an indication of how close the airline was to Moscow (either by air link or the country's loyalty). In all six cases, the local language comes first, followed on Interflug and CSA cards by Russian and then English. Malev gave priority to English over Russian, and on LOT cards Russian came as the last, fourth, language. TAROM and Balkan cards only had two languages (the others had more) and lacked Russian completely, having only English next to the local language.

An interesting exception is a peculiar LOT card which is believed to be their first card for the Il-62. This card has English as the first language, Polish second and no other languages. The reason for that becomes clear when we compare it to the contemporary BOAC VC-10 card, of which it is almost a spitting image. Compare the LOT Il-62

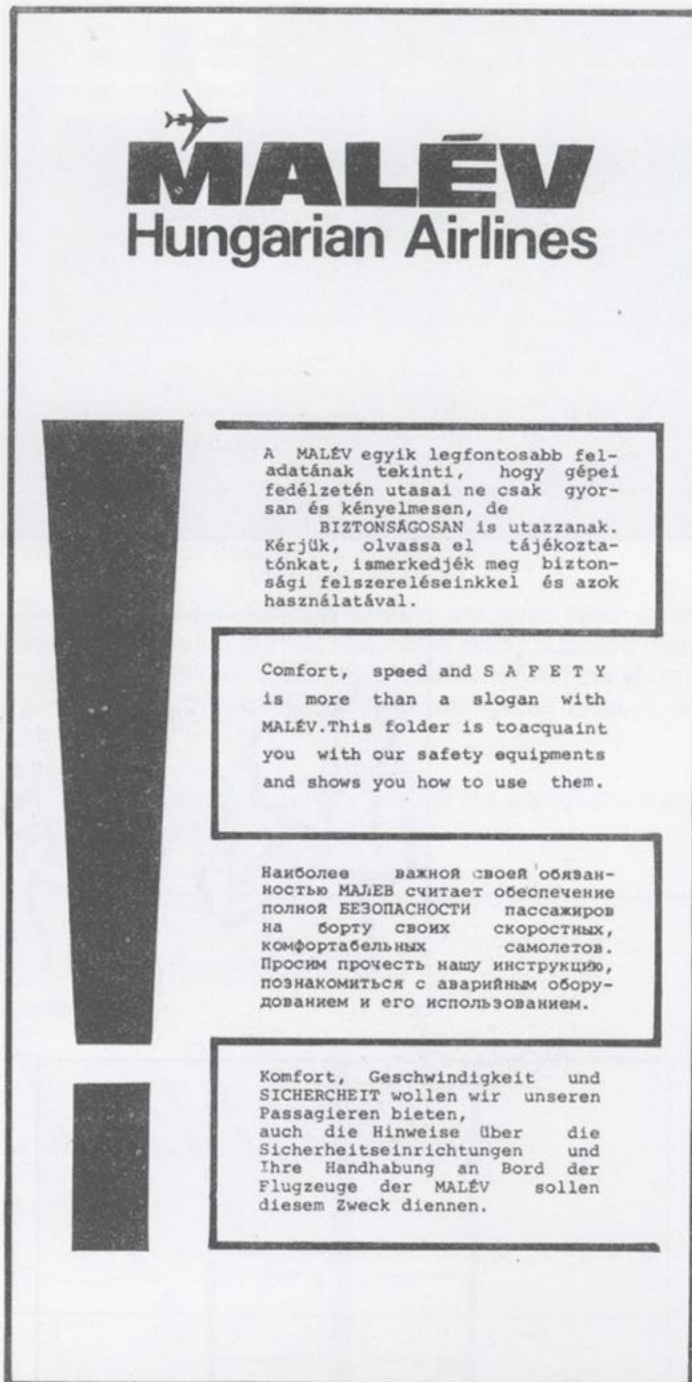


Figure 1 - Malev Tu-134

card (Fig. 2a) with a Ghana Airways VC-10 card (which was a true copy of the BOAC example – fig. 2b, except for the colors) and decide! Not only was English as first language copied but also such details as the unique symbol for a door. So not only was the aircraft type made after the Western example (as they say), but so was its safety card! Why wasn't an Aeroflot Il-62 card used as an example? I suggest this was perhaps a lower echelon subtle expression of anti-Soviet feelings that we know prevailed in Poland amongst the people.

CSA's first Il-62 card was dominated by text in four languages but also had some witty illustrations, such as those for 'remove objects and loosen collars' (Fig. 3). The real surprise of this card however is in the graph identify-



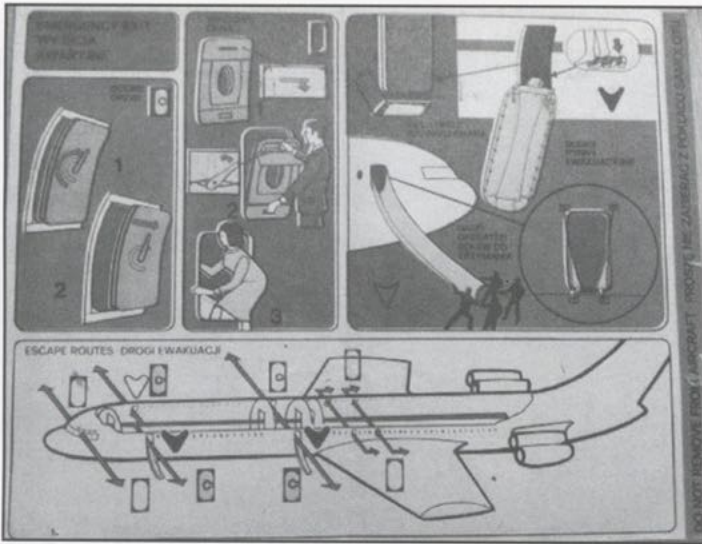


Figure 2A - LOT IL-62

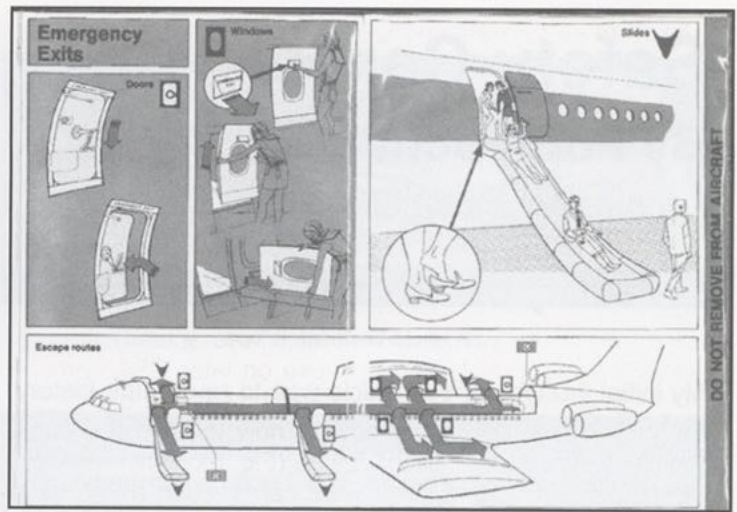


Figure 2B - Ghana Airways VC-10

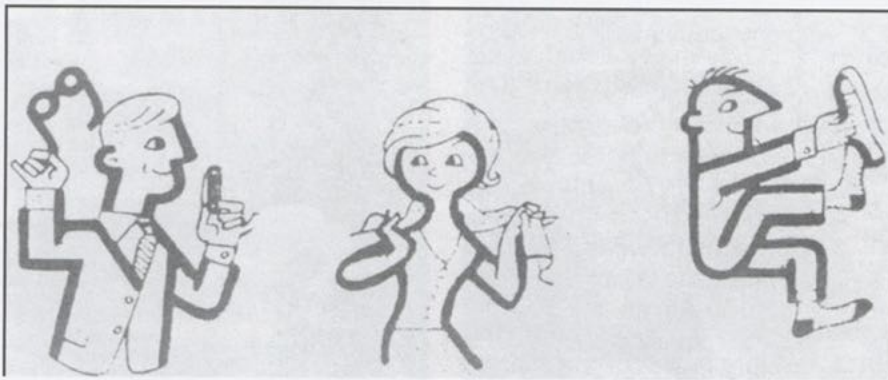
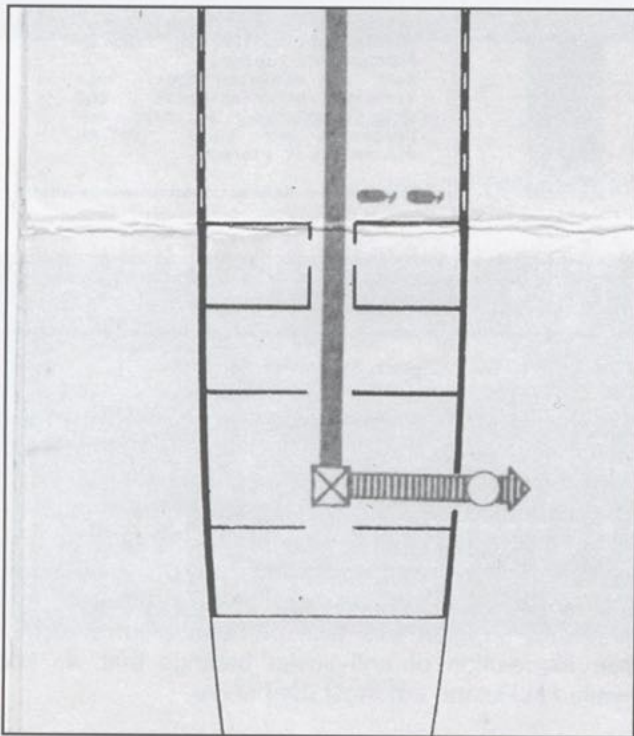
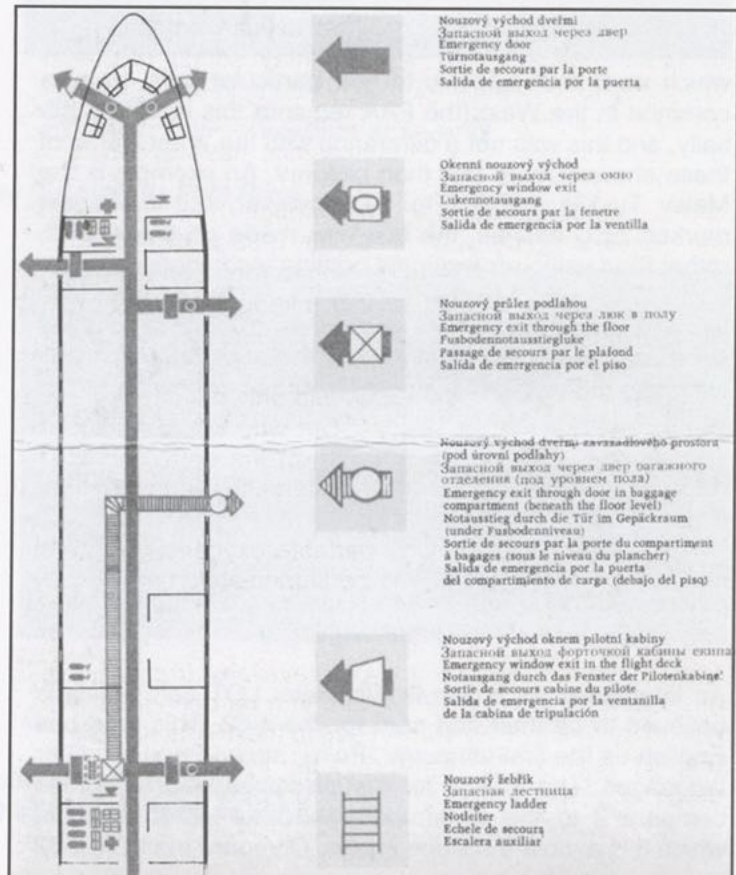


Figure 3 - CSA IL-62



(Above) Figure 4A - CSA IL-62



(Right) Figure 4B - CSA IL-62



ing emergency equipment locations and escape routes. It shows two escape routes through underfloor cargo compartments. One at the extreme cabin end (Fig. 4a), leading to an exit directly underneath and the other going from the floor between the #2 doors to the forward cargo compartment door, see fig. 4b. Look for the symbol indicating the floor exit, the ladder and the hatched escape route. Both routes are unique, I have never seen anything similar, but particularly the forward route is of significance because of its length: 9 metres. It makes one wonder how safe that route was and whether it was actually lit in an emergency. Possibly not, because on later CSA cards, it had disappeared. CSA maintained however the aft route on later cards, now also showing how to open the cargo compartment door from the inside (Fig. 5). This route was also shown on some other Il-62 cards, such as an early TAROM card. I have never seen it on an Aeroflot card though, but a generic layout of unknown source, reproduced from ref. 1, also shows both routes (Fig. 6).

Presenting a layout of emergency equipment was very typical for EEU airlines (as well as Soviet cards), but rarely used in the West for large aircraft. It always uses a top cabin view and, with much equipment to display, can become quite confusing. A unique rendering of the emergency equipment layout is shown in fig. 7. This shows the back of a TAROM Tu-154 card as used in the late 1980s / early 1990s. Captions are hand written, in two languages. The layout has become quite a puzzle, even for the initiated. Inside, this card looks as in figure 8. Again, all hand written. The paper quality of TAROM cards was unusual as well. It feels like recycled carton paper suggesting a scarcity of good quality paper.

Russian-built aircraft seldom had oxygen equipment installed for all passengers. This may sound unsafe to Westerners but accident history, both in the East and West, actually indicates that there is no real safety need for such equipment. Decompressions have occurred at very high altitudes which were well survived by all passengers without any injury even though they did not use the equipment at all. In the Aloha 1988 accident, many passengers were exposed to an open roof, bereaved from any equipment and yet survived (although that was only at an altitude of 24,000 ft.).

Typically, the Soviet built jets would only have a few oxygen bottles for passenger use. But who would decide to use these? According to the text on the early Malev Tu 134 card, it is the passenger him/herself! The instructions say:

'Malev aircraft carry portable oxygen equipment. On request they will be immediately provided by the crew'

CSA suggests the same [[oxygen] available from air hostess (steward)] on its Tu-134 card in a rendering that was typical for the style that CSA used in the 1970s and 1980s (Fig. 9). Note in that figure also the symbols for 'do not use a radio' and 'do not enter the cockpit'.

Equipment that is neither regulated in the West nor the East is arctic survival equipment. According to a flyer coming from their IL-62s (Fig. 10), LOT carried polar suits, with instructions how to wear them and sit in an igloo. How to make an igloo was apparently common knowledge; the flyer does not explain that. The suits were stored under the floor in the same spot where CSA showed the start of its secondary escape route. It is not clear from this instruction whether the number of suits was sufficient for all souls on board. Also, I wonder on what routes LOT flew over arctic regions, as the New York route, even without the stop in Amsterdam, would hardly bring them close.

Over the years, the EEU airlines sobered their cards. Sizes were reduced, emergency equipment layouts disappeared and new styles were introduced that more approached those used in the Western world.

Some of these cards and leaflets are quite rare, so my special thanks go to Paul Roza who kindly supplied many scans from which I could make a selection. Of the illustrations used in this article, he provided figures 1, 2a, 3, 4a, 4b and 10.

Reference: *Airliner in service around the world - 2 - Il-62*, Jorg Thiel, 2001

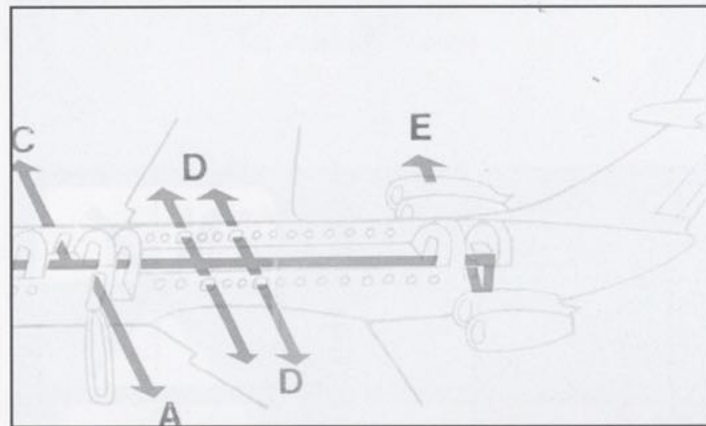


Figure 5 - CSA IL-62

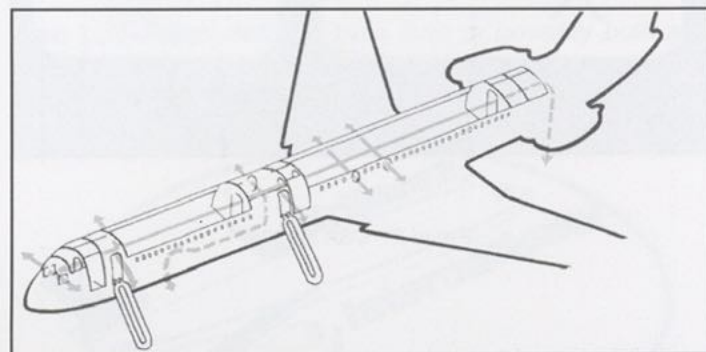


Figure 6 - IL-62



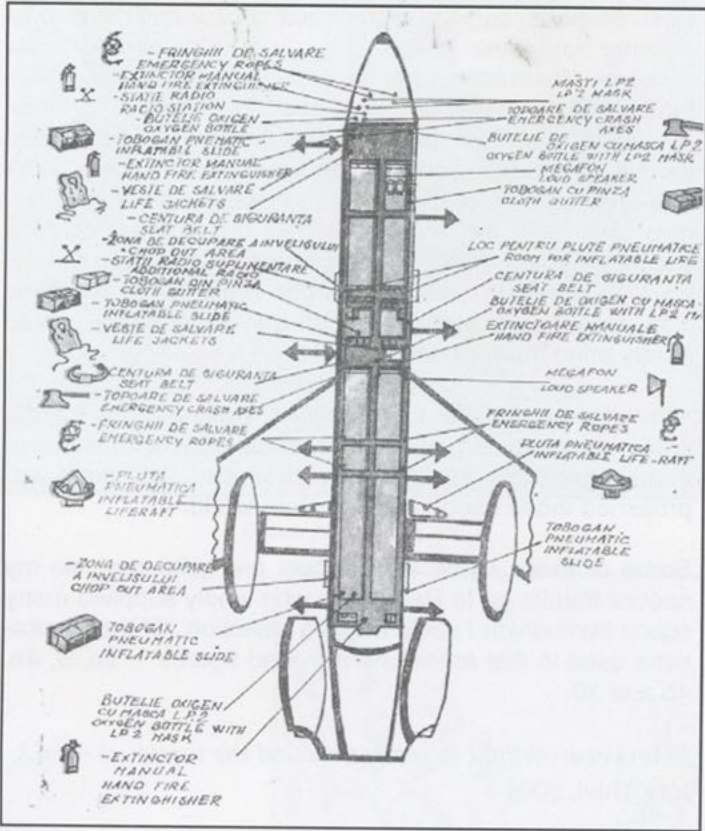


Figure 7 - Tarom Tu-154

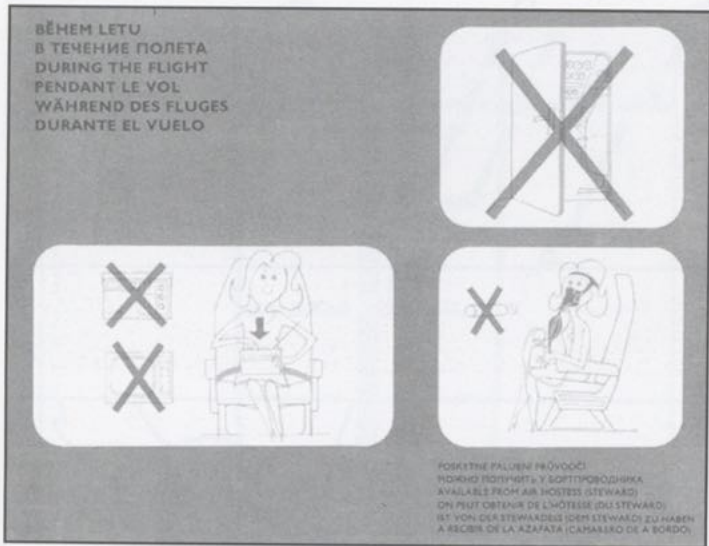


Figure 9 - CSA Tu-134

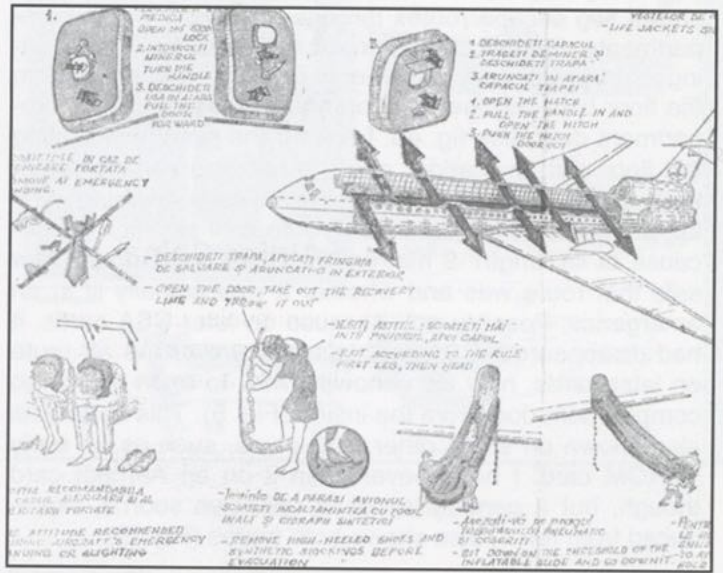


Figure 8 - Tarom Tu-154

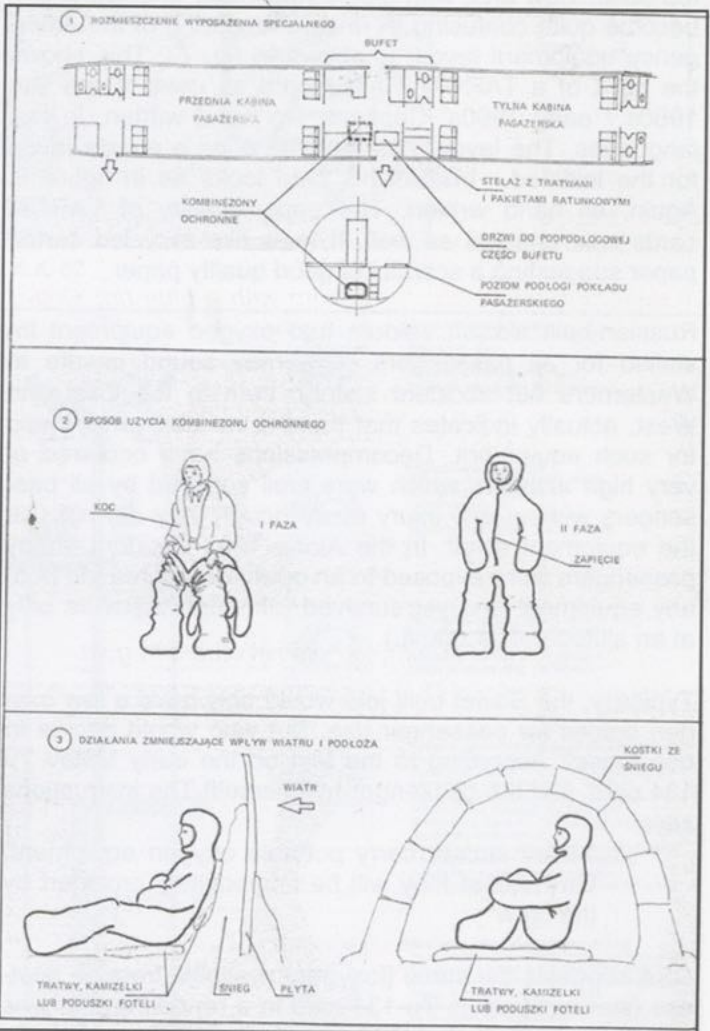


Figure 10 - LOT IL-62



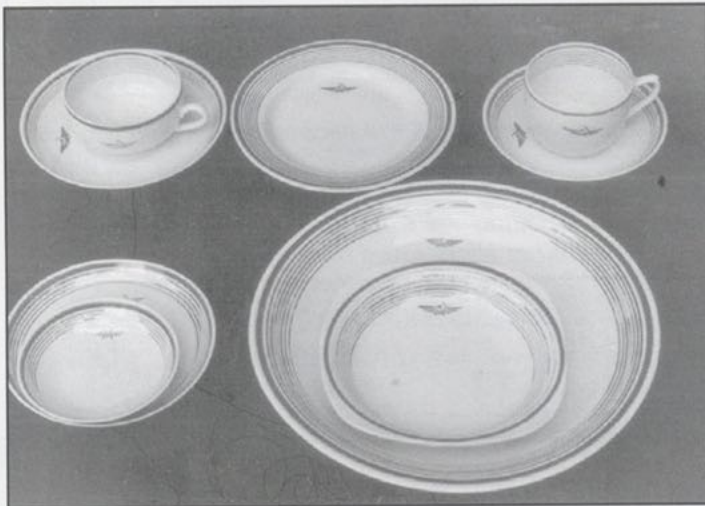
# Dining Service

By R. R. "Dick" Wallin

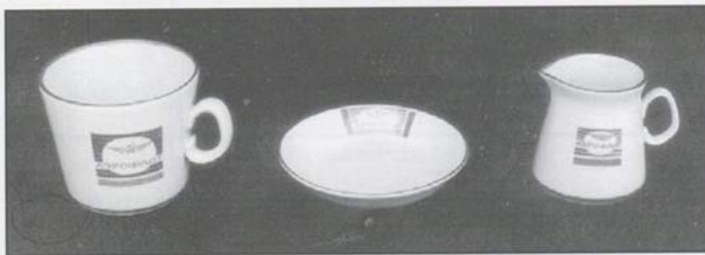
rrwallin@aol.com

## Eastern European Airline China

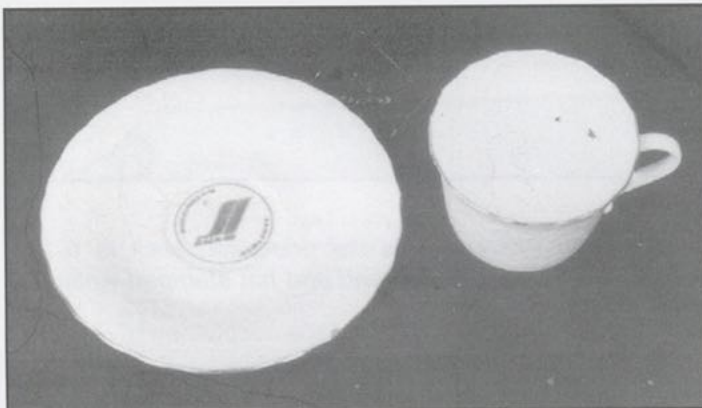
One may think that the former communist bloc countries would have "clunky" offerings for dining ware, but as you will see, that is not the case. Here are a few samples for your review.



Aeroflot had this attractive pattern with a blue rim stripe, and many pinstripes and logo in gold.



An older Aeroflot pattern, also in blue and gold.



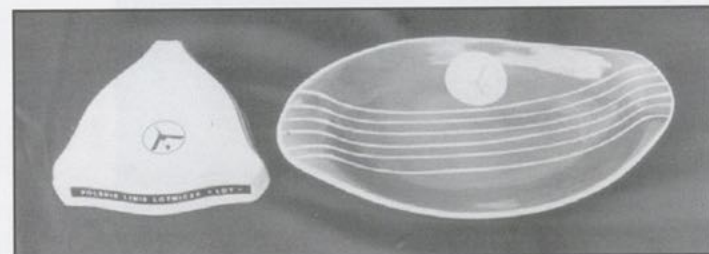
Balkan Bulgarian Airline has this dainty demitasse set with the name and logo in blue in the saucer center.



CSA Czech Airlines butter pat with red and blue decorations.



A couple of older CSA patterns with blue and gold decorations.



Two LOT-Polish Airlines items, one or possibly both are ashtrays.







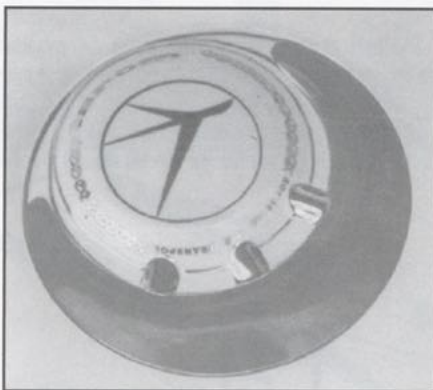
A LOT souvenir plate featuring their various aircraft, with markings in blue. Photo courtesy Paul Roza.



An older MALEV Hungarian set with blue and gold decorations.



A MALEV demitasse cup with orange markings.

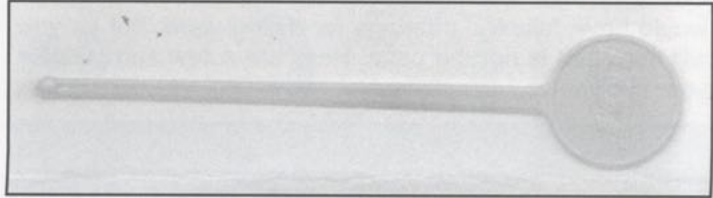


TAROM Romanian ashtray with red and gold markings around a center black logo.

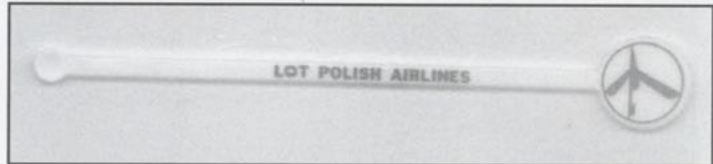
## The Airline Happy Hour Al Tasca

*Altasca@bellsouth.net*

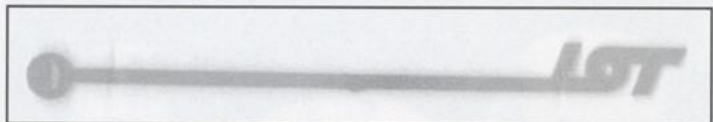
Unfortunately, the only cocktail stirrers, or 'sticks', that I have from the Eastern Bloc countries are from CSA Czech Airlines and LOT Polish Airlines. Here they are for your review:



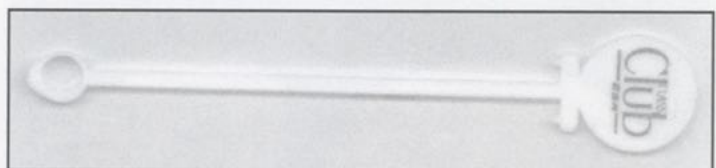
LOT Polish Airlines. This flat stick is 6" long with two identical sides and a ball end. The "LOT" writing, as well as the ring around the tail, is raised. This example is beige in color. No manufacturer's name is listed – the same applies to the other sticks listed here as well.



LOT Polish Airlines. This 5-1/2" stick is also flat with two identical sides. No raised images. This stick is all white with hot stamped writing and logo in dark blue. The bottom is round and dimpled on both sides.



LOT Polish Airlines. Also a flat stick, this example is 6" long with a round bottom dimple on the front side. The reverse side is blank. This is the only example that I have in my collection; it's dark blue in color.



CSA Czech Airlines. This flat one-sided stick is 6-1/2" long with a spoon shaped end and hot stamped writing in blue.

*Al Tasca*





FINALLY.....the completely updated and expanded fourth edition is ready. Thank you for your patience.

The ONLY reference work dedicated to the large irregular/supplemental "non-sked" airlines. Includes the air travel clubs and the so called "casino, real estate, and CIA" carriers. Covers the period from the end of WWII until the Airline Deregulation Act of 1978. Sadly, most of these airlines have already been lost to contemporary memory.

- 770 airlines.
- 122 air travel clubs.
- 230 company logos, the majority published only in this book.
- 350 aircraft images, mostly vintage propliners.
- 135 related images (timetables, brochures, ads, crew photos, etc.)
- 210 pages, digital photocopied, spiral binding, plastic covers.

What the reviewers have said.....

- "It's a great piece of Aeronautica Americana".
- "Excellent background on the subject".
- "The only known resource of it's type, a true treasure trove".
- "It's the non-sked bible".



|  |  |
|--|--|
| <p><u>ORDER FROM</u></p> <p>John Corpening<br/>10 South Wille Street<br/>Unit 209<br/>Mt. Prospect, IL 60056-3186<br/>U.S.A.</p> <p>No telephone, online,<br/>or credit card orders.</p> | <p><u>PRINT CLEARLY</u> Send ___ copy/copies of <b>FORGOTTEN FLIGHTS</b></p> <p>TO: _____</p> <p>ADDRESS: _____</p> <p>CITY/STATE/COUNTRY: _____</p> <p>POSTAL CODE: _____</p>                           |
| <p>US Addresses: \$25.00 PP/copy<br/>Foreign Addresses: \$35.00 PP/copy<br/>(PP = postage paid priority mail)</p>  | <p>US Orders: Cash or check/money order payable to:<br/>John Corpening.<br/>Foreign Orders: <u>MUST</u> include payment in US currency<br/>(cash) or order will <u>NOT</u> be acknowledged/returned.</p> |



# Airways<sup>®</sup>

Global Review of Commercial Flight

The leading edge all-color international monthly magazine devoted to airlines, airliners, and the air transport industry. Truly 'A Global Review of Commercial Flight', Airways offers an unparalleled collection of contemporary reports, entertaining columns, and a healthy dose of nostalgia.



## Subscribe

direct from the  
publisher and

**save**

up to

**50%!**

See our secure website for  
worldwide delivery rates.

[www.airwaysmag.com](http://www.airwaysmag.com)

Tel: + 1 360 457 6485

Fax: + 1 360 457 6419



# Flight Exchange

Our Member Forum For Buying, Selling And Swapping Airline Memorabilia

Send Your Advertisement to Editor@WAHSONline.com or to our Post Office Box.

**Airliners International 2011 Portland Logo Items for Sale.** Complete packet includes the portfolio bag, program booklet, captain's wing, logo sticker, and a set of nine continental-size postcards featuring Horizon Air Q400s and CRJs in multiple schemes including the new Alaska livery. Just \$25 plus shipping. For additional information, contact Jay Prall at jayprall@msn.com or +1.503-799-3003.

**WANTED:** Prints and postcards of BAC1-11s, Martin 2-0-2s, Martin 4-0-4s, and Viscounts. Please write: Stetson Pierce, 144 State St #310, Augusta ME 04330.

**FREE - Back Issues of The Captain's Log.** Stan Baumwald has copies of the Log dating back to the 1980s available for free. You only need to pay the shipping expense. Please contact Stan via Stanwing@Bellsouth.net for more information and issue availability.

**FOR SALE:** Delta and Northwest safety cards, \$5 each or \$30 for the set of 6. 1980s era Delta gate signs - large for \$125, small for \$75, both for \$200. Northwest kiddie wings, \$7 for a pack of 11. For more information, including shipping cost for the signs, please contact Omar Zuber at omarzuber@hotmail.com or call (503) 667-0913.

**WANTED:** Airways Magazine, August 2009 edition. Please contact: John M. Adams, 88870 Highway 101, Seaside, OR 97138-4886. Phone: (503) 440-2006.

**WANTED:** Pilot and Flight-attendant wings and badges used by airlines in Sweden, Norway, Denmark, Finland, Greenland, the Faroe Islands or Iceland. Will buy or trade. Mr. Eirikur Lindal, Huldubraut 36, 200 Kopavogur, Iceland. or send e-mail: andromeda@simnet.is.

**PHOTOGRAPHS NEEDED FOR PUBLICATION:** George Cearley, P.O. Box 12312, Dallas, TX 75225-0312 is looking for photos for a reprint of his Boeing 707/720 book. 1) From Page 58 top, BOAC 707-436, inflight, right side, short tail, no ventral fin, 2) Page 62, second photo from bottom, Air India 707-437, right side, inflight, large Hindi titles (no English titles), 1960-1963 colors, tall tail, ventral fin, red "sweep" on tail, and 3) Page 72, Aer Lingus 720-048, first and second photos, delivery colors. Ground shot at Renton, WA by Lake Washington and inflight shot. However, underside view of EI-ALA is in delivery colors. Original negatives are damaged. Any assistance will be greatly appreciated!

**WANTED:** Looking for DELTA AIR LINES TIMETABLES from the following years only 1929, 1930, 1934, 1937, 1942, 1944. Only complete system schedules in very good condition. Contact Duane Young: jetduane@bellsouth.net or 504-458-7106

Home of the Piedmont Airlines DC-3



Carolinas Aviation Museum

4108 MINUTEMAN WAY  
CHARLOTTE, N.C. 28208  
704-359-8442

www.carolinasaviation.org



## ALWAYS BUYING

rare, airline-issued postcards  
airport postcards  
safety cards  
timetables

PLEASE CONTACT  
Chris Slimmer  
P.O. Box 864  
Lawrence, Kansas  
66044 USA

630.805.3628  
calimmer@earthlink.net



## 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 ensure 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.

### BRUCONVENTION 2011

**Saturday, October 15, 2011.** Brussels; Belgium. Zaventem (Atheneum Zaventem-Kortenbergh, Spoorwegstraat 1, Zaventem) from 09 am until 5 pm. Entrance is 2€ per person. Tables are 25€ each. For information, please contact Oliver Lamoral at bruconvention@hotmail.com.

### CHICAGOLAND AIRLINE COLLECTIBLE SHOW

**Saturday, October 22, 2011.** Holiday Inn/Elk Grove Village, 100 Busse Road. Free hotel shuttle from ORD. Show hours: 9 am until 3 pm. Special hotel rate available. For information, contact Steve Mazanek (773) 594-1906 or s.mazanek@comcast.net.

### HOUSTON AIRLINE COLLECTIBLE SHOW

**Saturday, October 29, 2011.** Sheraton - Houston Intercontinental Airport, Houston, TX. 20th Anniversary Show! Special room rate of \$79/night with free airport transportation. For more information, contact Duane Young at (504) 458-7106 or jetduane@bellsouth.net.

### FRANKFURT/SCHWANHEIM AIRLINE COLLECTIBLE SHOW

**Saturday and Sunday, November 5-6, 2011.** "Internationale Tauschtage der Luftfahrt", Turnhalle (Sports Hall), Saarbrucker Str. 4, near Frankfurt Airport, Frankfurt/Main-Schwanheim, Germany. E-mail: tauschtage-luftfahrt@gmx.de.

### LOS ANGELES AIRLINE MEMORABILIA SHOW

**Saturday, January 21, 2012.** 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 available by calling 1-800-362-2779 and mention the LAX AIRLINER EXPO group.

### SAN FRANCISCO AIRLINE COLLECTIBLE SHOW

**Saturday, March 10, 2012.** SFO Grosvenor Best Western SFO airport, Mike Chew Box 25494, San Mateo, CA 94402 or Tom Vance (408) 504-8345. SFOairlineshow@juno.com; www.SFOairlineshow.com

### DALLAS AIRLINE COLLECTIBLE SHOW

**Saturday, April 28, 2012.** Hilton Garden Inn, DFW Airport/South, 2001 Valley View Lane, Irving, TX 75061. Contact Duane Young for more information via email at: jetduane@bellsouth.net or by calling (504) 458-7106.

### LOS ANGELES AIRLINE MEMORABILIA SHOW

**Saturday, June 16, 2012.** 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 available by calling 1-800-362-2779 and mention the LAX AIRLINER EXPO group.

### AIRLINERS INTERNATIONAL 2012 MEMPHIS

**Tuesday - Saturday, July 24-28, 2012.** Memphis, TN. Memphis Hilton. See www.ai2012memphis.com or email: info@ai2012memphis.com. Phone: Andrew Stiffler 1-262-751-4799. P.O. Box 4927, Portland OR 97208 USA.

*Thank you for your continued support of our hobby and WAHS/AIA  
by attending these shows!*





Airliners International 2011 PDX Photo Contest Winner



1st Place - Ground Photography - Walter Wilson (Virginia)  
A Northwest Airlines Airbus A319 on its takeoff roll on runway 1 looking straight down  
runway 19 seen from Gravelly Point at DCA.

LOT Polish Airlines Yak-40, SP-LEE, MSN 9021560, August 1989  
Photograph via Fernandez Slide Imaging Collection







*LOT Polish Airlines Ilyushin IL62, SP-LAC, MSN 31401, at London-Heathrow, June 1974  
Photograph via Aviation Photography of Miami Collection*

*CSA Czechoslovakian Airlines IL-62, OK-KBN, MSN 4037425, November 1987  
Photograph via Fernandez Imaging Slide Collection*

