



# CAPTAIN'S LOG

SUMMER 1983





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Joop Gerritsma provided this photograph of a Panagra DC-7B (not a -7C) registration N51701. Photo was taken at Limatambo Airport, Lima, Peru. Photo courtesy of Panagra.

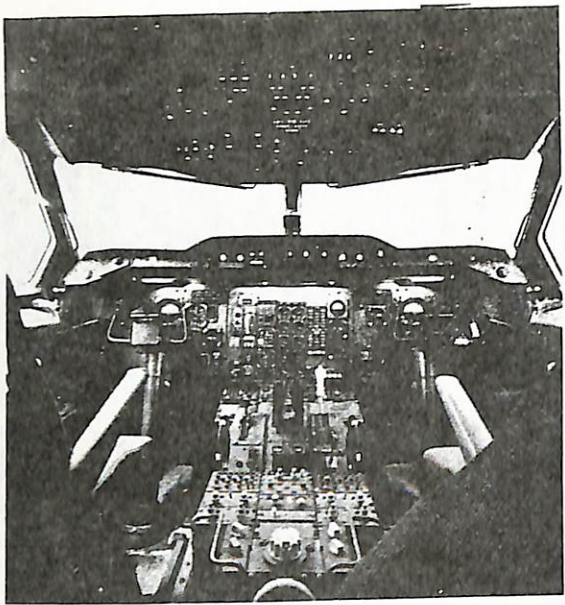
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The cover photo of the Delta L-1011 is a promotional shot provided by Delta.



...from the left hand seat...

by

Paul Collins

I would like to take this opportunity to thank Mr. Ron Davies and the Washington crew that hosted the 1983 Airliners International convention. I had a very enjoyable time, renewing old friendships, making some new friends, buying and selling all types of airline memorabilia and seeing some of the town that is the capitol of our country. I am quite sure all the others attending this year's convention went away with many pleasant memories. Again, thanks to the Washington committee and best of luck to the St. Louis group that will be hosting Airliners International 84.

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The GULF AIR FiveStar TriStar has earned the description of "the most luxurious airliner the world has ever known" by offering to all passengers a whole constellation of "star" features.

WAHC file photo

## Lockheed TriStar

by

Joop Gerritsma

When the boom was lowered on Monday, December 7, 1981, it did not come as a big surprise to insiders. There had been rumors for months that Lockheed was losing huge sums of money on its TriStar production and that the company had given up all hope of ever making the break-even point of 400 aircraft, let alone making a profit.

On that black Monday, Lockheed announced it would accept no more orders for its large trijet and that production would halt after the last of the aircraft on order were delivered, late in 1984.

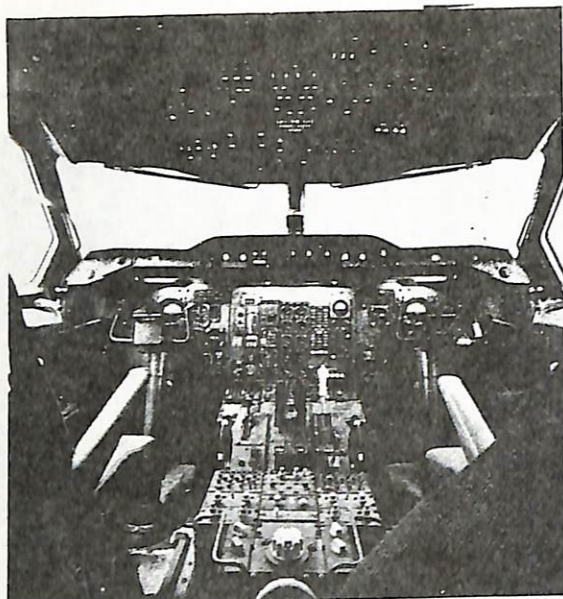
With the demise of the TriStar go the hopes and dreams that were riding high on March 29, 1968. On that day Lockheed President Daniel Houghton announced Lockheed had just sold 144 TriStars for a total value of \$2.16 billion. Fifty of the aircraft would go to Trans World Airlines, 44 to Eastern Air Lines and another 50 to Air Holdings, a British trading firm which would market the aircraft worldwide. A few days later Lockheed received more good news when Delta Air Lines and Northeast Airlines also announced they were buying the new star in the heavens. Between them, the two airlines ordered 28. Not one plane built yet and 172 sold already! The future for Lockheed's latest "star" looked bright.

The TriStar originated from a 1966 American Airlines requirement for a large-capacity, short-to-medium-range "air bus" type aircraft for its New York-

Chicago service. American wanted a two-engined aircraft capable of operating within the constraints imposed by La Guardia Airport at New York. The most severe of these limitations was a gross weight restriction of 270,000 lbs maximum, because the airport's runways could not handle more.

Discussions with other airlines, notably Eastern and TWA, however, convinced Lockheed that three engines would be better than two. Eastern required them for its long overwater segments to the Caribbean, and TWA preferred them for its west coast service across the Rocky Mountains. Months of detailed discussions with many other airlines followed, and by the middle of 1967 the trimotor won out over the twin. When the final wide-body shape of the new aircraft was defined, the designation L-1011-365 was given to it. And when the design gross weight was increased, the designation changed with it to L-1011-385. The name TriStar was coined for the new aircraft. "Tri" to emphasize the three-engine layout, and "Star" to stay with the stellar theme of all Lockheed aircraft names since the 1930's.

Seating for the L-1011 was 272 in a mixed first class and economy layout. In high-density seating, 400 passengers could be taken aloft. A company sales brochure of that time said proudly that the TriStar was "designed to meet the critical air transport requirement of the 1970's in terms of capacity, operating characteristics, economics and environmental compat-



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N31001, c/n 1013, is the first TriStar to be placed in service by TWA. It is a -1 model. TWA photo



ibility." Lockheed also announced the aircraft could operate economically over distances of 200 to 4,000 miles at direct operating cost 20 to 25 per cent lower than contemporary narrow-body jets.

Passenger comfort was an important aspect of the Lockheed offering. Before the cabin design was finalized, eight full-size cabin mockups were built to evaluate this passenger comfort. The result was a 19' 07" fuselage width. This provided for a cabin width of 18' 11", allowing six, eight, nine or ten abreast seating with two isles running the length of the cabin.

Lockheed began its formal offering of the TriStar to the airlines in September 1967. The company offered a choice of two engines, the new Rolls Royce RB 211 or the General Electric CF-6. Both were civil developments of military engines.

Then, in February 1968, Lockheed received a severe blow when American Airlines ordered the almost identical DC-10. The carrier took 25 and reserved 25 options. Suddenly, only Eastern and TWA were left as serious potential buyers at that time. Immediately Lockheed changed the specifications of the L-1011 somewhat to be more in line with what those carriers wanted, and away from the American Airlines limitations.

The result was an order for 144 aircraft, announced on March 29, 1968. Also announced at that time was that the TriStar would be powered by the Rolls Royce engine as part of the deal whereby Air Holdings would take 50 TriStars for later sale. Lockheed announced production would start immediately (there was to be no prototype) at a new plant to be built at Palmdale, California.

When launched, the TriStar was a 409,000 lb gross weight aircraft, powered by three RB 211-22 turbofans of 40,600 lbs. static thrust. A first flight was planned for late 1970 and initial deliveries would take place 12 months later. Everything proceeded on schedule and the first TriStar made its maiden flight

on November 17, 1970, followed by the second one month later. But then the problems started!

All had not been going well. Across the Atlantic, at Derby, Rolls Royce had run into massive cost overruns in the development of the RB 211. Not only that, it was slowly becoming clear that the company had agreed to sell Lockheed the engine at a per-unit price it could not even hope to build it for! When the world's three leading aero engine builders, Rolls Royce, Pratt and Whitney and General Electric, were bidding for the contract to power the TriStar, Rolls Royce, in a desperate effort to get the order, had put in a bid so low it was guaranteed to get the contract, and also guaranteed it would lose money on each engine it would build. Rolls Royce had also severely underestimated the time it needed to develop the engine and it would not be able to meet the delivery schedule.

The result was that on February 4, 1971, Lockheed found itself without an engine for its TriStar when Rolls Royce declared bankruptcy.

The British government, anxious to see Britain retain a front-row position in aero engine technology, took over Rolls Royce and announced it would keep the RB 211 program alive only if Lockheed was prepared to renegotiate the original contract and pay about \$1 million more per engine and accept later deliveries as well. Lockheed had little choice. Switching to another engine would involve major design changes to the aircraft and these would result in unacceptable delays in delivery to the airlines.

Lockheed itself was also in severe financial troubles. These resulted mainly from large losses it suffered on its C-5A Galaxy military transport aircraft program. Coupled with the severe late-delivery penalties it was forfeiting to TriStar customers, Lockheed nearly went over the brink too. Only a \$250-million loan guarantee by the U.S. government kept the firm afloat, and it would not recover from its difficulties until the end of the 1970's.

Lengthy discussions with Rolls Royce, the British government and the airlines that had already ordered the TriStar (Eastern, Delta, TWA and Air Canada) resulted in an agreement that the first production RB 211s were to be delivered to Lockheed only about a half year behind schedule, and that the airlines would accept late delivery. The Delta agreement, however, was touch-and-go for a while as the airline ordered five DC-10's to bridge the gap between the original L-1011 delivery date and the new date. Eventually, however, Delta would sell the DC-10's again, take delivery of its TriStar fleet and place subsequent orders for the aircraft as well.

Lockheed finally delivered the first L-1011, aircraft number seven, to Eastern on April 5, 1972-- five months behind the original schedule. FAA type approval was granted April 14 and Eastern flew its first scheduled TriStar service on April 26. TWA was next, with its first TriStar delivered on May 9 and first revenue flight flown on June 25.

The TriStar at this point was a 430,000 lbs. gross weight aircraft, designated L-1011-1 and was powered by three RB 211-22B turbofans of 42,000 lbs st. Its range with maximum fuel and 40,000 lbs. payload, was 4,470 miles. Range with max payload of 256 passengers and 5,000 lbs. cargo was 2,880 miles. Seating in this case was for 50 first class and 206 economy class passengers. In its advertising at the time, Lockheed claimed the L-1011-1 was a 3,650 miles aircraft. Dimensions of the TriStar are 155' 04" wingspan, 178' 08" length and 55' 04" in height. The wing area is 3,456 sq. feet.

The -1 was followed in production by the -100 which is dimensionally identical to the -1, but has a larger fuel capacity and a longer range of 4,200 miles as a result. It is also certificated at an eight-per-cent higher gross weight and has RB 211-22B or -22F engines of 43,500 lbs. st. each. Cathay Pacific was the first buyer.

To broaden the appeal of the TriStar, Lockheed offered a number of developments with various fuselage stretches, more fuel for longer range, and more-powerful engines for better performance in warmer climates. The first of these variants to see the light of day was the L-1011-200 (initially called the L-1011-2) of 1974. With 48,000 lbs. st. RB 211-524 engines and an additional centre-section fuel tank, the range of this version is 4,900 miles at gross weights of between 450,000 lbs. and 477,000 lbs., depending on the amount of extra fuel and with 74,000 lbs. payload.

Saudia was the first airline to order the -22 and it has also been sold to British Airways, Delta, Gulf Air and Trans Carib Air. The first -200 flew for the first time on August 12, 1976 and Saudia's first aircraft entered service a year later.

Lockheed also projected a -2LR (Long Range) version, later called the -250. It offered an increase in centre-section tankage and a gross weight of 484,000 lbs. But the project was shelved for lack of interest at the time, and it would re-emerge as the -500 in 1976.



Eastern was the first customer of Lockheed to use the TriStar. N338EA, c/n 1153, a series -1, was seen at Toronto, Canada in July of 1980. Gerritsma photo



Delta was another early TriStar buyer. N719DA, c/n 1135, a series -1, is seen at Montreal, Canada, in May, 1977. Bob McIntyre photo



G-BBAJ is a TriStar -1, c/n 1106, of British Airways, seen at Pisa, Italy, in November 1980. Gerritsma photo

Lockheed received another black eye when in 1975, a scandal broke out in the open about the company's practices in promoting and selling its aircraft abroad. After months of revelations Lockheed was forced to admit it had paid millions of dollars in bribes to officials of foreign airlines and foreign governments in efforts to sell the L-1011 and certain of its military aircraft. In Japan the prime minister was forced out of office over the matter, and in Holland a member of the Royal Family was implicated.

The extended range L-1011-500 TriStar was announced in August 1976 and British Airways was the launch customer when it ordered six on the sixth of that month. This -500 has a fuselage shortened by 13' 06", a gross weight increased to 496,000 lbs and RB 524B turbofans of 50,000 lbs. st. Wing span is increased by nine feet by the addition of drag-reducing wing tip extensions.

Called the Advanced TriStar, the -500 also has active controls, which reduce fuel consumption because of computer monitoring of flight conditions and almost instantaneous adjustments. Fuel savings in the order of three per cent have been achieved. Automatic thrust control provides a reserve of power to offset any engine failure during takeoff and automatic brakes provide optimum braking efficiency under all runway conditions.

The shorter fuselage of the -500 of course results in a lower payload, but the increased fuel made possible give the aircraft a range of 7,000 miles with maximum fuel and 6,100 miles with maximum payload of 246 passengers (24 first class and 222 economy). Other changes compared to the long-body versions, are that the galley is located on the main deck instead of on the lower deck. Some aerodynamic refinements have also been incorporated in the -500.

The first production -500, still without the active controls, entered service with British Airways in May of 1979. The active control features were introduced on the production line a little later, but all -500's delivered without them were fitted retroactively.

The order book for the L-1011 had reached 247, with 45 more options, when the axe fell on December 7, 1981. Several more new versions were under development at the time. They included the -500F freighter, the -500LR Long Range and the -300 with stretched fuselage for more passengers. But the slump in orders, caused by the world-wide recession, airline deregulation in the U.S., with its many new airlines flying cheap second hand aircraft and creaming off many passengers, and the recent U.S. air traffic controllers strike killed all that.

Without the TriStar in the running, the order books for the other wide-body airliners will no doubt receive a few extra entries they would not have received otherwise. But the aviation world as a whole will ultimately be the loser with the TriStar no longer increasing its numbers.

For Lockheed it is a doubly sad affair. Not only has it lost uncounted millions of dollars on the program, but it is its second commercial airliner program that was a technical success, but a sales failure. The L-188 Electra had preceded the L-1011. Maybe Lockheed can take some comfort in the fact that the Electra is now one of the hottest-selling airliners on the second hand market. Is there a conclusion to be drawn for the future? Only time will tell.

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Air Canada became involved in the L-1011 project and eventually purchased quite a number of the aircraft. Here we see CF-TMB, c/n 1021, in a very attractive in-flight photo. Lockheed photo

# South American Airliners

by

Joop Gerritsma

South American skies have always hosted an amazing variety of commercial airline aircraft types. From the dawn of commercial aviation on the continent, aircraft from nearly all the producing nations in the world have flown or are still flying over the continent. They have come not only from the United States, but also from Germany, France, Britain, Holland, Sweden, Japan, Canada, Italy, Brazil and even Peru.

## JUNKERS DOMINANCE

No other manufacturer left a bigger mark in South America than did the German company of Junkers. Its F-13 single-engine, four-passenger transport of 1919 entered South American service with SCADTA of Colombia in 1920. Since then nearly every type built in numbers by the company saw service on the continent. The all-metal F-13 with its characteristic Junkers corrugated skin, was by far the most important of the early airline aircraft that came out of Europe following WW I. When SCADTA of Colombia placed it in service in 1920, the aircraft cut the travelling time of 10 to 14 days by train and river boat from the capital of Bogota, high in the Andes Mountains, to the Caribbean port city of Barranquilla, to a mere eight hours by air. With its F-13's and the later six-passenger W-33/34 development, SCADTA carried 5,000 passengers between the two cities from 1920 to 1925. Considering the seating capacity of the aircraft, this means a daily frequency. No mean feat in view of the difficulties imposed by the terrain and the primitive or non-existent maintenance facilities en route.

When placed in service by Lloyd Aereo Boliviano in Bolivia in 1925, the F-13 reduced the four-day overland trip from Cochabamba to Sucre, a mere 200 miles, to only three hours. LAB would have a total of nine F-13's and the last two of these remained in service until 1942!



The F-13 also went in service in Brazil and in Argentina, where it pioneered inland services. The Junkers W-33/34, differing in engines from each other only, was a slightly larger, six-passenger development of the F-13. Powered with 450-525 hp engine, it went into service with SCADTA in Colombia, LAB in Bolivia, Sindicato Condor in Brazil, and SEDTA in Ecuador.

In 1924 Junkers developed the F-13 into a nine-passenger trimotor, the C-23/24 series and in its G-24 version it became the first trimotor airliner on the continent when Sindicato Condor put three into service on its main routes in Rio Grande do Sul State.

German influence in South America reached its peak with the introduction of the JU 52/3m trimotor for 15-17 passengers. The first two off the production line went to LAB of Bolivia in November 1932. They were immediately handed over to the air force for military supply flights during the Gran Chaco War between Bolivia and Paraguay from 1932 to 1935. They, and two more, were returned to LAB after the war for passenger service.

The JU 52/3m was powered by engines in the 525 to 830 hp range, and depending on the country in which it was operated, German BMW's, Bristol Pegasus from Britain, or American P & W Hornet and Wasps were fitted to the aircraft.

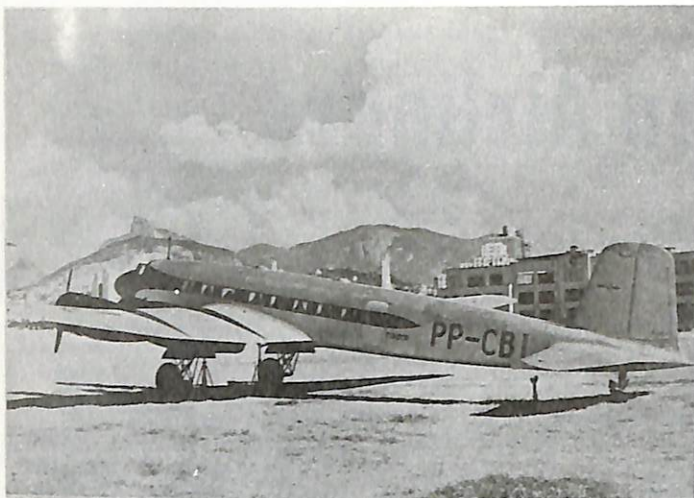
In Brazil, Sindicato Condor operated 17 JU 52/3m's, as well as VASP and VARIG in the same country. The aircraft also flew in Uruguay, Ecuador, Colombia and Peru. One was even still soldiering on in Ecuador as late as 1964!

Junkers also delivered four of its 10-passenger, twin-engined JU 86's to South America. One went to LAB of Bolivia in 1937 and three to Linea Aerea Nacional of Chile. In mid-1938 three more were delivered to LAB, but these were of the military JU 86K version and were really intended for the Bolivian Air Force.

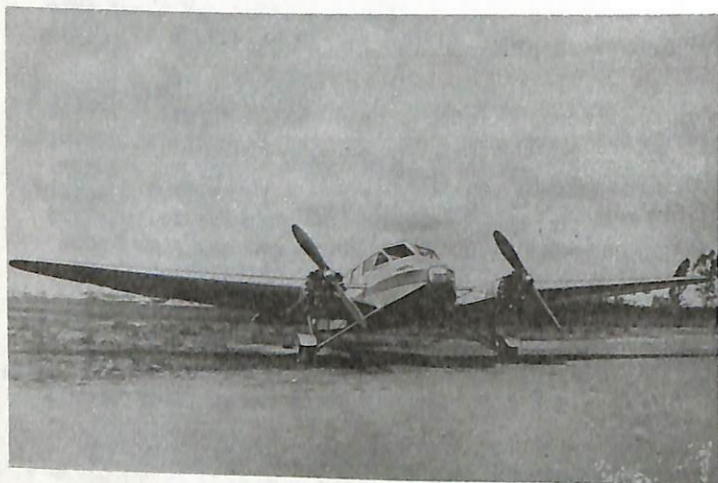
With its two 700 to 800 hp engines, the JU 86 was designed as Germany's answer to the new breed of fast airliners coming from the U.S., such as the DC-2, the Lockheed L-10 Electra and L-14 Super Electra. Its performance was equal to and in some respects superior to them.

Other German firms were not nearly as successful in selling aircraft to South America. In 1927 Dornier sold several examples of its 10-passenger, twin-engine

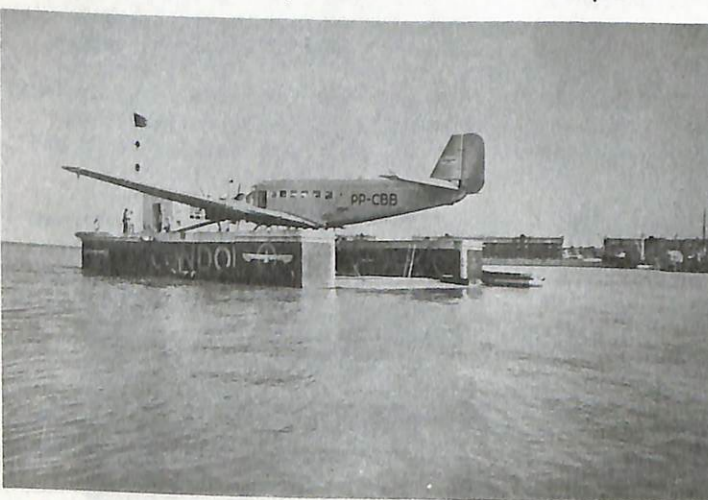
These three Junkers F-13's of SCADTA are lined up at the carrier's Giradot base near Bogota, Colombia, in 1920. Lufthansa photo



PP-CBB was one of 17 JU 53/3m aircraft in the fleet of Sindicato Condor of Brazil. The aircraft shown here is at a floating dock at Buenos Aires, Argentina, after arrival of the scheduled service. Lufthansa photo



VASP of Brazil started operations in 1934 with this Monospar from Britain, called VASP-1. VASP photo



The beautiful four-engine FW-200 Condor from Germany went into service with Sindicato Condor in Brazil in 1939. PP-CBI is seen at Rio de Janeiro in that year. Lufthansa photo

Wal flying boat to Sindicato Condor of Brazil and SCADTA of Colombia and these aircraft performed valuable service on coastal and river routes into the interior. The same two airlines also bought one each of the Dornier Merkur floatplane, a six-passenger, high-wing aircraft.

Germany's finest hour in South America, no doubt, was the introduction of two Focke Wulf Condors by Sindicato Condor in 1939. These 26-passenger airliners were the first four-engine airliners in service in South America and they would remain the continent's largest aircraft until after WW II, when the C-54/DC-4 entered service. One of the Condors remained in service with Cruzeiro do Sul, successor to Sindicato Condor, until 1950.

#### FRANCE-BRITAIN-ITALY

The French actually beat the Germans to establishing air services in South America when, in 1919, the Societe des Transportes Aeriennes began air service in French Guyana, on the north coast of the continent. The airline used at least five Breguet Limousines, single-engine float aircraft that were converted WW I daylight bombers. The Breguets were used as landplanes by Seroposta Argentina, founded in 1928 by the French airline Aeropostale (formerly Lignes Latecoere). Aeropostale opened mail services from Bahia Blanca to Comodoro Rivadavia (better known now as the Argentine staging post during the recent Falklands War). The Breguets of Aeropostale were soon replaced by Latecoere 25 mailplanes, and in 1934 the airline introduced the eight-passenger, single-engine Latecoere 28 landplane, powered by a 500 hp Renault or Hispano Suiza engine.

The Latecoere 28 was also used by Aviacion Nacion Venezuela (3) and Linea Aeropostal Venezuela (another Aeropostale subsidiary), which flew two of the aircraft. In 1935/36 LAN Chile bought six Potez 56 six-passenger, twin engine, low-wing aircraft, but after this, French influence faded out, not to be restored until 1959 when VARIG put the Sud Caravelle on its network.

British influence in South America was even less than that of France. In 1922 Rioplatense de Aviacion operated two British amphibians on a Buenos Aires-Montevideo service across the River Plate, and in 1929 Linea Aeropostal Santiago-Arica, a division of the Chilean Air Force, operated eight deHavilland Gipsy Moth light planes on mail services between Santiago and the northern city of Arica.

In Brazil, VASP was founded in 1934 in the State of Sao Paulo and started operating with two twin-engine Monospars for three passengers, and with a six-passenger deHavilland DH-84 Dragon biplane. PLUNA in Uruguay also started services with DH aircraft in 1935, this time the DH-90 Dragonfly with two engines. This four-passenger plane, and the airlines 17-passenger four-engine DH-86B cut the 22½-hour train journey between Montevideo and the northern city of Artigas, a distance of 500 miles, to a convenient four hours.

Italy, a major air faring nation in Europe, only played a role in South American commercial aviation because of the purchase in 1938 of two Macchi-Castoldi 94 flying boats with two engines and carrying 12 passengers, by Corporacion Sudamericana de Servicios Aereo. This company was founded in 1938 to operate across the River Plate to Montevideo.



One of the very few airlines in the world that built its own aircraft, Faucett Airlines of Peru built a fleet of Faucett-Stinsons for its pre-WW II routes.

Gerritsma files

#### THE UNITED STATES

American built airliner type aircraft did not appear in South America until 1930, when a couple of Ford Trimotors found their way to Chile, taking over from the Gypsy Moths of the Santiago-Arica line, which then became independent from the air force and was renamed Linea Area Nacional. In 1932, Lloyd Aero Boliviano also bought one Ford while awaiting delivery of its first JU 52/3m. The aircraft, however, crashed one month later while on military support service during the Gran Chaco War.

Panair do Brasil (successor to the NYRBA Line) placed the six-passenger Sikorsky S-38 on its Amazon River service and LAB of Bolivia also bought two for its Parana River services in 1933/34. The 19-passenger Sikorski S-43 Baby Clipper of 1935 entered service with Panair do Brasil on its coastal and Amazon River services, replacing the old Consolidated Commodore flying boats it had inherited from the NYRBA Line.

In the 1930's LAN of Chile and Condor Peruana de Aviacion of Peru operated Curtiss Condor 19-passenger biplanes on their services, and all through the decade, several single-engine Fairchild types, including the FC 2 and Model 71, were used in various areas.

The new American aircraft such as the Douglas and Lockheed designs, took some years to appear on the continent. In 1937 Panair do Brasil acquired three Lockheed L-10 Electras, and Panagra ordered three DC-3's to compete against the JU 52/3m of SEDTA in Ecuador. Panair do Brasil also received two ex-Pan American DC-2's in 1940 and operated them until 1945, when they were sold to PLUNA of Uruguay, to become that carrier's first modern aircraft.

LAV of Venezuela bought the DC-3 in 1939 and in 1944 TACA de Venezuela received four from the U.S. Army Air Corps. AVENSA received two from the same source. No doubt they were ceded by the U.S. military because of Venezuela's importance as an oil producer and the country's proximity to the oil refineries on the island of Curacau.

In 1934 the Peruvian airline Faucett de Aviacion began construction of a fleet of Faucett F-19 light transports. This single-engine aircraft was based on Stinson designs and would form the backbone of Peruvian air transport for many years. It remained in production until 1946 and the last one of 27 built was not withdrawn from service until 1964.

The activities of non-Latin airlines in South America, including Pan American, the NYRBA Line, Air France and Lufthansa, are not really part of this story and hopefully will be reviewed at some other time in the CAPTAIN'S LOG. (See index for story on PANAGRA.) Let it suffice here that both Pan American and NYRBA (before its takeover by Pan American) made extensive use of Sikorsky and Consolidated flying boats in South America. Pan American started service to and in South America with the Sikorsky S-36, S-38, S-40 and S-42, while NYRBA used the S-38 and the Consolidated Commodore, several of which later went to Pan American.

Another Pan American venture in South America, Pan American-Grace Airways (Panagra) was founded in 1929 by Pan American and banking, shipping and export magnate W. R. Grace. The airline's purpose was to establish air service between the Canal Zone in Panama and Buenos Aires, but it soon was active in Peru, Ecuador and Chile as well. The airline at first used Ford Trimotors, but it replaced these later with the DC-3.

The years of WW II were difficult ones for South American airlines. For one thing, traffic with Europe was disrupted. Also, traffic with the Caribbean and the U.S. was severely restricted. And thirdly, they had to make do with the aircraft they had at the start of the war. With the exception of adding a DC-2 here, a DC-3 there and other types somewhere else, the airlines were starved of additional new equipment.

It was, therefore, no wonder that they eagerly bought up almost anything they could get their hands on once the war was over. Aircraft such as the C-46 Commando, C-47 (DC-3) Dakota, C-54 (DC-4) Skymaster flew into the continent by the hundreds and almost as fast as the military declared them surplus to its demands. Other types also found their way south. Catalinas, Beech C-45 (D-18) and even bombers were pressed into service. As late as 1965 Lloyd Aero Boliviano was still using two B-17 freighters, and in 1963 Lineas Aereas la Urraca was still using two Douglas B-18 medium bombers as freighters. Viacao Aerea



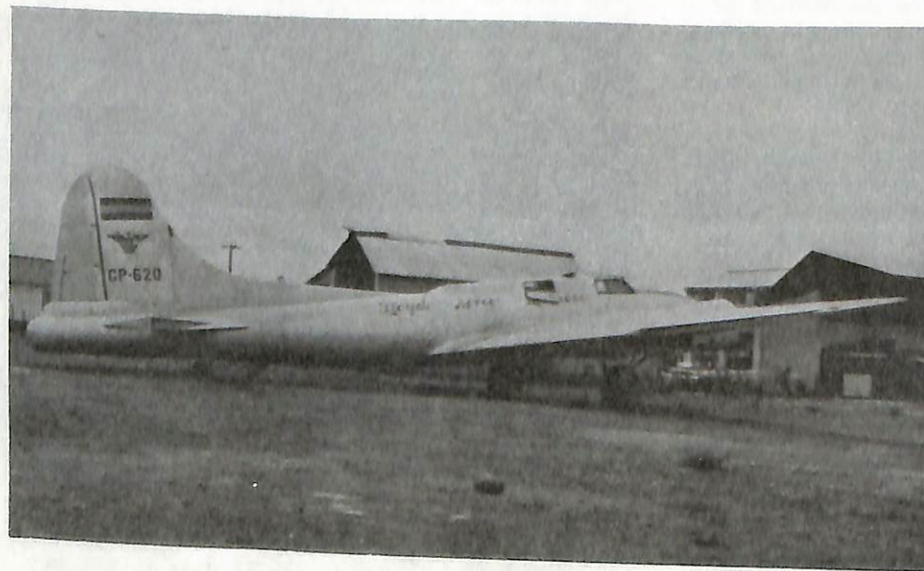
PP-SQQ, a DC-3 of VASP, Brazil, was photographed at Aso Paulo in February, 1970. Gerritsma files



The C-46 became very popular in South America after WW II. HK-750 of Aeronorte Colombia was photographed at Bogota in Feb. 1982. Karl Kramer photo



CAUSA of Uruguay acquired several Constellations second hand. This one is seen at Montevideo in the 1950's. Gerritsma files



Lloyd Aereo Boliviano, used this B-17 bomber, CP-620, on its cargo services in the 1950's. Gerritsma files

## PROJETS AND JETS

In the mid-to-late 1950's, South American airlines started to consider the new propjet aircraft then coming onto the market, to replace their ageing DC-3 and C-46 fleets. LAV of Venezuela was first when it placed the British Vickers Viscount in service in 1956 and AVENSA followed in 1958 with the Fairchild F-27. AVENSA would later also use the CV-580 propjet conversion of the CV-440.

Most of the larger propjets produced in the world, are or were in service in South America. The original LAV Viscounts and AVENSA F-27's were followed by many more, both bought new and second hand, and also the British HS 748, the Japanese YS-11A, the Handley Page Herald and many others, mostly acquired second hand. VARIG still flies a dozen Lockheed L-188 Electras on its air bus service between Rio de Janeiro and Sao Paulo, one of the busiest air routes anywhere in the world. The large Canadair CL-44 propjet also found its way to South America second hand and now operates as a freighter with a number of small tramp airlines.

At the smaller end of the propjet scale, the Brazilian-built Embraer Bandeirante is extremely popular, especially in Brazil itself, and the Canadian deHavilland Twin Otter is also in widespread use.

South American carriers also quickly adopted jetliners into their schedules. Aerolineas Argentinas was first when it placed the British deHavilland Comet in service across the South Atlantic on May 19, 1959 and on its North American service the following month, June 7. VARIG answered with the introduction of the French Sud Caravelle on its New York service Dec. 19, 1959.

VARIG was also first with the Boeing 707. It went into service with the airline July 2, 1960. VIASA of Venezuela started DC-8 services on April 6, 1961, followed by Panair do Brasil on the 17th of the same month. The Boeing 720 first went into service in South

Santos-Dumont of Brasil started operations in 1944 with one Budd Connestoga freighter of American manufacture. This was the same type aircraft that the U.S. carrier Flying Tiger started operations with. The aircraft was made from stainless steel!

The Skymasters enabled the South American carriers for the first time to open long-distance services across the length and breath of the continent, and to North America, Europe and Africa as well.

The war surplus fleet soon succumbed to the pressure of competition and the airlines started to shop for new aircraft, fresh from the production line. FAMA of Argentina, soon to become part of Aerolineas Argentinas, ordered the Convair 240, while Aerovias Brasil and VASP bought the 32-passenger SAAB Scandia from Sweden. This aircraft was an early attempt to build a DC-3 replacement, but only 18 were built for the two Brazilian carriers and SAS of Scandinavia. VASP, after having taken over Aerovias Brasil, also bought the SAS Scandias and therefore operated all 18 built.

Aerolineas Argentinas also bought the 36-passenger Vickers Viking from Britain. This twin-engined competitor of the CV-240, although still equipped with the old-fashioned tail wheel, was very popular in Europe. It was developed from the well-known Wellington medium bomber of WW II. The Argentine carrier also bought the Short Sandringham flying boat from Britain for its River Plate services to Montevideo and to interior destinations without land airports.

On the longer routes the DC-4 soon gave way to the DC-6 series and the Constellation. Panagra was the first to operate the DC-6 (March 1947) and Panair do Brasil put the Constellation in service in 1946. Since then the successors of these great planes, the DC-7 series and the Super Constellation, have also gone into service in South America, as did the later Convair 340 and 440 series and the Martin 2-0-2 (LAN Chile and LAV of Venezuela).



The British deHavilland Comet 4 became the first jetliner to be operated in South America when Aerolineas Argentinas put it into service in 1959. LV-PLM is shown here in flight. deHavilland photo





VARIG of Brazil operated a large fleet of Lockheed L-188 Electras on its air bus services. PP-VJL is seen at Sao Paulo in June, 1972. Gerritsma files



Another propjet in South America was the Japanese VS-11A. PP-CTI is a Cruzeiro do Brasil aircraft photographed at Sao Paulo in 1973. Gerritsma files



VIASA of Venezuela was first with the DC-8 in South America when it operated aircraft leased from KLM of Holland. PH-DCH is seen here at Amsterdam in April of 1966. Gerritsma photo

America on Jan. 16, 1962, with AVIANCA of Venezuela. VARIG and Aerolineas Peruanas also operated the CV-990 for a while.

These first jetliners have been followed by nearly every other type of jetliner produced in the Western world. Today, types such as the Boeing 727, 737 and 747, the DC-9 and -10, Lockheed L-1011, Fokker F-28 and the European BAC One-Eleven and Airbus 300 are common sights in the skies of the continent.

But what makes watching the airline scene in South America so interesting to airline enthusiasts is that just about every type aircraft introduced since the end of WW II, is still flying around between the Caribbean and Cape Horn, between Northeastern Brazil and Northwestern Ecuador, which form the most extremes of the southern half of the western hemisphere. Please--keep them flying--a little while longer!



The European Airbus A-300 is in use with several South American airlines, among them VASP of Brazil. VASP photo

As a follow up on this article on South American airliners, I would like to recommend the following books.

An American Saga-Juan Trippe and His Pan Am Empire by Robert Daley, Random House, New York 1980. This book covers both the Atlantic and Pacific operations of Pan Am. Well written and quite detailed.

A Dream of Eagles, by Ralph A. O'Neill, San Francisco Book Company, Houghton Mifflin Company, 1973. This is the story of New York, Rio & Buenos Aires Line (NYRBA) and the imaginative WW I ace who conceived and built it--over 7,800 miles--in 1930. Makes very interesting reading.

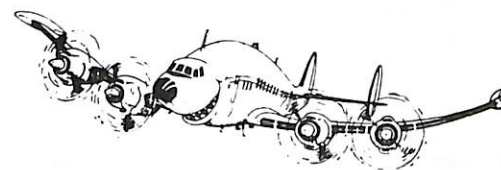
Airliners by Robert Wall, Prentice-Hall Inc., New Jersey, 1980. While not devoted to South America, this book contains a lot of new pictures, posters and drawings not previously published. I am sure that you will find much of interest in this book--lots of color.

Paul Collins  
Editor  
CAPTAIN'S LOG



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Pan American Grace Airways, which was jointly owned by Pan American World Airways, Inc., and W. R. Grace & Co., was formed on January 25, 1929, and operated along the west coast of South America from Panama to Santiago, Chile, and across the Andes from Santiago eastward to Buenos Aires, Argentina. This route structure remained fairly constant throughout the company's history until 1967, when PANAGRA was acquired by Braniff Airways, Inc.

Buenos Aires in the 1920's was the largest city in South America and was a major goal of expansion of Pan American and its president, Juan Trippe. The shortest route to this major city from Florida and Panama was down the west coast of South America to Santiago, then via a mountain pass in the Andes eastward across Argentina to Buenos Aires. There was only one problem--W.R. Grace & Co. was well established before the days of air travel as the major long haul passenger carrier by sea down the west coast. Grace was heavily involved in shipping and other business activities in western South America and was opposed to Pan American's entering this market. Through a series of actions, Grace blocked Pan American from establishing routes in western South America, and at the same time, Pan American blocked the expansion of Grace aviation interests north of Panama. Trippe also began to buy interests in domestic air carriers in both Peru and Chile to put together an air route down the west coast. A compromise was finally reached and the new airline, Pan American Grace Airways, Inc., was formed jointly by W. R. Grace & Co. and Aviation Corporation of the Americas on January 25, 1929, and incorporated February 21, 1929.

Prior to this date, a Fairchild FC-2, NC6853, Ship P.1, had been acquired August 1, 1928. It inaugurated the first scheduled commercial flight along the South American west coast on September 13, 1928, carrying



Fairchild FC-2, one of six aircraft of this type acquired by Pan American-Grace in 1929 for its initial operations. (Panagra photo)

passengers and mail from Lima to Talara, Peru. On November 30, 1928, the first flight was made from Lima to Guayaquil carrying passengers and messages from the Peruvian president, and U.S. ambassadors in Peru and Chile, to President-elect Herbert Hoover, on board the U.S.S. Maryland. These flights had been made by Peruvian Airways. On September 16, 1928, Aviation Corporation of the Americas (headed by Juan Trippe) purchased a 50% share in Peruvian Airways, which was originally formed in 1927 as Huff-Daland Dusters of Peru. C. E. Woolman, later head of Delta Air Lines, Inc., was one of its founders. The carrier was re-named Peruvian Airways September 4, 1928.

In addition to the shares acquired in Peruvian Airways, Trippe also acquired a 50% share in Chilean Airways on December 31, 1928. This airline existed solely on paper, never went into operation and never owned a plane. Both Chilean and Peruvian were acquired by Pan American-Grace at the time of its formation in early 1929.

Pan American-Grace Airways when originally incorporated in 1929 was known as P.A.G.A.I. The PANAGRA name was adopted somewhat later. On March 2, 1929, Pan American-Grace was awarded Foreign Air Mail Route 9 (FAM-9) southward from the Canal Zone to Santiago and Buenos Aires. In mid-May, a Sikorsky S-38 under contract to PAA-Grace carried mail southward from the Canal Zone to Talara, Peru. An FC-2 picked up the mail at Talara and carried it onward to Lima on May 19, 1929, and then to Mollendo on the far south of Peru. On July 21 the mail route was extended to Santiago. Service across the Andes to Buenos Aires was begun October 8, 1929, using newly acquired Ford TriMotors. A further extension across the Rid de la Plata was made on November 30 to Montevideo, Uruguay. Passenger service from the Canal Zone as far south as Arica in the northern part of Chile was inaugurated January 16, 1930. This service was extended to Santiago August 15, 1931, and to Buenos Aires and Montevideo October 5 and 6, 1931.

DC-2's were introduced on September 17, 1934, on a route from the Canal Zone to Lima. For the first time a flight operating totally in daylight hours between these two points was completed. Only a fuel stop at Talara was made. Total flying time was nine hours 35 minutes with an average air speed of 175 mph.

Germany in the 1930's sought to establish itself in the South American aviation market. German aviation interests so close to the U.S.-controlled Panama Canal and in flying distance to the U.S. mainland could have posed a major threat to the national security of the United States. Panagra became one of the key organizations for protecting U.S. interests in Latin America. In 1935 Panagra started a local airline in Peru, Aerovias Peruanas, which was later sold to Faucett in



W. R. Grace, center, founder of Pan American-Grace Airways. (Photo via Braniff)

1938. However, Panagra kept a twenty percent interest, thus allowing the Peruvians to operate their airline system but retaining U.S. influence.

A German airline, Deutsche Lufthansa Sucursal en Peru, entered the airline business in Peru in 1938 with a major route between Lima and LaPaz, Bolivia, where connections could be made with Lloyd Aereo Boliviano, which in turn linked with Sindicato Condor Limitada of Brazil. All three airlines had German interests behind them, and therefore there was a German influenced air network across the entire continent of South America from Brazil to Peru. A German passenger could board a Lufthansa flight in Berlin and, via a series of connections, could reach the South American west coast. Pressure was placed on the governments of Peru and Bolivia. Lufthansa's permit in Peru was canceled and Lloyd Aereo Boliviano was nationalized. Panagra took over Lufthansa's operations in Peru and gained a 23% interest in LAB. Also, Panagra operated DC-2's in competition with Junkers JU/52's of the German-controlled SEDTA of Ecuador. Finally, the Ecuadorian nation cut off SEDTA's aircraft fuel sources in 1941.

W. R. Grace and Co. had been trying to extend their routes northward from Panama to Miami since the formation of PANAGRA in 1929. However, Pan American, which operated between Panama and Miami and had half interest in PANAGRA, was vigorously opposed to this extension of service and felt PANAGRA competition would result in a loss of revenue on its own routes. The continual conflict between Grace and Pan American was known all over Latin America, and President Truman felt this was a negative influence on the U.S. image in South America. As a result, it was decided another carrier should be granted a route in competition with PANAGRA.

Braniff was granted an international trunk route which competed with PANAGRA at many points. Braniff's new route extended from Houston to Buenos Aires with intermediate stops at Havana, Panama, Bogota, Quito, Guayaquil, Lima, LaPaz, and Asuncion. Also a route was granted from Lima to Sao Paulo and Rio de Janeiro. Braniff's Mexican affiliate, Aerovia Braniff, soon had its operating certificate revoked by the Mexican government, leaving Pan American's affiliate, Mexicana, without competition from Braniff. Also operating and

landing authority was very difficult for Braniff to obtain in the countries along the new South American route. However, Braniff was finally able to begin service in 1948 and soon became a major competitor with PANAGRA.

As of 1952, PANAGRA had 1,552 employees and operated a fleet of DC-3's, DC-4's, and DC-6's, with DC-6B's on order for 1952-54 delivery. DC-7B's joined the airline in 1955. DC-6B's operated "El Pacifico" tourist service, while the DC-7B's were used for "El Interamericano" first class flights. By 1955 the fleet comprised five DC-7B's, five DC-6B's, two DC-4's and four DC-3's. Approximately 1,400 persons were employed including 104 pilots and 79 flight attendants, with all stewards and stewardesses of Latin American descent.

A three-way interchange agreement was made in 1955 among National airlines, Pan American, and PANAGRA. National crews flew planes between New York International Airport at Idlewild and Miami, where a Pan Am crew boarded for the flight to Panama, at which point the PANAGRA crew took over for the remainder of the flight through South America. On all flights PANAGRA equipment was used. Despite the interchange agreement, PANAGRA's northern terminus remained throughout its history at Panama. The southern termini were Santiago and Buenos Aires.

In 1956 PANAGRA carried 143,222 passengers and operated 172,103,000 passenger miles and 4,029,161 freight ton miles. Load factors in 1956 were as follows: 57.30%, DC-7B's; 61.75%, DC-6B's; and 65.21%, DC-4's. As of 1958 the fleet consisted of five DC-7B's, nine DC-6's and DC-6B's, two DC-4's and four DC-3's.

In 1960 four DC-8-31's were delivered to PANAGRA. Service was inaugurated May 3, 1960, via the National-Pan American-PANAGRA interchange from Idlewild to Miami, Panama, Lima, and Buenos Aires. In 1961 the fleet comprised four DC-8-31's, six DC-7B's, two DC-6B's, and one DC-4. By Fall, 1966, PANAGRA was operating four DC-8-31's, three DC-7B's, and one DC-7BF (freighter). On order were seven DC-8-62's and a DC-8-55F (freighter).

In 1954 the U.S. Department of Justice instituted an antitrust suit against Pan American World Airways, Inc. and W. R. Grace and Co. A New York federal court ruled that Pan American had violated the Sherman Antitrust Act by preventing PANAGRA from extending its routes northward from Panama to Miami. The Supreme



PANAGRA DC-2, NC14272, at Santa Lucia. (Photo via Braniff)

Court turned the case back to the CAB on January 14, 1963. Grace offered to sell its 50% interest in PANAGRA to Pan American for \$10,625,000.

On April 29, 1963, the Braniff Board of Directors, at the recommendation of Braniff Airways' president, Charles E. Beard, authorized that an offer of twenty-two million dollars be made for the 100% acquisition of Pan American-Grace Airways, Inc. Purchase of PANAGRA would provide for more efficient operation by a single U.S. flag carrier along the South American west coast. The offer was filed with the CAB May 8, 1963. Braniff would pay Pan American and W. R. Grace & Co. each \$11,000,000 for the purchase of PANAGRA. Braniff also filed a statement opposing the Pan American purchase of the Grace interest in PANAGRA. The CAB refused the Pan American purchase plan and indicated it looked with favor on the Braniff offer.

Braniff President Charles E. Beard retired in 1965 after 30 years of distinguished service to the airline. By 1961 under his leadership, Braniff ranked as tenth largest airline in the free world in terms of passengers carried and fourteenth largest in terms of revenue passenger miles. This position was to drop after his retirement. Immediately prior to his leaving the helm of Braniff, Mr. Beard had made an agreement with Peter Grace, head of W. R. Grace & Co., for the purchase of the Grace share in PANAGRA for \$11,000,000. A similar agreement with Pan American's Juan Trippe was being negotiated and was projected to be signed in two weeks (or mid-April, 1965). A merger or takeover date of PANAGRA by Braniff was planned for late summer 1965.

It was at this time (April, 1965) that Harding Lawrence became Braniff's president. Lawrence started renegotiating the entire package--Braniff would pay thirty million for PANAGRA--eight million more than originally negotiated. With the new proposals and agreements the takeover of PANAGRA was delayed--until February 1, 1967. In addition to this, Lawrence also revised jet purchase orders. Braniff did not become all jet powered until fall 1967, a year and a half later than planned by the Beard leadership. Braniff was to have been all jet powered by August, 1966, according to Beard's plan.

The Lawrence negotiations for PANAGRA occurred as follows: In December, 1965, a deal was made for the purchase of the Grace half of PANAGRA for \$15,000,000. A similar agreement was made with Pan American March 17, 1966. In July the CAB approved the agreements and in October President Johnson okayed the Braniff acquisition of PANAGRA. The \$30 million purchase was completed January 19, 1967. The two carriers were merged February 1, 1967, and operations were combined as of that date with 30 weekly flights to South America.

Braniff acquired PANAGRA's long time interest in Faucett. Aircraft acquired from PANAGRA included two DC-7B's, four DC-8-31's, one leased DC-8-55F, and, on order, seven DC-8-62's with first deliveries for summer 1967. The DC-7B's were quickly disposed of and, with the DC-8-62 deliveries, the DC-8-31's were also retired.

PANAGRA logo in the late 1930's.

PANAGRA/Pan American label advertising their joint El Inter Americano service. Label has yellow background with black lettering and design.



DC-7B on hand for PANAGRA 30th anniversary celebration. (Panagra photo)

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With special thanks: Charles E. Beard, James Bowers, R.E.G. Davies, Bruce Drum, Phyllis Lane and Pat Zahrt.



PAN AMERICAN GRACE AIRWAYS, PANAGRA

FLEET LIST, 1928-29 TO 1967

PAIRCHILD FC-2			CURTISS FALCON		
Registration #	Serial #	Remarks	Registration #	Serial #	Remarks
NC6853	139	Ship P.1 From PAA 1928-29. Wrecked Mar. 5, 1931, but rebuilt.	NC7455	3	Ship P.16. From Lindbergh, Acquired Dec. 1, 1930.
NC8023	168	Ship P.2, w.o. Iquique, Chile, Feb. 5, 1931.	<b>DOUGLAS DC-2</b>		
<b>PAIRCHILD FC-2W2</b>			NC13729 (DC-2-112)	1255	Del. TWA 1934. To PAA 1937. To PANAGRA 1938 (Ship P.35). Back to PAA, 1940.
NC8026	519	Acquired 1928-29	NC14268 (DC-2-118A)	1301	Del.PAA. To PANAGRA as Ship P.28, <u>Santa Ana</u> . To Delta, 1939.
NC8039	529	Ship P.4 Acquired 1928-29.	NC14270 (DC-2-118A)	1303	Del.PANAGRA Sep. 1934, Ship P.29, <u>San Martin</u> . Fate?
NC9715	532	Acquired 1928-29.	NC14271 (DC-2-118B)	1304	Del.PAA Sep.1934, Oper.by PANAGRA in 1934. To RAF 1941.
NC9723	527	Ship P.3. Acquired 1928-29. Later crashed.	NC14272 (DC-2-118A)	1305	Del.PANAGRA Sep. 1934 as Ship P.30, <u>Santa Lucia</u> , W.O. Mt.Mercedario, Chile, 1938.
<b>PAIRCHILD 71</b>			NC14273 (DC-2-118B)	1306	Del.PAA Oct. 1934. To PANAGRA, then back to PAA. W.O. Guatemala City
NC9798	619	Ship P.6. From PAA, April 1, 1929.	NC14292 (DC-2-118A)	1352	Del.PAA Jan. 1935. To PANAGRA as Ship P.31, <u>Santa Silvia</u> . W.O.between Arequipa & Lima, Peru, 1942.
<b>LOENING C-2C AIR YACHT</b>			NC14298 (DC-2-118A)	1370	Del. PANAGRA Mar. 1935, Ship P.32, <u>Santa Elena</u> . W.O. Ciudad San Luis, Argentina, Aug. 23, 1937.
N9717	215	Ship P.7. From PAA 1929(?) 1931(?), later written off.	<b>SIKORSKY S-43</b>		
<b>CURTISS KINGBIRD</b>			NC15065	4305	Ship P.33, <u>Santa Maria</u> , later crashed.
NC310N	G-2	Acquired 1929	NC16928	4317	Later crashed.
<b>FORD 5-AT TRIMOTOR</b>			<b>BOEING B-1E</b>		
NC8416	54	Ship P.8, <u>Santa Rosa</u> , from PAA, Aug. 11, 1929.	NC5270	1028	Acquired 1936.
NC8417	55	Ship P.18, <u>San Pedro</u> , acquired July 28, 1931, later crashed.	<b>CONSOLIDATED COMMODORE</b>		
NC8418	56	Ship P.9, <u>San Cristobal</u> , orig. from PAA, Sept. 2, 1929, later crashed.	NC668M	12	From Pan American, 1937(?) 1938(?)
NC9639	17	Ship P.27, <u>San Fernando</u> , orig. from PAA.	<b>STINSON SR 10P RELIANT</b>		
NC9672	22	? <u>San Antonio</u> , From PAA	NC26215	7.5940	Ship P.40, Acquired 1942.
NC400H	59	Ship P.10, <u>Santa Mariana</u> , From PAA, Dec.8,1929.	<b>DOUGLAS DC-3</b>		
NC402H	61	Ship P.19, <u>San Pablo</u> , from PAA July 28,1931.	NC14967 (DC-3A-279A)	2190	Ship P.41, Del. PANAGRA April 1940. To Northeast Airlines March, 1955.
NC403H	62	? <u>San José</u> , From PAA. W.O. Andes, July 16, 1932.	NC14996 (DC-3A-179A)	2191	Del.PANAGRA April 1940. To P.Mellon Mar.23, 1955.
NC407H	66	Ship P.24, later crashed.	NC15583	4867	Ship P.55. From USAAF
NC433H	100	Ship P.22, <u>San Felipe</u> , later crashed.	NC18118	1994	Ship P.36. Del. PANAGRA
NC9568	115	From PAA.	NC18119	1995	Ship P.37. Del. PANAGRA.
NC9659	116	From PAA.	NC18936	2011	Ship P.38. Del. PANAGRA.
<b>SIKORSKY S-38B</b>			NC19364	12570	From USAAF.
NC144M	214-15	Ship P.17, From PAA 1929, WFU 1934.	NC19470	11680	Ship P.47. From USAAF. Later crashed.
NC945M	314-3	Ship P.13, <u>San Juan</u> , From PAA, Used by PANAGRA 1931-33, 1935-36.	NC19912	11716	Leased from PAA.
NC300N	214-18	From PAA	NC19913	11718	From USAAF.
NC18V	414-9	From PAA Mar. 1933	NC21718 (DC-3-279)	2134	Ship P.39. Del. PANAGRA June 1939. To Panair do Brasil November 4, 1946.
NC19V	414-10	From PAA Mar. 1933, Sold 1937.	NC25652 (DC-3A-279A)	2192	Del. PANAGRA. To Fuerza Aerea Peruana, 1950.
NC22V	414-13	From PAA Feb. 1933	NC28334	4800	Del. PANAGRA.
<b>LOCKHEED L-5 "VEGA" SRS. 5B</b>			NC28335	4801	Del. PANAGRA.
NC397H	82	Ship P.15, Acquired Aug.1, 1930.	NC28380	3284	Ship P.44. Del. PANAGRA as <u>Santa Ana</u> .
NC9424	78	Ship P.14, Acquired June 1, 1930.	NC30008	4177	Del. PANAGRA.
<b>FLEET 2</b>					
R146	?	From N.Y.R.B.A., Acquired 1930.			
R147	?	From N.Y.R.B.A., Acquired 1930.			

PANAGRA Fleet List (Cont'd)

DOUGLAS DC-3 (Cont'd)

Registration #	Serial #	Remarks
NC30009	4178	Not delivered.
NC30014	4183	Del. PANAGRA.
NC30031	6333	Ship P.49. From USAAF, leased.
NC30091	11774	From USAAF.
NC30092	11775	From USAAF.
NC33645	4124	Ship P.45. Del. PANAGRA, later crashed.
NC39334	7331	Ship P.56. Del. PANAGRA.
NC49550	11771	Del. PANAGRA.
NC54213	4432	Del. PANAGRA.
NC54311	4830	Del. PANAGRA.
NC86564	4415	Del. PANAGRA.
NC86565	4516	Del. PANAGRA.
NC88726	13056	Del. PANAGRA.
NC88754	34356	Del. PANAGRA.

DOUGLAS DC-4, C-54, R5D

NC15568 (C-54A-15-DC)	10374	Del. USAAF as 42-72269, Aug. 12, 1944. To PAA as N15568. Oper. by PANAGRA. To CMA (Mexicana) as XA-G1X.
NC60114 (C-54B-5-DO)	18335	Del. USAAF as 43-17135. Back to Douglas 1946 and converted to DC-4. To PAA Aug. 17, 1946. Later oper. by PANAGRA. To AVENSA as YV-C-AVT.
NC60115 (C-54B-1-DC)	10467	Del. USAAF as 42-72362 Dec. 8, 1944. Returned to Douglas and converted to DC-4, 1946. To PAA Aug. 9, 1946. To PANAGRA Mar. 14, 1950, then to Aeronaves de México.
NC79012 (C-54A-1-DC)	10274	Del. USAAF as 42-72169. Back to Douglas 1946 and converted to DC-4. To PAA Apr. 20, 1947. Oper. by PANAGRA (Dates?)
NC88817 (C-54B-5-DO)	18328	Del. USAAF as 43-17128. Back to Douglas 1946 (DC-4 conversion). To PAA Jul. 31, 1946. To PANAGRA same day. Later leased by PG to Northwest & PAA. Sold to Faucett, Jan. 21, 1957.
NC88904 (C-54B-15-DO)	18391	Del. USAAF as 43-17191. Back to Douglas (DC-4 conversion). To PAA July 19, 1946. To PANAGRA (date?) Leased to Northeast, 1952. Back to PG. Sold to AVIANCA Dec. 4, 1959.
NC88925 (C-54A-15-DC)	10368	Del. USAAF as 42-72263. Back to Douglas 1946 (DC-4 conversion). To PANAGRA April 11, 1947. To PAA Jan. 22, 1948.
NC88929 (C-54A-15-DC)	10407	Del. USAAF as 42-72302. Back to Douglas 1946. (DC-4 conversion). To PAA April 5, 1947. Later oper. by PANAGRA (dates?)
NC88934 (C-54A-15-DC)	10366	Del. USAAF as 42-72261. To Navy as R5D-1. Back to Douglas 1946 (DC-4 conversion). To PAA June 20, 1947. To PANAGRA (date?). To Charlotte Aircraft, 1961.
NC88937 (C-54B-5-DO)	18337	Del. USAAF as 43-17137. Back to Douglas 1946 (DC-4 conversion). To PAA Aug. 31, 1946. Leased by PANAGRA (dates?)

DOUGLAS DC-4, C-54, R5D (Cont'd)

Registration #	Serial #	Remarks
NC-91067 (C-54A-5-DC)	10295	Del. USAAF as 42-72190. To U.S. Navy as R5D-1. Back to Douglas 1946 (DC-4 conversion). Sold to Pennsylvania Central. Later oper. by PANAGRA (dates?)
<b>DOUGLAS DC-6</b>		
N90876	42876	Del. PANAGRA Mar. 23, 1947. To Cathay Pacific as VR-HFG Dec., 1954.
N90877	42877	Del. PANAGRA Apr. 11, 1947. Leased to Trans Carib., then PAA (1956-58). Sold to CMA (Mexicana) as XA-M00.
N90878	42878	Del. PANAGRA Apr. 25, 1947. Sold to Trans Carib 1955 as <u>Katy Leigh</u> (Lee?)
N6141C	43141	Del. PANAGRA Dec. 9, 1949. Leased by PAA 1956-58. Sold to CMA (Mexicana) as XA-MOM.
N8103H	43103	Del. PANAGRA Mar. 20, 1948. Leased by PAA 1956-58. Sold to CMA (Mexicana) as XA-MUV, July, 1959.
N8104H	43104	Del. PANAGRA Mar. 29, 1948. Leased by PAA 1956-58. To CMA (Mexicana) as XA-MON, 1959.
<b>DOUGLAS DC-6A</b>		
N7822C	45520	Leased from PAA, 1959.
<b>DOUGLAS DC-6B</b>		
N6255C	44255	Del. PANAGRA Feb. 17, 1954. Sold to National in 1960 as replacement for N8225H written off at Wilmington, N.C. Jan. 1960.
N6256C	44256	Del. PANAGRA Mar. 19, 1954. Sold to Compania Aviation Faucett as OB-PBL, July 22, 1960.
N6536C	43536	Del. PANAGRA Apr. 5, 1952. Sold to Chinese Nationalist Air Force, Mar. 19, 1962.
N6537C	43537	Del. PANAGRA, May 1, 1952. To Eagle Aircraft, June 11, 1962.
<b>DOUGLAS DC-7B</b>		
N51244	45244	Del. PANAGRA July 12, 1957. To Southern Pipeliners May 12, 1965.
N51700	44700	Del. PANAGRA June 25, 1955. To Jet International Corp. July 29, 1966.
N51701	44701	Del. PANAGRA July 16, 1955. To National Airlines Nov. 9, 1964.
N51702	44702	Del. PANAGRA July 25, 1955. W.O. LaPaz, Bolivia, Oct. 29, 1962.
N51703	44703	Del. PANAGRA Aug. 25, 1955. Converted to DC-7BP. Acquired by Braniff Airways, Inc., Feb. 1, 1967 (in BN-PG merger).
N51704	44704	Del. PANAGRA Sep. 22, 1955. Leased to PAA 1958. Acquired by Braniff Airways, Inc. Feb. 1, 1967 (in BN-PG merger)

PANAGRA Fleet List (Cont'd)

DOUGLAS DC-8-31\*

Registration #	Serial #	Remarks
N8274H	45274	Del. PANAGRA Apr. 6, 1960. To Braniff Airways, Inc. Feb. 1, 1967 (in BN-PG merger) as N1800.
N8275H	45275	Del. PANAGRA May 25, 1960. To Braniff Airways, Inc. Feb. 1, 1967 (in BN-PG merger).
N8276H	45276	Del. PANAGRA June 29, 1960. To Braniff Airways, Inc. Feb. 1, 1967 (in BN-PG merger) as N1801.
N8277H	45277	Del. PANAGRA June 30, 1960. To Braniff Airways, Inc., Feb. 1, 1967 (in BN-PG merger) as N1802.

\*With BN these aircraft first carried PG colors with Braniff International titles on fuselage and BI logo on tail, N1800 later solid pastel PANAGRA green, N1801 may have been orange and N1802, dark blue. (N1801, N1802 colors not verified)

DOUGLAS DC-8-55F

N1509U	45858	Del. PANAGRA Sept. 2, 1966 on lease from Douglas. Leased by Braniff after BN-PG merger. First carried PG colors with Braniff Int'l titles & BI tail logo. Then solid pastel orange.
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DOUGLAS DC-8-62\*

Registration #	Serial #	Remarks
N1803	45895	Ordered by PANAGRA. Del. to Braniff Airways, Inc. Aug. 22, 1967. Carried Pan American livery 1970-71.
N1804	45896	Ordered by PANAGRA. Del. to Braniff Airways, Inc. Sept. 20, 1967.
N1805	45899	Ordered by PANAGRA. Del. to Braniff Airways, Inc. Sept. 29, 1967.
N1806	45911	Ordered by PANAGRA. Del. to Braniff Airways, Inc. Dec. 19, 1967.

DOUGLAS DC-8-62CF\*

N1807	45904	Ordered by PANAGRA. Del. to Braniff Airways, Inc. Nov. 13, 1967. Last BN aircraft flown by George Cearley, Jr., June 21, 1981, returning from Airliners Int'l 81 convention at Hollywood, Fla. to DFW, Flt. 149.
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\*All DC-8-62's above and the DC-8-62CF originally carried the Braniff solid pastel scheme and were never painted in PANAGRA colors.

The following DC-8-62's are parked at Dallas Love Field (as of this writing, May 17, 1983) N1803, N1804, N1805, N1806, N1807, N801BN, N802BN, N810BN. These were originally brought to the Maintenance Base at Love Field after the Braniff shutdown in May, 1982, but were recently moved to an area just south of the rotunda (Gate 70 area) of the former Braniff terminal at Love Field.

Below we see a Braniff International DC-8 in the last livery to be used by PANAGRA before being taken into the Braniff system. Photo from ATP collection.



# Instrucciones de Seguridad

by  
CARL REESE

Since the Summer issue of the CAPTAIN'S LOG is to be devoted to examining the airlines of the other America (in the Southern Hemisphere), then let's explore Safety Cards in the Latin tradition.

The only way to cover "Instrucciones de Seguridad" (or "Instruções de Segurança" for our Brazilian neighbors), is to address these Safety Cards by country. On examination of what is (or is not) usually available, one will quickly note that South American aviation authorities generally give little emphasis to passenger briefing.

## BRASIL

Basically, Brasil (with a "z" for those who are not of the jet-set persuasion) is the most progressive, and safety conscious, of all South American countries.

Although I have several reliable friends who formerly were employed as "Commissarios" (Flight Attendants) with PANAIR DO BRASIL, they seem to disagree on whether or not safety cards existed. Not actually having seen any examples, I can summarize that cards for overwater operations probably existed for what I will call "limited production": a typical third world compliance to IATA requirements whereby a very small, one time only, printing is done.

Panair's predecessor certainly does use safety cards. VARIG did use a very heavy plastic "fleet" card that covered the 707, DC-8 and CV-990A (fig. 1). Currently, Varig produces some beautifully illustrated cards that address individually in color the Electra II (fig. 2) Boeing 707, 727, 737, 747, DC-10 and in conjunction with Cruzeiro, the A300.

CRUZEIRO presently uses identical cards to those of Varig, of course using their own logo, and include: DC-9 Super 80 (where illustrations were McDonnell Douglas and lacked much color), Boeing 727, 737 and three different A300 cards (1 with A300 in red, 1 with A300 in blue/purple, and the card displaying dual Varig/Cruzeiro titles that also differed by illustrating flotation cushions instead of the life vests (fig. 3). Figure 4 shows the old style card used by Cruzeiro on the Caravelle. A quick glance at the written instructions for exit operations will indicate that the original issue was for the YS-11 since it describes that aircraft's exists yet the illustrations are definitely for the Caravelle.

Producing a "Jatão Super BAC-111-500" plastic card in orange and black was TRANSBRASIL. Their current 727 card, although using very accurate illustrations, is white paper and lacks any particular interesting features.

Finally, VASP. Their original tall and narrow 737 card was printed in black and blue ink. This was replaced with a "fleet" card that covers both the 737 and 727 Super 200. This new creation is at its best, a joke...it uses illustrations that show a 747 door exit and 747 slide/raft units! Recently, Vasp added an A300 card to their collectables.

## URUGUAY

Safety cards for PLUNA consist of all of which was a "limited production" order for "Just in Case..." cards for the 737 that was void of any unique cover. Its cover was white with a small blue Pluna logo. Presently Pluna does not fly with safety cards due to what an employee called "too much expensive" costs for replacement.

## ARGENTINA

Since Civil Aviation in Argentina doesn't require safety cards, if you're a safety card or memorabilia collector, forget AEROLINEAS ARGENTINAS. Aerolíneas did produce a "limited" edition of cards that include a booklet covering the 707 and 737 in conjunction with the tourist board (fig. 5), a poor 707 card printed in blue that was tall, and 747 card (fig. 6) issued during the beginning days of their Jumbo services. No cards have been produced for the HS748, 727-200 or 747SP, at least to my knowledge.

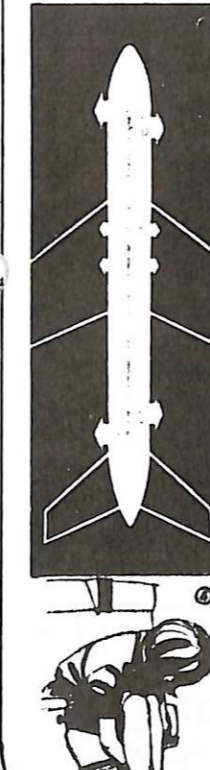
Needless to say, LAPA and AUSTRAL both view safety cards as a "total waste of time and money," therefore in total disregard for passenger safety, don't produce cards.

## CHILE

I have not addressed LADECO, but it is my understanding that a 727 card does exist.

LAN-CHILE hasn't yet concurred with the idea of standardized format. They originally used a large booklet covering the 707 in the 1960's (fig. 7) that contains quite comical illustrations. Accompanying this card was a card that was entitled "Feel at Home" (fig. 8) and was a direct take-off on a similarly titled Lufthansa brochure. In fact, a close look will reveal a very old Lufthansa safety card in the seatpockets. Ironically, the LAN Flight Attendant is posed exactly as the Lufthansa Stewardess in their brochure.

Presently, the 707 (printed in red or in blue) and the 727 cards resemble the older Eastern single face cards. The original DC-10 card was identical to Laker Airways red folding card and was, in fact,



## INSTRUÇÕES DE SEGURANÇA • SAFETY INSTRUCTIONS

SALIDAS DE EMERGENCIA    EMERGENCY EXITS    SORTIES DE SECOURS    NOTAUSGÄNGE    USCITE DI EMERGENZA

Todos os jatos da VARIG possuem saídas de emergência claramente identificadas. Para auxiliá-lo na localização das mesmas, solicitamos ver o diagrama 3:

All of VARIG's jets have emergency exits clearly marked. To help you locate them, please see diagram 3:

Tous les jets de la VARIG ont leurs sorties de secours bien signalées. Pour vous aider à les trouver, nous vous prions de bien remarquer le diagramme 3:

Alle Flugzeuge der VARIG verfügen über Notausgänge die leicht erkannt sind. Um den Ihrem Sitz am nächstgelegenen Notausgang zu finden beachten Sie bitte Plan 3.

In tutti i jetti della VARIG esistono delle uscite di emergenza, che potranno essere identificate rapidamente. Per aiutarvi a individuare le uscite di cui sopra Vi preghiamo di osservare lo schema 3:

PORTAS.    DOORS.    PORTES.    TÜREN.    PORTE.

SALIDAS SOBRE A ASA.    OVERWING EXITS.    SORTIES SUR L'AILÉ.    AUSGÄNGE ÜBER FLÜGEL.    USCITE SULLE ALI.

Sómente no Boeing e DC-8.    Boeing and DC-8 only.    Seulement Boeing e DC-8.    Nur bei Boeing e DC-8.    Solo in Boeing e DC-8.

Para abrir qualquer porta gire a alavanca como mostra a fig. 1, e empurre-a para fora. Para abrir a saída de emergência sobre a asa puxe o comando como indicado na fig. 2.

To open any door, turn lever as shown in picture 1 and push the door open. To open overwing exits pull handle as shown in picture 2.

Pour ouvrir n'importe quelle porte, tournez le levier comme l'indique fig. 1, et poussez la porte. Pour ouvrir la sortie sur l'aile, tirez la poignée comme l'indique fig. 2.

Zum Öffnen der Türen (Bild 1), bitte Hebel drehen und Tür nach aussen drücken. Zum Öffnen der Fensterausgänge über den Tragflächen (Bild 2), bitte Handgriff ziehen.

La porta potrà essere aperta girando l'apposita maniglia (vedi fig. 1) e spingendo la porta stessa verso l'esterno. Per aprirla, invece, le uscite ubicate sulle ali, tirate la maniglia che troverete sull'opposto finestrino (vedi fig. 2).

INSTRUÇÕES PARA POUSO DE EMERGENCIA EN TIERRA / D'ÁGUA    INSTRUCTIONS FOR EMERGENCY LANDING/TDOWNS    INSTRUCTIONS POUR ATERRISAGE FORCÉ    ANLEITUNG FÜR NOTLANDUNGEN LAND/WASSER    ISTRUZIONI IN CASO DI ATTERRAGGIO DI EMERGENZA O AMMARRAGGIO

No caso improvável de um pouso de emergência, o comandante avisará com antecedência suficiente para serem seguidos os seguintes procedimentos:

In the unlikely event of an emergency landing, captain will give you ample time to prepare as follows:

Dans l'improbable cas d'un atterrissage forcé, le commandant vous donnera assez de temps pour prendre les précautions suivantes:

Im Falle einer Notlandung wird der Kapitän Sie frühzeitig benachrichtigen und Sie bitten folgendes zu beachten:

Nei casi in cui si renda necessario un atterraggio di emergenza il comandante Vi avviserà in tempo utile, affinché possiate prepararVi nel modo che segue:

- 1 - Remova de si todos os objetos pontudos ou afiados, tais como: lapis, distintivos, óculos, brinco, etc.
  - 2 - Retire a gravata e abra o colarinho.
  - 3 - Retire os sapatos e vista seu cinto de segurança, mas NÃO O INFLE DENTRO DO AVIÃO. (Este item somente para pouso n'água).
  - 4 - Ponha o encosto de sua poltrona na posição vertical e coloque sobre os joelhos cobertores, ou qualquer outro tipo de roupa.
  - 5 - Aperte o cinto de segurança sobre a bacia.
  - 6 - Quando instruído "PREPARAR PARA O IMPACTO", assuma a posição mostrada na fig. 4 e permaneça assim até o avião parar completamente.
  - 7 - Abra o cinto e saia do avião pela saída indicada pela tripulação.
- 1 - Remove from your person any sharp object such as pencils, pins, earrings, glasses, etc.
  - 2 - Take off your tie and loosen your collar.
  - 3 - Take off your shoes and don the life vest DO NOT INFLATE THE LIFE VEST INSIDE THE AIRPLANE. (This item only for ditching).
  - 4 - Place the back of your seat in the vertical position and place blankets, pillows or any other clothing over your knees for protection.
  - 5 - Tighten your seat belt around your hips.
  - 6 - When instructed "BRACE FOR IMPACT" bend forward as shown in picture 4 and remain in that position until the airplane comes to a complete stop.
  - 7 - Release your seat belt and get out of the airplane as the crew directs.
- 1 - Retirez des vêtements, tous les objets pointus comme, crayons, boucles d'oreille, lunettes, etc.
  - 2 - Otez votre cravate et débouctonnez le col.
  - 3 - Déchaussez-vous et mettez le gilet de sauvetage. IL NE FAUT SURTOUT PAS LE GONFLER À L'INTÉRIEUR DE L'AVION. (Cet avis ne se réfère qu'au cas d'atterrissage).
  - 4 - Mettez le dossier de votre siège dans la position verticale, ensuite placez les oreillers et les couvertures sur vos genoux pour vous protéger.
  - 5 - Bien resserrer la ceinture de sécurité à la hauteur de la hanche.
  - 6 - Une fois instruit "PRÉPAREZ-VOUS POUR LE CHOC" inclinez-vous en avant comme l'indique fig. 4, et restez sans bouger jusqu'à l'immobilisation complète de l'appareil.
  - 7 - Détachez votre ceinture de sécurité et quittez l'avion en suivant les instructions de l'équipage.
- 1 - Alle kantigen oder spitzen Gegenstände (Bleistifte, Brillen, Abzeichen, Anhänger, usw.) vom Körper entfernen.
  - 2 - Krawatte ablegen und Kragen lösen.
  - 3 - Schuhe ausziehen und Schwimmweste anlegen, ABER NICHT IM FLUGZEUG AUFBLASEN (Nur bei Wasserlandung.)
  - 4 - Rückenlehne senkrecht aufrichten und Knie mit Kissen, Decken oder Kleidungsstücke schützen.
  - 5 - Sicherheitsgurt kräftig gegen Hüften festziehen.
  - 6 - Bei Bekanntgabe, dass das Flugzeug in Kürze aufsetzen wird, beugen Sie sich vor (siehe Bild 4), und verbleiben Sie so bis das Flugzeug zum Stillstand gekommen ist.
  - 7 - Öffnen Sie den Sicherheitsgurt und verlassen Sie das Flugzeug laut Anweisung der Besatzung.
- 1 - Ritirate qualsiasi oggetto contundente dalla Vostra persona, per esempio: occhiali, distintivi, ecc. ecc.
  - 2 - Togliete la cravatta e sbottonate il colletto.
  - 3 - Togliete le scarpe e vestite il salvagente. NON GONFIATE IL SALVAGENTE NELL'AMMARRAGGIO. (Questa istruzione sarà eseguita solo in caso di ammaraggio).
  - 4 - Sistemate lo schienale della poltrona in posizione verticale. Mettete sulle ginocchia un cuscino o una coperta al fine di proteggerVi.
  - 5 - Allacciate la cintura di sicurezza.
  - 6 - Immediatamente dopo l'avviso "PRONTI PER L'ATTERRAGGIO", adottate la posizione indicata nella fig. 4. Dovrete mantenere questa posizione fino che l'aereo non sarà fermo.
  - 7 - Stacciate la cintura di sicurezza e dirigetevi verso l'uscita che Vi sarà indicata dal personale di bordo.

FIG. 1  
The old plastic VARIG card that was used on 707, DC-8 and CV-990 aircraft. Note the asterisk for overwing exits, deleting two for the 990 Coronado.



FIG. 3  
Showing the dual logos of VARIG and CRUZEIRO, this issue contains flotation cushions.



FIG. 2  
This is representative of the style used by both VARIG and by CRUZEIRO. The card is colorful and folds open.

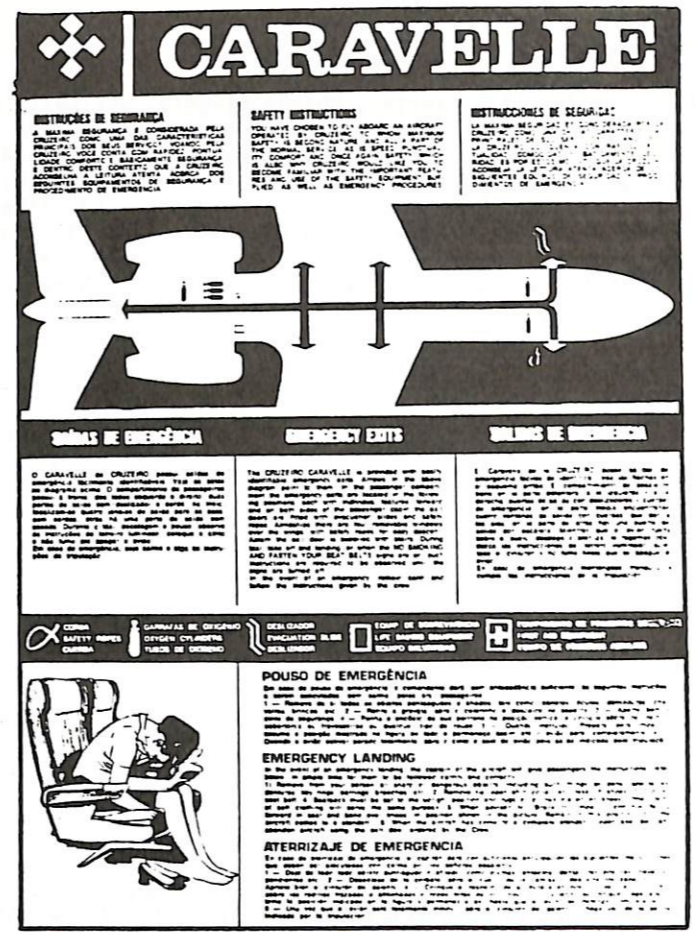


FIG. 4  
Illustrating the older style card used by CRUZEIRO is one used on the Caravelle. This single card was printed in blue and gray on cardboard. (Courtesy of H. Creutzer)

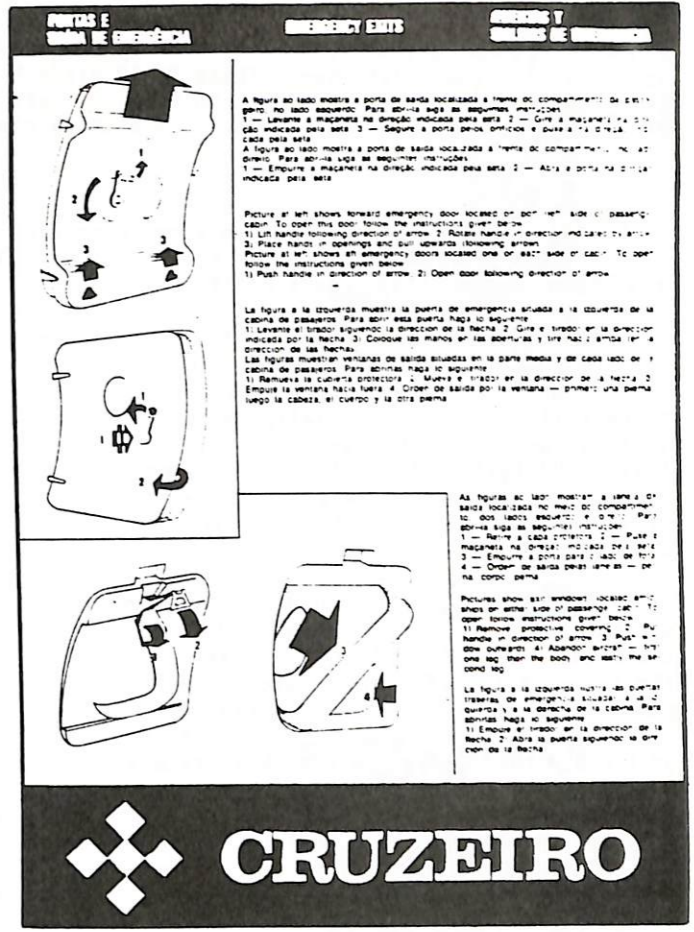


FIG. 5  
Printed by the Tourist Board, this booklet served both 707 and 737.

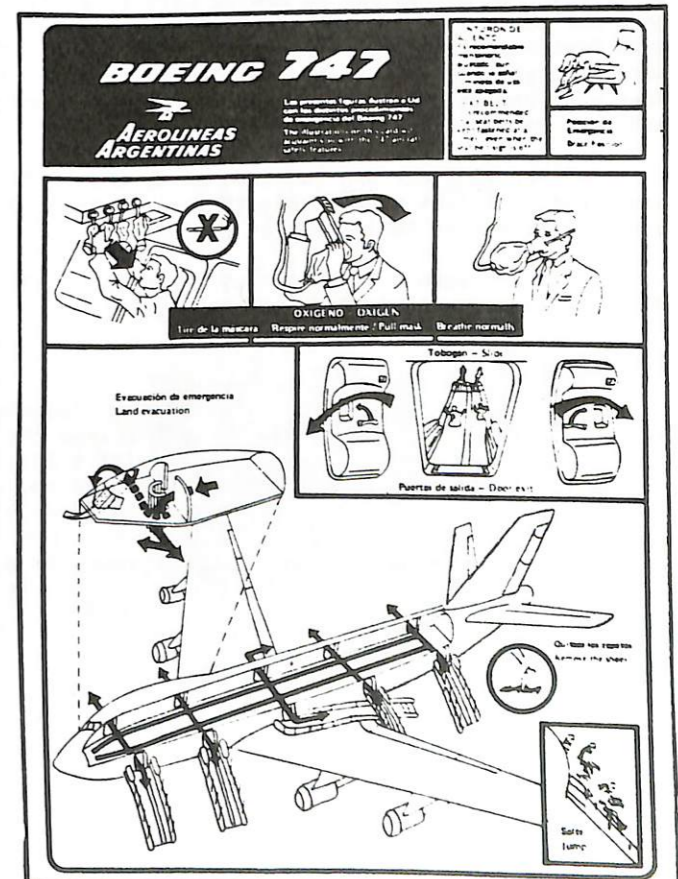


FIG. 6

produced by Reprographic Centre in Crawley, England, complete with LAN-CHILE logo. These DC-10 cards have been replaced by a standard "Just in Case..." card that has a poor color sketch of the DC-10 on a white cover.

PERU

I am unable to provide information concerning either LANSA or APSA, although it's quite likely that APSA DC-8 and/or CV-990 cards exist.

Standardized cards get carried to the extreme in current FAUCETT safety cards that are all quite small, contain gross spelling errors and in several cases have illustrations that don't really apply to the aircraft in question. Available are: DC-8-30/50 (yellow), Boeing 707 (gold), BAC-111 (hot pink) and 727 (green). Older cards, for the DC-4 and DC-6, were printed on very large heavy newsprint-type board (fig. 9) and used aqua, orange and black.

AEROPERU approaches their safety cards from plagiarism, therefore card types vary tremendously within the fleet. The DC-8/62 card is a red cover version of the latest folding Alitalia card. The standard DC-8 came in two versions: (1) fully written original Alitalia type (fig. 15) and (2) a Spanish/English version of the KLM card (probably purchased from Viasa). The L-1011 card folds with a color photo of the aircraft on the cover, but the content and drawing are directly from the PSA L-1011 card. Unique is the F28 cards, one was printed correctly titling the aircraft as "F28 Fellowship" but, an issue was produced called the "F28 Friendship," (fig. 10).

ECUADOR

ECUATORIANA's safety cards lack the outrageous touch that adorns the fuselage of their aircraft. The original card appears to have been a reprint of the then current Avianca "fleet" card that uses the illustrations from a 1959 Pan Am Boeing card (fig. 11). This card was changed to a graphic presentation on a folding card that now labels the aircraft: 707 and 720B. These cards are available in paper and plastic, with at least four versions using or omitting different printers and/or form number.

Neither TAME nor SAN had used cards when I flew them last. It does seem likely that cards have, or will shortly, appear on their new jet equipment.

SAETA produced a very obvious touch-up of the Alitalia card for their Caravelle (fig. 12).

BOLIVIA

Enter more infringed copies with LAB. Remember American's 707-323C folding card? Just change the logo to LAB and print the card in blue. Braniff's 727-100 orange card? Again change the logo, add Spanish, print in blue and voilà. However, LAB has to be given credit for the creation of their very own monster: a 727-100/200 card that ranks among the most poorly organized and confusing card anywhere. This little creation is pink and baby blue on newsprint (fig. 13).

PARAGUAY

LAP uses a green and white paper version of LAN's 707 card whose format comes directly from Eastern's older single card style.

GUYANA

The flag carrier, GUYANA AIRWAYS, basically uses the card supplied by the manufacturer (as is the case with the Twin Otter without logo and the standard HS748 card with Guyana Airways Corp. added) or from the previous owner (such as the yellow, green, and white Guyana version of Maersk Air's 737-200 card). The 707 card is a cheap photocopy of the new graphic Aer Lingus card with Guyana logo and run off on yellow paper in a Xerox machine!

SURINAM

SLM's heritage with KLM is evident since standard KLM cards for the DC-8 Combi and Super DC-8 are used. (KLM doesn't use logos on their cards anyway.) SLM can be given credit for designing (and is that word used loosely!) their own Twin Otter card. Consisting of three items: KLM brace position; KLM life vests; and view of the aircraft with exits--a first grade student must have been employed to do the lettering on this white and black card!

VENEZUELA

This is another South American country that, like Brasil, has many safety cards available. VIASA, due to her technical alliance with KLM, used KLM DC-8, Super DC-8, 747, and DC-10 cards. Viasa also printed an English/Spanish version of the KLM cards that included the DC-9/10, DC-8 and Super DC-8. Recently, Viasa produced a plastic coated version of the KSSU (Stogo) DC-10 card complete with Viasa logo. Figure 15 illustrates a very old DC-8 card that was designed from the old Alitalia format.

LAV (Aerpostal) uses a DC-9 card that has no identification marks and was taken from the pre-1967 Delta fleet card, General Instructions and aircraft particulars on the front, overwater instructions on the back.

AVENSA has a wide range of cards, each type differing in size and shape. Available are the Caravelle card using a DC-9-30 floorplan and entitled "Escuela Tecnica" (fig. 16), black and white KLM-type DC-9-10 and DC-9-30 cards, a Convair card covering the CV-340/440/580, and a 727-200 card identical to the Eastern multi-language card.

COLOMBIA

In the 1960's AVIANCA based their cards on the 1959 Pan Am Boeing card (fig. 11) and this has been revised several times. In one edition, the 1969 issue came complete with a golden anniversary logo to honor the airline's "50 años." These cards were used for the 707 and 720 but, on the introduction of the 727, a radical revision was made to a graphic "fleet" card that now included the three different aircraft floorplans. Originally using little color, it was recently revised and now uses many different colors on a high-gloss card. Several 747 cards were produced, the first opening upwards and the cover had a fine photograph of the aircraft. Now produced in an original format are colorful cards for the 727-200 and the 747 Combi.

AEROCONDOR, no longer in operation, used the original Avianca (ex-Pan Am) style printed with bands of yellow, orange, and red on their Boeings (fig. 11).

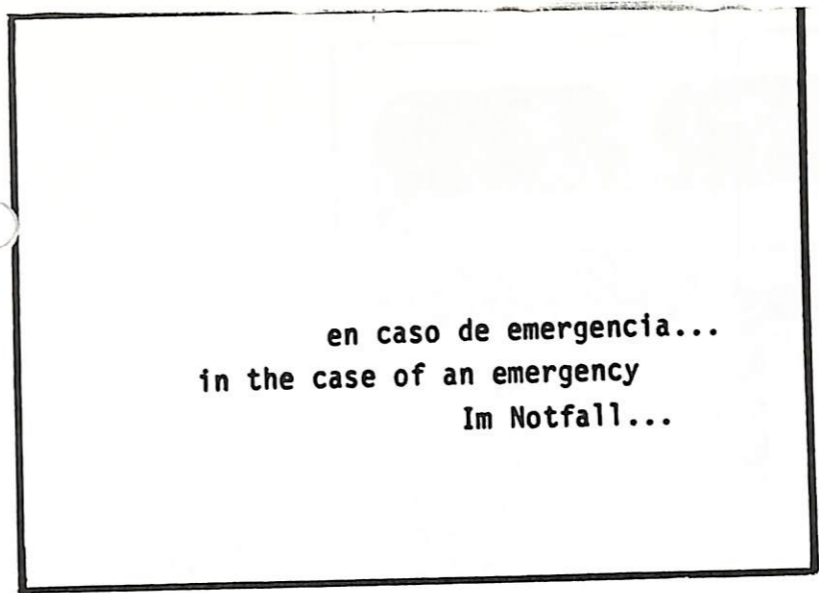


FIG. 7 (Above) This blue cover booklet has comical drawings and uses the symbols for emergency equipment and the 707 floorplan from the early 1960's Lufthansa card.

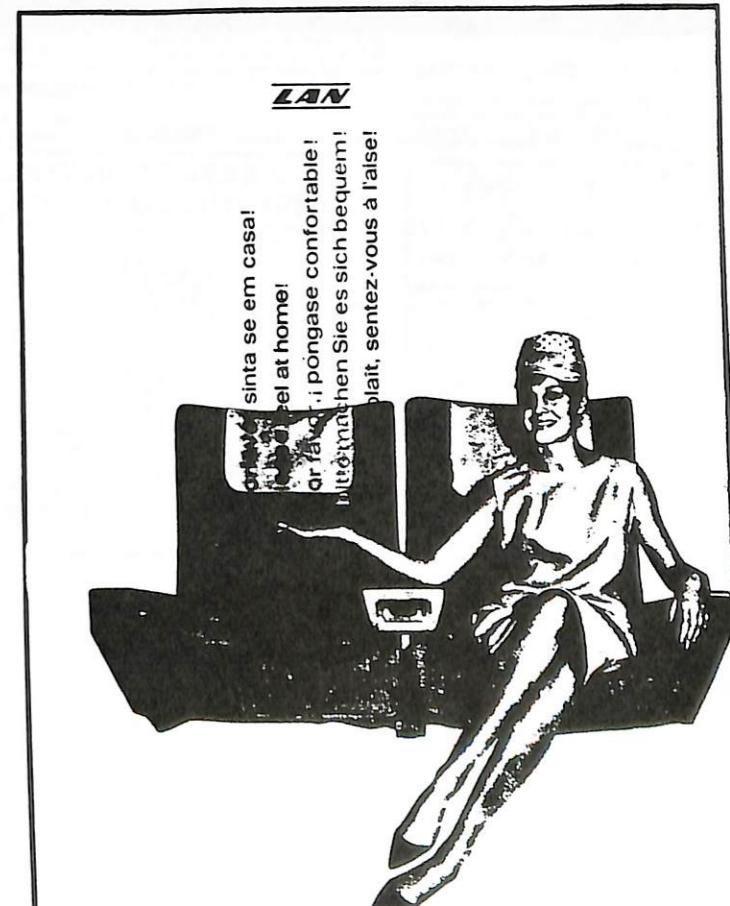


FIG. 8 This folding card accompanied the above booklet and contained oxygen system and general information.

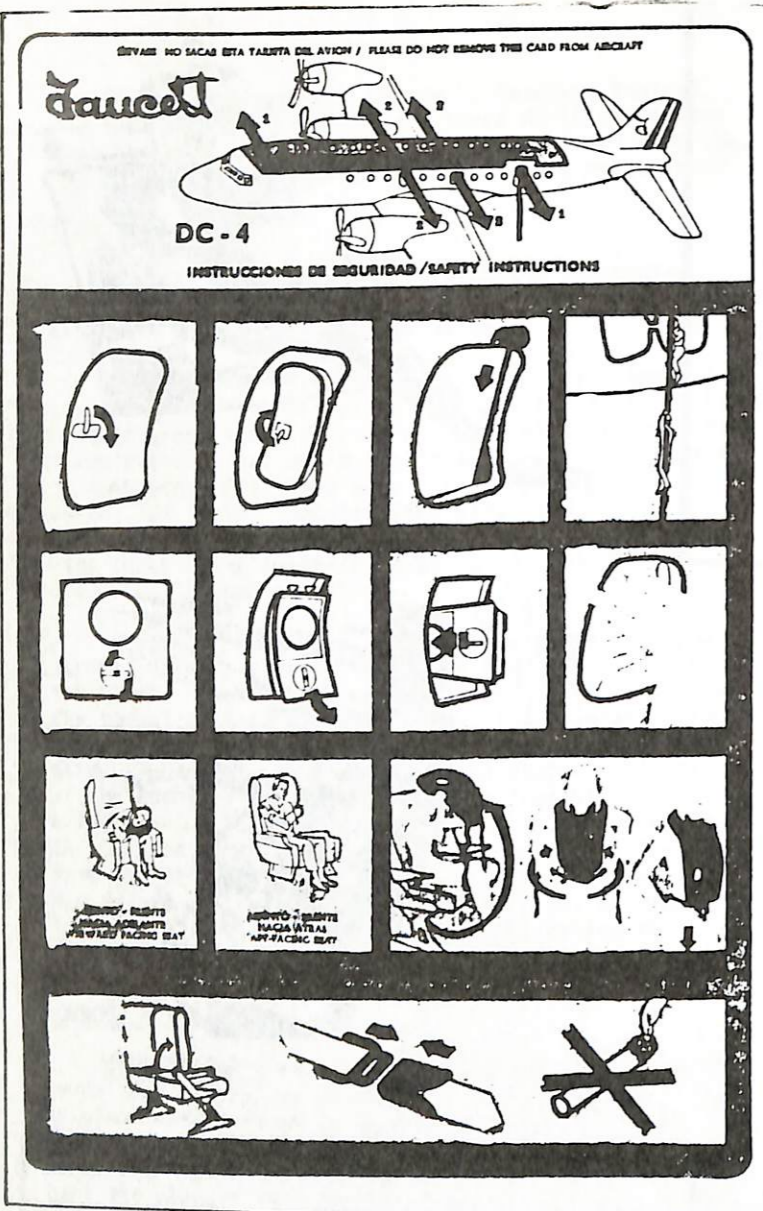


FIG. 9

The graphic at the left depicts a very old Faucett card of the DC-4. This was produced in heavy cardboard, as was a card for the DC-6.

FIG. 10  
The incorrectly titled AeroPeru F28 "Friendship" card.  
(Photocopy courtesy of A. Baum)

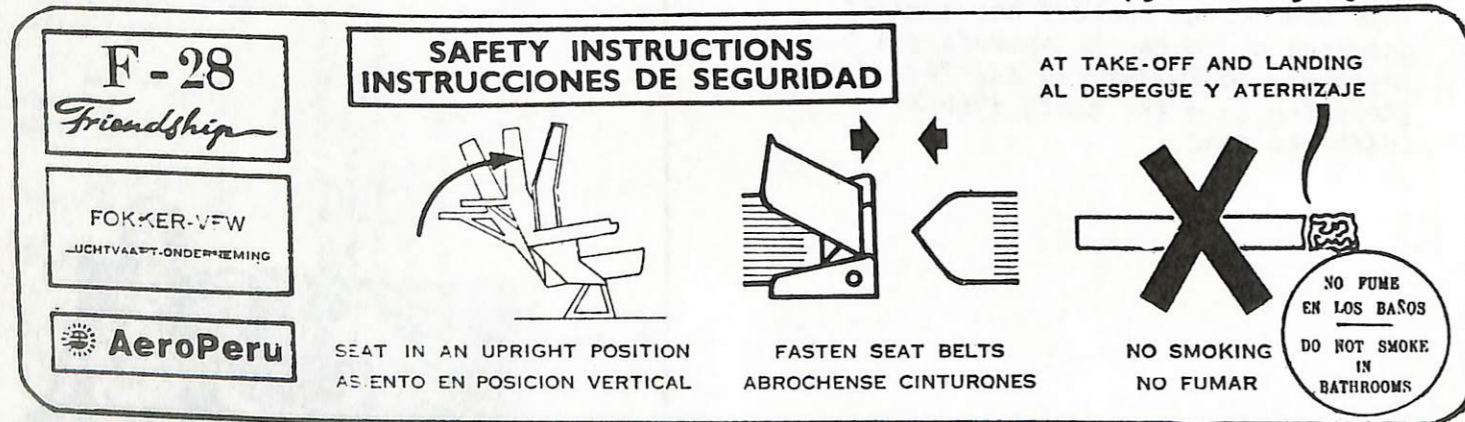


FIG. 11

The Boeing 707/720 card used by AEROCONDOR, Ecuatoriana and Avianca. Note 50th Anniversary seal on top card.





FIG. 15

Originally the format and illustrations were from Alitalia.

FIG. 16

AVENSA single-side Caravelle card. Note the DC-9-30 floorplan.

FIG. 12

FIG. 13

Don't look for the series 100 floorplan, it doesn't exist.

No A300 nor Electra cards were produced from my experience aboard those aircraft types.

CLOSING REMARKS

It is extremely difficult to obtain Safety Cards from South American carriers. If you have access to additional information, corrections or samples of any cards that were not specifically covered in this article, kindly advise me at P.O. Box 9102, Lester, PA 19113 or telephone 215-622-2150. Any assistance that you can offer will gladly be included in an upcoming article for the CAPTAIN'S LOG.

# Wings & Things

by  
DICK KORAN

Wings and flying badges always evoke mixed thoughts when I sit down and look over my collection or someone else's. One can wonder many things when looking at a flyer's badge and ask many questions, such as, where did it come from? ...who wore it? ...how old is it?...where has it been?...what bold new venture was it part of?...did some special person wear it?...did it fly over many continents?...span many oceans?...how many minutes, hours, days, has it been in the air?

And, when we think of South America, as in this issue of the LOG, and the early crossings of the South Atlantic to establish air service to coastal points and jungle sites, we must think of the early pioneer airline ventures (or, perhaps, adventures) in the commercial history of the world. France and Germany were two of the European countries to blaze trails into South America, each making significant contributions to the development of civil air transport. Some years later, the United States would join to share the potential of international airline travel as would the Italians and British.

Some of the South American airlines number among the oldest air carriers in the world. This is a challenge for the wing collector, trying to locate and acquire these older wings and badges. Unfortunately, they are very difficult to find...as many of us have found. But, the ones I do have are quite nice and I hope that you find the photographs interesting and helpful as a reference. The red and blue enamel Avianca badge, with the gold Condor, is a beautiful wing. The Varig wing, sent by Captain Joao Stepanski, Director of Operations, is a fine example of distinctive aviation insignia. My Aerolineas Argentinas wing was sent by Captain Ruben Gorbaran of Buenos Aires. We had met at the Miramar Hotel in Santa Monica, California, before our respective crews were about to be picked up for transport to the airport at LAX.

Two wings I would like very much to add to my collection are the 25th Anniversary wings of Avianca and Varig. Avianca crewmembers in training a few years ago at American Airline's Flight Academy, DFW, told me that the 25th wing is identical to the metal and enamel badge except that it is 18K gold! No enamel work, just gold! And, it comes in a fancy presentation case.

A Varig captain on board his DC-10-30 in Mexico City showed me his 25th wing. It was just like the Varig wing in the photographs with this issue's LOG, except that it has a wreath around the wing and the number "25" just above the center device. The badge this fellow was wearing, however, was a reproduction! The reason being, he explained, the actual 25th wing badge is a gold wing with a platinum wreath and "25". His reproduction wing was fastened inside his jacket with a small chain as even that version is in such demand that they are stolen from time to time! I still have hopes of acquiring these wings but it will cost me!

Just as a comment, the other day at the airport in Denver, Colorado, I saw the 25th wing for Mexicana--it was the wing with a star over the center and it was completely polished. Since I'm mentioning these wings, I thought I would just toss this one in.

Quite a few years ago, a friend and fellow collector who used to travel quite a bit for Sears in and around South America, made contact with the jewelry folks who made both military and civil airline wings. This discovery proved to be a nice "find" for many of us back home collecting-wise. I was able to acquire one of the first Aero Peru wings when they first came available. It is hallmarked "ZULOFTA S.A." He also located some of my earlier wings for me at various antique shops and flea markets.

South American wings aside for a few moments, just this last week I was finally able to acquire the wing of Horizon Air, a newcomer to the Pacific Northwest, based in Seattle, Washington. I spent considerable time trying to talk them out of one of their pilot wings during many layovers and turn-arounds at SEA-TAC. They finally sent me one of the most beautiful wings in a very nice dark brown plastic Falfour presentation case. The Balfour symbol and name are moulded into the case cover.

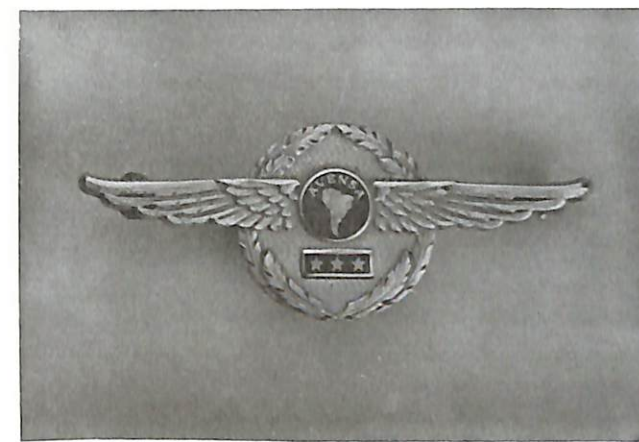
When you open the case cover, there is a card that reads, "Congratulations on your achievement. This jewelry award was specially designed and finely crafted for you by the Balfour Company, the recognized leader in recognizing people." In the case, fastened to a dark brown felt-like card with clutch backs, is the Horizon Air wing--a gold, finely feathered wing, much like the old American Airlines gold wings, with a round two-toned orange, red, and black enamel center device with the name "Horizon." This wing is one of the finest examples of aviation jewelry I've seen. Horizon Air is to be congratulated for their consideration in presenting their pilots and flight attendants with such a fine badge!

So, with that, I will close this column, by saying that I hope many of us will have had a chance to meet or reacquaint ourselves at the D.C. in '83 Airliners International Convention by the time you read this. And, that we will have had time to look over the Aerowing Collection (mine!) and make comments and compare notes or whatever! As I've said before, too, should you have any comments or suggestions, besides the obvious, please write--always good to hear from you. And, you might make the column!

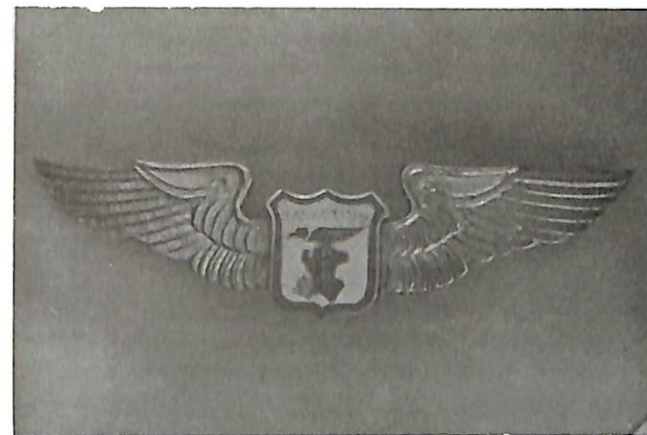
And--blue side up!



AEROLINEAS ARGENTINAS, based in Buenos Aires, is both an international and domestic carrier. Argentina's flag carrier was formed in 1949 as a state corporation when the Ministry of Transport took over the activities of four older carriers to form AA. The wing is gold with the center done in light blue and white enamel.



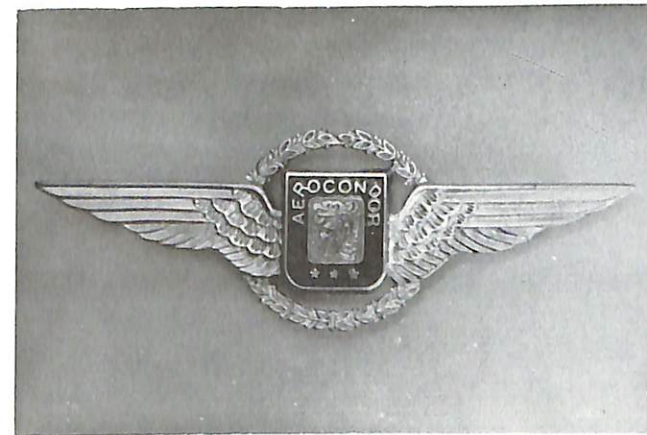
AVENSA--Lineas Venezolnas formed in 1933 by a group of local businessmen and Pan American Airways with 30% interest. Large domestic network of routes. The Avensa international routes were transferred to VIASA in 1960. Pan Am's 30% was sold to the Venezuelan government. Wing is Pan Am style with blue enamel in shield.



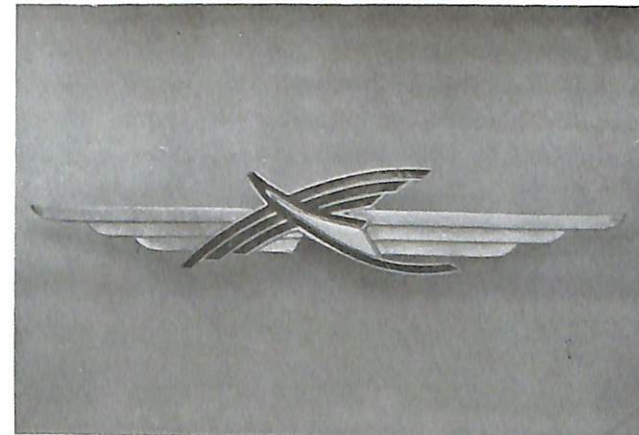
FAUCETT AIRLINES, Peru, provides both domestic and international air service. Faucett was founded in 1928 by an American, Elmer J. Faucett and opened service with a fleet of two Stinson Detroitters. The wing has a red and white enamel center on a gold finished wing. This wing is the second of two types according to my records. The other has a stylized "F" in the center.



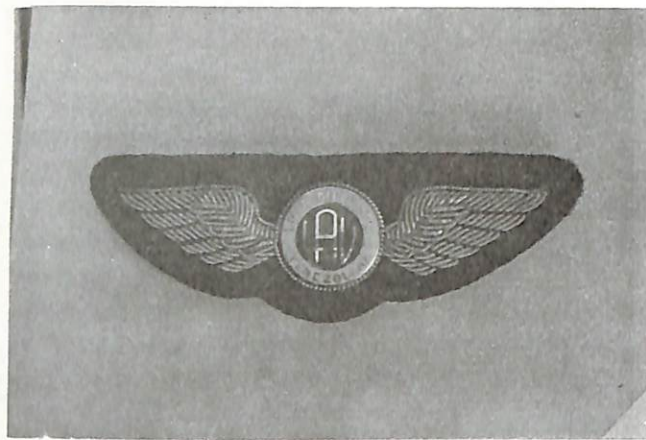
SAM established in 1945 as an all-cargo operator under the title of Sociedad Aeronautica Medellin. In 1962, SAM became a subsidiary of Avianca. SAM provides domestic, regional and international air service, both passenger and cargo. This wing is gold with red/white, and blue enamel. There are a number of SAM wings in collections and this is just one of them.



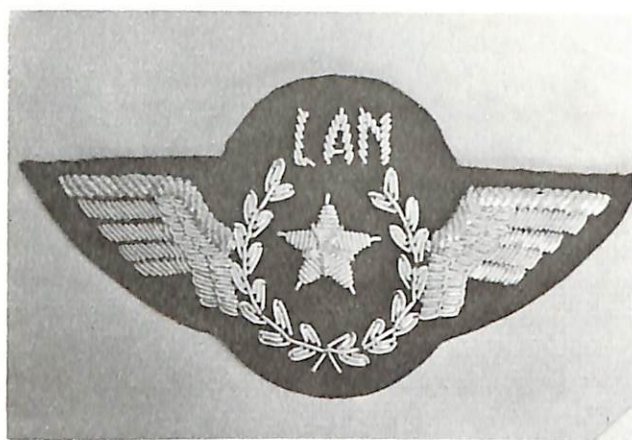
ROCONDOR of Colombia, an international and domestic carrier. Colombia's second largest carrier was formed in 1955 by private interests. The gold wing has a black and orange center.



PLUNA--Primeras Lineas Uruguayas de Navegacion Aerea, a domestic Montevideo-based carrier that operates in conjunction with the Uruguayan Air Force. Wing is gold and has a blue and white enamel center device.



LAV--Linea Aeropostal Venezolana, established in 1933 to take over routes of the French company Aeropostal, which had been in Venezuela since 1929. LAV now operates extensive domestic and regional routes from Caracas. Wing is one of two that I have. This one has light blue and gold center on a gold wire wing. The other sample is done all in good wire and thread.



LAN-CHILE Airlines. This badge I believe to be a hat badge. Chile's flag carrier was originally formed in 1929 as Lineas Aeropostal Santiago-Africa under the command of the Chilean Air Force but became an entity in 1932. An international carrier with an extensive domestic network. The wing is of woven gold wire with silver wreath, star and letters



VIASA--Venezolana Internacional de Aviacion SA, was incorporated to take over the international routes of AVensa and LAV. Operations began in 1961 and are now quite extensive. This wing, a flat gold finish with orange enamel, is the present day badge. Acquired from VIASA crew in Mexico City.



AEROPERU--Empresa de Transporte Aero Del Peru, the national flag carrier which offers domestic service as well as international flights. Carrier promotes tourist industry with itineraries which include Inca city of Macchu Pichu. Wing is gold with red and white enamel center.



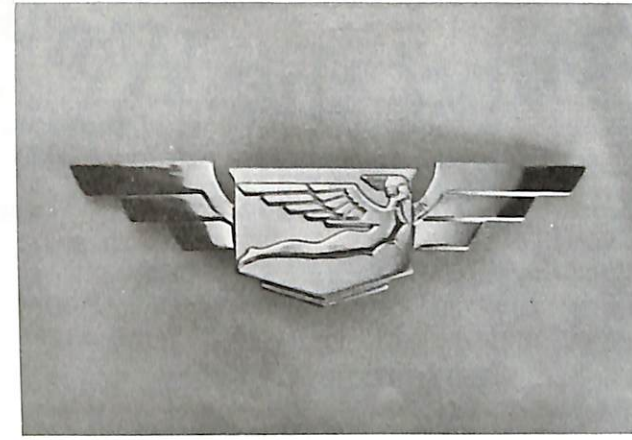
TAO--Transportes Aereo Orientale of Ecuador is a regional airline flying DC-3s and a few other types of aircraft. Wing is gold finish with a red, white and blue enamel center.



AUSTRAL LINEAS AEREAS of Argentina. Regional and domestic carrier with routes from Buenos Aires. Wing is silver with white/blue center.



AVIANCA, Aerovias Nacionales de Colombia, has history that can be traced back to 1919 when Sociedad Colombiana Alemana de Transportes Aereos (SCADTA), the first airline in the Americas; was formed by a group of German settlers. Scheduled operations began in 1921 with Junker F13 float planes. Colombia's international airline today provides extensive passenger and cargo services. This wing is gold with red and blue enamel. I also have one that is all bullion.



VARIG Brazilian Airlines, organized in 1927 and began operations with single Dornier Wal over the Porto Alegre-Rio Grande route, taken over from the Kondor Syndikat. VARIG is the largest carrier in South America. Flies extensive domestic and regional routes as well as long-haul international services. Wing is an overall-finished gold flight badge.



LAB--Lloyd Aereo Boliviano, one of the world's oldest airlines, established in 1925 by a group of German residents and the Bolivian government. First flights were with the single-engined Junker F13 monoplane. The airline remained under German influence until it was nationalized in 1941. Airline has domestic and international routes. This badge is gold with light blue enamel letters and bar. I also have one in silver.



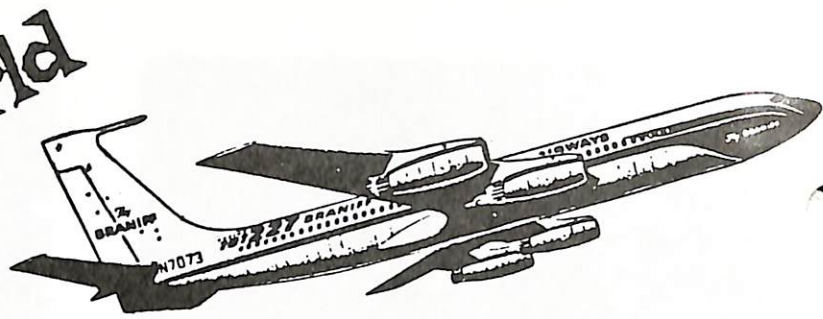
CRUZEIRO--Servicos Aereos Cruzeiro do Sul SA, of Brazil is a regional and domestic air carrier. History goes back to early 1927, when Brazilian government granted authorization to Kondor Syndikat, a German trading concern. This wing is gold with dark blue and white enamel center.



VASP--Viacao Aerea Sao Paulo SA is a domestic and freight operator of Brazil. Wing has blue enamel center with gold finish. VASP was organized in 1933 and introduced Sao Paulo to Rio de Janeiro connection in 1936 with German Junkers Ju-52 tri-motors.

# Around the World of Airline Schedules

By George Cearley



The schedule article this issue is devoted to the operations of Braniff Airways, Inc., in South America.

During World War II, Braniff operated a military transport service between San Antonio, Brownsville, and Allbrook Field in the Canal Zone. Aircraft served major defense establishments in Mexico and Central America and for a time were the major source of supply to the Canal Zone because of German submarine operations in the Gulf of Mexico and Caribbean Sea. Over 100 Braniff personnel were assigned to this project, often referred to as the "Banana Run" but known officially as the Contract Air Cargo Division of the Air Service Command. The operation began April 13, 1942, and before the final flight was made on the Texas-Canal Zone operation on January 28, 1944, Braniff pilots had flown 4,840,517 air miles carrying 6,494,181 lbs. of cargo and 16,890 passengers. 2300 trips were made without injury to passengers or crew, or loss of cargo. Braniff's outstanding record here was a contributing factor in the company's being awarded routes to South America in 1946.

Another factor in the South American route award to Braniff was the continual conflict between PANAGRA's joint owners, W. R. Grace & Co. and Pan American World Airways. W. R. Grace & Co. had been trying to extend routes northward from Panama to Miami and New York since the formation of PANAGRA in 1929. However, Pan American, which operated between Panama and Miami and had half interest in PANAGRA, was vigorously opposed to the extension of service and felt PANAGRA competition would result in a loss of revenue on its own routes. The continual conflict between Grace and Pan American was known all over Latin America. Then U. S. President Harry S. Truman looked on this as a negative influence on the U. S. image in South America. As a result of this it was decided another carrier should be granted a route in competition with PANAGRA.

Braniff was granted an international trunk route (Foreign Air Mail Route 34 - FAM 34), competitive with PANAGRA at many points. The 7,719 mile route extension was granted Braniff May 22,

1946, one of the most momentous days in the company's history. Braniff's new route extended from Dallas and Houston to Havana, Panama, Guayaquil, Lima, LaPaz, Asuncion, and Buenos Aires. Also a route across the South American continent to São Paulo and Rio de Janeiro from Lima was granted. Braniff's Mexican affiliate, Aerovías Braniff (founded in 1943) soon had its operating certificate revoked by the Mexican government, leaving the Pan American affiliate, Mexicana, without competition from Aerovías Braniff. Braniff also found it difficult to obtain operating and landing authority in South American countries along the new route already served by PANAGRA.

In addition, before service could be inaugurated along the new Braniff route, much had to be accomplished in terms of diplomacy, physical labor, and technical planning. On the morning of August 25, 1946, a survey team took off from Dallas Love Field in the company's executive DC-3 to determine what tasks would have to be accomplished before service could be inaugurated over the new routes. The trip took 18,000 miles and 46 days. Braniff, to fly across the varying terrain and environments of South America (including the Andes, tropical rain forests and jungles, grasslands and deserts) with safety and reliability, would have to build top-flight navigational stations, erect terminal buildings in Ecuador and Bolivia, and clear land and extend an air strip in Bolivia. Radio beacon stations were built all over South America but parts had to come from the U.S.A. Braniff Airways' crews successfully erected these against all sorts of odds - numbing cold in the Andes, tropical disease in the jungles, mosquitoes, and not to mention further hassles with competitors over the use of airport facilities.

Braniff was the first carrier to be certificated for the use of ILS (Instrument Landing System) by the CAB (April, 1947). Two years before the general adoption of ILS, Braniff trained its personnel to use the system and the airline's planes were running on schedule when other aircraft were grounded.

GENERAL SCHEDULE No. 10		BRANIFF AIRWAYS, INC.										2nd REVISED PAGE 4 CANCELS 1st REVISED PAGE 4			
U. S. A. - CUBA - CANAL ZONE ECUADOR - PERU															
* ROUTE 0 ROUTE FAM-34		SOUTHBOUND (Read Down)				ROUTE 0				NORTHBOUND (Read Up)				* ROUTE 0 ROUTE FAM-34	
	Daily 31		Wednesday 403 (O)		Daily 31					Daily 32		Daily 32		Friday 402 (O O O)	
DAL	3:50		★12:01		3:50					1:30		1:30		3:35	DAL
HOU	5:00		1:24		5:00					★12:30		★12:20		2:20	HOU
	Monday 602 (O)		Wednesday 403 (O)		Friday 601 (O)					Monday 602 (O)		Wednesday 600 (O)		Friday 602 (O O O)	
HOU	★ 6:00		★ 3:00		★ 6:00					All		All		All	HOU
HAV	10:45		8:55		10:45					11:10		11:10		12:50	HAV
HAV	11:30		9:55		11:30					8:40		8:40		9:30	HAV
BLB	3:40		3:20		3:40					7:55		7:55		8:30	BLB
BLB	★ 4:25		★ 4:05		★ 4:25					★ 4:00		★ 4:00		★ 3:30	BLB
OYE	7:30		7:55		7:30					3:15		3:15		2:45	OYE
OYE	See Note		See Note		See Note					12:10		12:10		10:55	OYE
LIM	All		All		All					See Note		See Note		See Note	LIM
	Tuesday		Thursday		Saturday					Monday This Plane Guayaquil-Dallas		Wednesday This Plane Guayaquil-Dallas		Thursday This Plane Guayaquil-Dallas	

Flights between Houston, Texas and Lima, Peru operate only on Days of Week indicated.  
 • DC-4 Equipment.  
 \* DC-6 Equipment.  
 Flights not bearing reference mark operate with DC-3 Equipment.  
 NOTE: Service between Guayaquil, Ecuador and Lima, Peru temporarily suspended.

★ Complimentary Meal.  
 All Light Face Type.  
 PH Bold Face Type.  
 U. S. Mail carried on all flights.  
 Customs, Immigration and Public Health Service for passengers and cargo entering or leaving the United States is at Houston, Texas.

CST - Central Standard Time.  
 EST - Eastern Standard Time.  
 All times shown in Local Times.  
 (O) Effective June 7, 1948.  
 (O) Effective June 8, 1948.  
 (O) Effective June 9, 1948.  
 (O) Effective June 8, 1948.

① International Passengers Only.  
 (O) Effective June 11, 1948.  
 (O) Effective June 10, 1948.  
 (O) Effective June 10, 1948.  
 \* Combination Passenger-Cargo C-54 aircraft.  
 \* Route 0 schedules shown for informational and equipment routing purposes. For complete Route 0 schedules see Pages 1, 2 and 3 herein.

ISSUED BY: CHAS. E. BEARD, Executive Vice-President  
 ISSUED JUNE 4, 1948  
 EFFECTIVE JUNE 4, 1948  
 (Except as Noted)

Step by step work on the new Latin American routes was completed, and Braniff began to inaugurate service on its new routes. On June 4, 1948, Braniff initiated flights from Dallas to Houston, Havana, Panama, and Guayaquil. Flights were extended to Lima June 18, 1948. DC-6's and DC-4's were used, with the latter offering the first air coach service anywhere in the world.

GENERAL SCHEDULE No. 10		BRANIFF AIRWAYS, INC.										6th REVISED PAGE 4 CANCELS 5th REVISED PAGE 4			
U. S. A. - CUBA - CANAL ZONE ECUADOR - PERU - BOLIVIA															
* ROUTE FAM-34		SOUTHBOUND (Read Down)				ROUTE FAM-34				NORTHBOUND (Read Up)				* ROUTE FAM-34	
City Code Designators	DC-6 601 Sunday	C-54 403 Thursday	DC-6 601 Tuesday	DC-3 603 Tuesday						DC-3 604 Wednesday	DC-6 600 Thursday	DC-6 600 Saturday	C-54 402 Tuesday	City Code Designators	
DAL	10:00	★8:15	10:00							12:00		12:00		8:35	DAL
HOU	11:10	9:30	11:10							11:40		11:40		2:20	HOU
HOU	★12:05	★10:40	★12:05							10:30		10:30		12:00	HOU
HAV	4:50	4:35	4:50							★ 8:00		★ 8:00		★ 9:30	HAV
HAV	★ 6:20	★ 6:25	★ 6:25							7:15		7:15		8:30	HAV
BLB	9:45	10:50	9:45							3:20		3:20		★ 3:30	BLB
BLB	10:30	11:35	10:30							2:35		2:35		2:45	BLB
OYE	1:05	★ 3:55	1:05							11:30		11:30		10:55	OYE
OYE	2:05	★ 7:55	2:05							11:00		11:00		10:25	OYE
LIM	5:00	★ 8:35	5:00							★ 8:35		★ 8:35		★ 8:35	LIM
LIM		★ 8:35								★ 8:35		★ 8:35		★ 8:35	LIM
LFB		★ 8:35								★ 11:00		★ 11:00		★ 11:00	LFB
	All		All							All		All		All	LFB
	Monday	Friday	Wednesday	Tuesday					Wednesday	Wednesday	Friday	Monday			

ISSUED BY: CHAS. E. BEARD, Executive Vice-President  
 ISSUED JANUARY 18, 1949  
 EFFECTIVE JANUARY 20, 1949  
 (Except as Noted)

Service to LaPaz, Bolivia, was begun on February 8, 1949, with planes serving "El Alto" Airport, which means "the high one" and well-named, too, since the altitude of this airport is 13,400 feet! Braniff initially used DC-3's on the Lima-LaPaz route; however, DC-4's which were equipped with Jet-Assisted Takeoff (JATO) required in the rarefied air at LaPaz, were substituted June 3, 1949. This was, at LaPaz, the first government approved use of JATO.

**U. S. A. — CUBA — CANAL ZONE  
 ECUADOR — PERU — BOLIVIA — BRAZIL**

ROUTE FAM-34 ROUTE-1 SOUTHBOUND (Read Down)				ROUTE FAM-34 ROUTE-1 NORTHBOUND (Read Up)			
City Code Designator	DC-4 601 Sunday	DC-3 603 Monday	C-64 442 Thursday	DC-6 601 Tuesday	DC-4 604 Friday	DC-4 604 Saturday	C-64 442 Monday
DAL	10:00		8:15	10:00			
HOU	11:10		9:38	11:10			
HAV	12:45		10:40	12:45			
MIA	4:58		4:35	4:58			
BLB	5:45		5:25	5:45			
BLD	6:30		6:10	6:30			
OYE	7:15		6:55	7:15			
LIM	8:00		7:40	8:00			
LFB	8:45		8:25	8:45			
SRZ	9:30		9:10	9:30			
ASU	10:15		9:55	10:15			
SAO	11:00		10:40	11:00			
RIO	11:45		11:25	11:45			

ISSUED BY: CHAS. E. BEARD, Executive Vice-President  
 ISSUED FEBRUARY 17, 1949  
 EFFECTIVE MARCH 4, 1949  
 (Except as Noted)

On March 9, 1949, service was inaugurated between Lima and Rio de Janeiro, a distance of 2,548 miles, and at this time this was the world's longest non-stop commercial flight. Famed "El Conquistador" and "El Intercontinental" flights were inaugurated to South America on September 18, 1949. Participating in the inaugurals was U. S. Vice President under Harry Truman, Alben Barkley, civic leaders, and Consuela Baca, a descendant of an early day Spanish Conquistador, Cabeza de Vaca. She flew to Latin America and at Lima visited Señor Jeronimo de Aliaga, descendant of Peruvian conqueror, Francisco Pizarro, and member of the oldest family in Lima. At Rio she was met by Gen. Angelo Mendes de Moraes, mayor of Rio de Janeiro.

Flights to Asunción, Paraguay, were inaugurated on March 7, 1950 (date flight originated Dallas).  
 Braniff service to Buenos Aires, Argentina, was begun May 29, 1950 (date flight originated Dallas).

**U. S. A. — CUBA — CANAL ZONE — ECUADOR  
 PERU — BOLIVIA — PARAGUAY — BRAZIL — ARGENTINA**

ROUTE FAM-34 ROUTE-1 SOUTHBOUND (Read Down)				ROUTE FAM-34 ROUTE-1 NORTHBOUND (Read Up)			
City Code Designator	DC-4 601 Monday	DC-4 603 Wednesday	DC-4 618 Thursday	DC-4 603 Saturday	DC-4 603 Sunday	DC-4 602 Tuesday	DC-4 601 Friday
DAL	11:55	7:00	11:55	11:55	11:55	12:10	4:48
HOU	1:30	8:23	1:30	1:30	1:30	11:00	3:30
MIA	3:15	10:00	3:15	3:15	3:15	10:20	2:45
BLB	5:00	11:45	5:00	5:00	5:00	11:40	4:30
BLD	6:45	13:30	6:45	6:45	6:45	12:20	5:15
OYE	8:30	15:15	8:30	8:30	8:30	13:00	6:00
LIM	10:15	17:00	10:15	10:15	10:15	13:40	6:45
LFB	12:00	18:45	12:00	12:00	12:00	14:20	7:30
SRZ	13:45	20:30	13:45	13:45	13:45	15:00	8:15
ASU	15:30	22:15	15:30	15:30	15:30	15:40	9:00
SAO	17:15	24:00	17:15	17:15	17:15	16:20	9:45
RIO	19:00	25:45	19:00	19:00	19:00	17:00	10:30

ISSUED BY: CHAS. E. BEARD, Executive Vice-President  
 ISSUED JULY 31, 1951  
 EFFECTIVE AUGUST 2, 1951

Braniff service at Miami was inaugurated on August 3, 1951, giving Braniff a third U. S. gateway to South America.  
 Service at São Paulo was started on October 13, 1951 (again date represents flight origination at Dallas).

**NEW YORK — WASHINGTON — MIAMI  
 CUBA — CANAL ZONE — ECUADOR — PERU — BOLIVIA — PARAGUAY — BRAZIL — ARGENTINA**

CITY CODE	SOUTHBOUND (Read Down)							NORTHBOUND (Read Up)						
	DC-3 595 Tuesday	DC-3 595 Wednesday	DC-3 591 Thursday	DC-3 591 Friday	DC-3 591 Saturday	DC-3 591 Sunday	DC-3 591 Monday	DC-3 595 Tuesday	DC-3 595 Wednesday	DC-3 595 Thursday	DC-3 595 Friday	DC-3 595 Saturday	DC-3 595 Sunday	DC-3 595 Monday
DAL	11:15	11:15	11:15	11:15	11:15	11:15	11:15	11:15	11:15	11:15	11:15	11:15	11:15	11:15
HOU	12:30	12:30	12:30	12:30	12:30	12:30	12:30	12:30	12:30	12:30	12:30	12:30	12:30	12:30
MIA	1:45	1:45	1:45	1:45	1:45	1:45	1:45	1:45	1:45	1:45	1:45	1:45	1:45	1:45
BLB	3:00	3:00	3:00	3:00	3:00	3:00	3:00	3:00	3:00	3:00	3:00	3:00	3:00	3:00
BLD	4:15	4:15	4:15	4:15	4:15	4:15	4:15	4:15	4:15	4:15	4:15	4:15	4:15	4:15
OYE	5:30	5:30	5:30	5:30	5:30	5:30	5:30	5:30	5:30	5:30	5:30	5:30	5:30	5:30
LIM	6:45	6:45	6:45	6:45	6:45	6:45	6:45	6:45	6:45	6:45	6:45	6:45	6:45	6:45
LFB	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00
SRZ	9:15	9:15	9:15	9:15	9:15	9:15	9:15	9:15	9:15	9:15	9:15	9:15	9:15	9:15
ASU	10:30	10:30	10:30	10:30	10:30	10:30	10:30	10:30	10:30	10:30	10:30	10:30	10:30	10:30
SAO	11:45	11:45	11:45	11:45	11:45	11:45	11:45	11:45	11:45	11:45	11:45	11:45	11:45	11:45
RIO	13:00	13:00	13:00	13:00	13:00	13:00	13:00	13:00	13:00	13:00	13:00	13:00	13:00	13:00

ISSUED BY: R. H. BURCK, JR., General Traffic and Sales Manager  
 ISSUED AUGUST 8, 1955  
 EFFECTIVE AUGUST 16, 1955  
 (Except as Noted)

On April 16, 1954, Braniff became the first carrier to use airborne radar in South America.  
 On August 18, 1955, Braniff Airways and Eastern Air Lines began through one-plane interchange service to South America from New York and Washington with Miami as the point of interchange. This agreement was terminated when Braniff received direct authority from New York and Washington to South America, February 1, 1969.  
 Also in 1955 Braniff was first with VOR (visual omni range) air navigation aid in South America - installed by Braniff and Collins Radio at LaPaz, Bolivia, April 11, 1955.

**SOUTHBOUND  
(Read Down)**

CITY CODE	DC-3 595 Mon.-Wed. Fri.	DC-3 595 Monday	DC-3 591 Wednesday	DC-3 591 Wednesday	DC-7C 771 Thursday	DC-7C 771 Friday	DC-7C 771 Saturday	DC-6 603 Sunday
	DAL	11:15	11:15	11:15	11:15	11:15	11:15	11:15
HOU	12:30	12:30	12:30	12:30	12:30	12:30	12:30	12:30
MIA	1:45	1:45	1:45	1:45	1:45	1:45	1:45	1:45
BLB	3:00	3:00	3:00	3:00	3:00	3:00	3:00	3:00
BLD	4:15	4:15	4:15	4:15	4:15	4:15	4:15	4:15
OYE	5:30	5:30	5:30	5:30	5:30	5:30	5:30	5:30
LIM	6:45	6:45	6:45	6:45	6:45	6:45	6:45	6:45
LFB	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00
SRZ	9:15	9:15	9:15	9:15	9:15	9:15	9:15	9:15
ASU	10:30	10:30	10:30	10:30	10:30	10:30	10:30	10:30
SAO	11:45	11:45	11:45	11:45	11:45	11:45	11:45	11:45
RIO	13:00	13:00	13:00	13:00	13:00	13:00	13:00	13:00

**NORTHBOUND  
(Read Up)**

CITY CODE	DC-6 603 Tuesday	DC-3 595 Wed.-Fri. Sun.	DC-3 595 Wednesday	DC-3 595 Thursday	DC-3 595 Friday	DC-3 595 Saturday	DC-3 595 Sunday
	DAL	11:15	11:15	11:15	11:15	11:15	11:15
HOU	12:30	12:30	12:30	12:30	12:30	12:30	12:30
MIA	1:45	1:45	1:45	1:45	1:45	1:45	1:45
BLB	3:00	3:00	3:00	3:00	3:00	3:00	3:00
BLD	4:15	4:15	4:15	4:15	4:15	4:15	4:15
OYE	5:30	5:30	5:30	5:30	5:30	5:30	5:30
LIM	6:45	6:45	6:45	6:45	6:45	6:45	6:45
LFB	8:00	8:00	8:00	8:00	8:00	8:00	8:00
SRZ	9:15	9:15	9:15	9:15	9:15	9:15	9:15
ASU	10:30	10:30	10:30	10:30	10:30	10:30	10:30
SAO	11:45	11:45	11:45	11:45	11:45	11:45	11:45
RIO	13:00	13:00	13:00	13:00	13:00	13:00	13:00

In the spring of 1957 Braniff took its then new long range "El Dorado" DC-7C on a twelve day tour to six Latin American nations. The flight concluded May 8, 1957, with the first nonstop flight from Rio de Janeiro to Miami with the DC-7C flying 4,300 miles in 14½ hours. Scheduled DC-7C passenger service to South America was inaugurated eight days later. DC-7C's had initially entered service in the U.S.A. on October 20, 1956, making Braniff the first domestic DC-7C operator.



BRANIFF AIRWAYS, INC.

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GENERAL SCHEDULE NO. 52

(Cancels and Replaces Braniff Airways, Inc.  
General Schedule No. 51)

CONTAINING

OPERATING SCHEDULES FOR ALL POINTS  
SERVED ON THE FOLLOWING ROUTES

ROUTE 9

ROUTE 151

ROUTE 177

ROUTE 276

And All Exceptions Applicable Thereto

ISSUED:

May 3, 1982

ISSUED BY:Roger Weston  
Director - Scheduling  
World Headquarters  
Dallas-Fort Worth Airport, Texas 75261EFFECTIVE:

June 1, 1982

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GENERAL SCHEDULE NO. 52

FLIGHT NO	NEW FLIGHT	XLD FLIGHT
900		X
901		X
902		X
903		X
904		X
905		X
906		X
907		X
908		X
909		X
910		X
911		X
917		X
918		X
919		X
920		X
921		X
922		X
923		X
925		X
926		X
927		X
970		X
973		X
974		X
975		X
976		X
977		X
978		X
979		X
982		X
983		X

The following flights have minor time changes of 1:00 hour or less: 1, 5, 17, 64, 80, 116, 133, 135, 141, 205, 233, 262, 286, 297, 334, 345, 346, 383, 392, 397, 411, 490, 491.

ISSUED: May 3, 1982

EFFECTIVE: June 1, 1982

Schedules that never were - BN schedules to have been effective June 1, 1982. Page B simply shows the termination of South American service as a listing of cancelled flights. Eastern was to have picked up South American service on June 1, but because of the Braniff shutdown, actually began service in mid-May.

# Post Card Corner

by

PETER BLACK

Since the last issue of the LOG, quite a number of new post cards have surfaced. Most are from overseas, but we may see some new U.S. airline issues in the very near future.

On the home front, Pan Am has issued a set of post cards based on paintings of historical events, such as the first 747 flight landing at London, the first M-130 landing in Hong Kong Harbor, a Stratocruiser on the snow in Antarctica, and several others. These were printed in-house by Pan Am, and should be available from their NYC office. These prints are also being used on other forms of stationary by the airline.

Airbus Industrie's new A-310 wide-body has recently entered service, and already it appears on new airline issues from Lufthansa and Swissair. The Swissair ver-



Aviation Color Photo of Tacoma, WN produced this very attractive card of a REAL Lockheed L-1049 Super Connie.

sion also is on a new card from the Swiss publisher Photoglob. Also from Switzerland comes a card of Swissair's new 747-300, both in standard size and giant size. Both are available from the airline. The final new card from this carrier is a Swissair DC-10 takeoff shot published by Rud. Suter of Zurich.

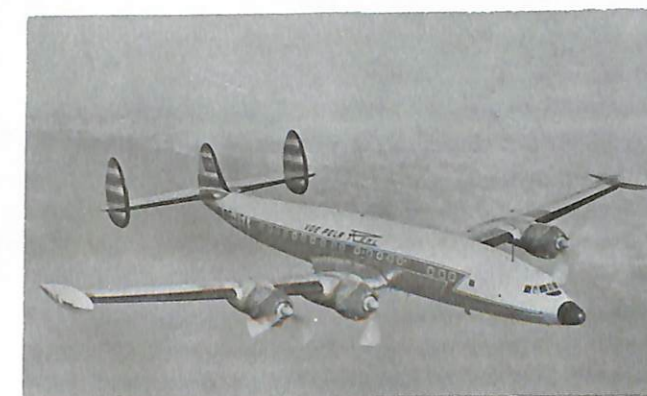
Aeroprint, the Swedish publisher, has issued a new series including a windowless SAS DC-9 freighter, a DC-9-41 in an experimental silver SAS color scheme, a Kar-Air DC-8-51 in a modified color scheme, a Cimber Air Nord 262, an Arista International DC-8-62, a Finnaviation Bandeirante, an Aviogene UT-134A, an Air Executive Norway F-27, and a card of the new SAAB-Fairchild 340 in the colors of Air Midwest, a U.S. regional airline.

From the famous "unidentified" publisher in Germany comes a Northwest Orient Cargo 747 windowless freighter, an Aeromaritime Super Guppy used by Airbus to haul air-

plane sections around Europe, and Airbus A-300's of Air India, China Airlines, Garuda, Singapore Airlines and VASP.

CAAK, the airline of North Korea, has issued an interesting variant of the TU-154 card mentioned two issues ago: a 3-D version! I got my copy in trade from Bill Richards of the European Branch of the Club. (Bill has them available either for trade or sale.) Also from the orient, Malaysian Airlines has a new DC-10 card and China Airlines has a new 747 card advertising their New York-Taipei service.

Lufthansa has issued their "yearly" set of new cards which contains a card of each basic type of aircraft in their fleet. The 737 is one of the new 737-230 Advanced



AeroPeru has been the only South American carrier to purchase the L-1011. This card is from Airline Publications & Sales Ltd.

models, the 747 has GE engines, and the A-310 is the one mentioned earlier in this article. Air France has a number of cards available. Most are re-issues of previous cards, but there is one new A-300 that is very nice. Olympic has a new 727 card that has two dogs sitting on a cart in front of a 727, and ALIA has two new L-1011 cards--one airborne and one taking off. Air Malta has a 737 card based on a drawing, and SAT has a new Caravelle card. TAP-Air Portugal has a new Tri-Star card, and Wardair of Canada a new DC-10 card.

There are a few new airport cards from Europe, including two from Amsterdam. One of a KLM 747 taking off and another of an Air Florida DC-10 in front of the terminal building. A local Belgrade Airport card has a good view of a JAT DC-9, and one from Bora Bora has an Air Polynesia F-27 featured.

Aviation World has recently issued cards of a Sunbird Beech C-99, Jet America Super 80, Delta DC-9-71,

TWA DC-9-15 in the final colors it carried, the 747 of The Hawaii Express, which as this is being written, has been replaced by DC-10's, a Gulfstream G-1C of Chaparral Airlines, a Saudia 747-168B, and an Eastern 757 in the latest color scheme with "757" on the fin.

I receive a number of inquiries from readers about the best way to display and store a post card collection. There are many possibilities, but I use vinyl pages in loose-leaf albums. A catalog of these is now available from Richard Novick Products, P.O. box 206, Dept. R-CL, Uniondale, NY 11553. (Also available from ATP--your friendly model/decal people.) One type of album to avoid like the plague, and I can't stress this point enough, is the so-called magnetic page album. These have a coating of a rubber cement-like chemical which decomposes in time and will do serious harm to

post cards (and paper baggage labels), especially color cards. The vinyl pages allow for easy rearrangement of your cards when you obtain new items.

The following pages carry some post cards of South American airlines and of Lockheed TriStars. Many of the older cards, like the three from PSA (TriStars) are becoming scarce, and except for the cards from Movifoto of Colombia, just about anything from a South American carrier can be considered scarce. South America has been a virtual desert for airliner post cards except for Avianca, Viasa and Varig. Lately this has been changing, and we can only hope for more cards from Latin America.

That's it for this issue. Have a good summer and happy collecting!



Ecuatoriana, known for their wild paint schemes, is seen here in one of the more "conservative" liveries. No publisher listed on the reverse of this card.



Out of Zurich came this nice shot of an Aerolineas Argentinas Boeing 747. Card by Verlag Beringer & Pampaluchi Ag, 8027 Zurich.



Manche Postcard of Sao Paulo, Brazil is a fairly new card producer. One of their newer releases is this Transbrasil 707 cargo aircraft. Very nice.



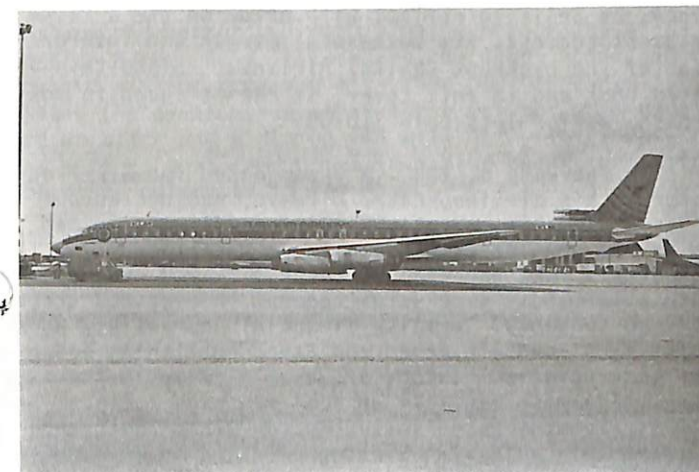
Another Manche release is this Boeing 737 of PLUNA. Hopefully we will be seeing additional releases from this company, especially some of the older color schemes.



Movifoto of Colombia has produced quite a number of cards relating to airlines in that country. Here we see a very attractive Curtiss C-46A of Aeropesca.



Another Movifoto production is the Caravelle in the colors of San Ecuador.



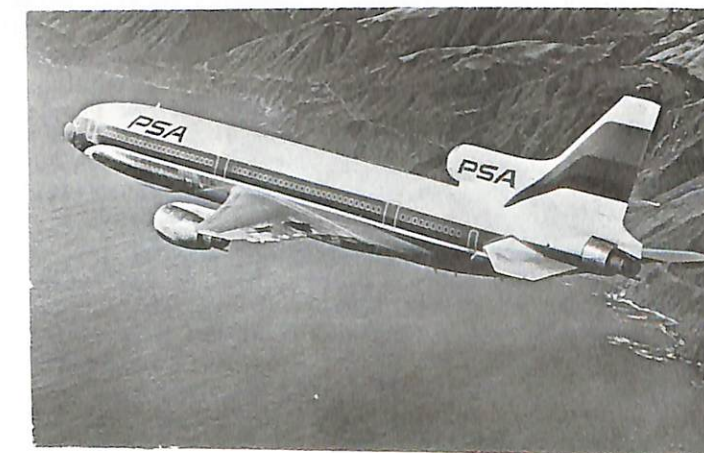
APC Publications of England provided us with this very nice Surinam Airways DC-8-63. Notice the KLM titles.



Above we see one of several available All Nippon Airways TriStars. This particular card was made by NBC Inc. of Japan. Very attractive livery on this carrier's birds.



A recent release is this ALIA L-1011-500. Card was produced by the Aviation Hobby Shop in England.



This "Mother Grinningbird" L-1011 TriStar of PSA is a company card. This card is getting very hard to find.



# Printed Matter

by

JOHN IRBY

Although I reviewed this book before, Douglas Ingells 1973 book, "L-1011 TriStar and the Lockheed Story" (published by Aero Publishers Inc., Fallbrook, CA.) is still the definitive book on this issue's featured airliner. Ingells gives the reader a full history of Mr. Loughhead's airplane company as well as detailed information on the then-new TriStar. WAHC member, Aviation World Inc. co-owner and TWA employee, Jon Proctor is among the featured in a chapter where Ingells is given a "cooks tour" of one of TWA's first TriStars on one of their early operations of the new jet (in this case, a flight from ORD to LAX). Lavishly illustrated and accurate enough to please the Lockheed chairman of the board. "The Lockheed Story" is well worth its \$12.98 retail price. As mentioned before, this book, along with the remaining series of airliner books by Ingells, is readily available from all major book retailers.

Hot off the presses and direct from Helsinki comes John Wegg's beautiful new 50th anniversary history book, "Finnair--the Art of Flying Since 1923." Wegg, who works for Finnair at LAX, has compiled a meticulously detailed history of one of Europe's most interesting but lesser-known airlines. As the sixth oldest airline in the world, Finnair got its start as Aero Oy in 1923, flying Junkers F13 floatplanes from Helsinki to Stockholm and Tallinn. Having to overcome obstacles such as hostile neighboring countries, very poor flying weather and a small market base due to Finland's diminutive population, the airline grew conservatively, but profitably over its 50 years. Even the devastation of WW II did not permanently deter Aero/Finnair's development. Today, Finnair's DC-10 fleet ranges as far as Tokyo, Seattle and Los Angeles while its DC-9s and Fokker F27s range throughout Finland and Europe. Thanks to Wegg's lucid narrative and sharp photography, Mike Machat's fine illustrations and the able research and consultation assistance of R.E.G. Davies, Markku Nokkala and Jukka Kauppien, "Finnair" is one of the best airline history books I've had the pleasure of reading. Added bonuses include a Davies' essay on Finnair being the sixth oldest airline and Wegg's history of the Finnish supplemental and cargo airline, Kar-Air. To obtain your copy of this excellent publication, send \$29.50 (which includes postage and handling) to: John Wegg, 2011A Huntington Lane, Redondo Beach, CA 90278.

Back in 1974, retired United Airlines V-P Robert E. Johnson got his former company to publish "Airway One," Johnson's rather candid view of the United Airlines history up to that date. Johnson, having served with United from 1929 to 1972, had the unique perspective of seeing the airline grow from its pioneering infancy to the largest airline in the free world. Mr. Johnson concentrates his observations on the people he knew best, United's top executives: Philip Johnson, the airline's first president; Pat Ptterson, United's

longest-serving CEO who guided the mighty airline from Boeing 247s to Boeing 727 jets; George Keck, who was given the task of intergrating 747 and DC-10 jumbo jets into UAL's fleet while labor troubles over the 737 crew issue sapped profits; and Edward Carlson, the man who paved the way towards deregulation of the entire US airline industry as he guided United to record profits in the latter 1970s. This book should be required reading for MBA's who hope to enter the airline industry in the future for Johnson is as quick to admit management mistakes, such as giving in to ALPA on the 3-crew vs. 2-crew 737 issue on the grounds of expediency, as he is to reflect with pride on the airline's greatest success, its successful merger and intergration of the bankrupt Capital Airlines. Since this is a dated book and in soft cover, it can be found in most bookstores for less than \$10.00.

On February 5, 1982, a dream ended for Sir Freddie Laker as his airline, Laker Airways, was declared bankrupt and his enroute DC-10 aircraft were forced to return bewildered passengers to their departing airports. What happened to Laker Airways? Why did such a seemingly successful concept in overseas travel fail so suddenly? British financial journalist, Howard Banks, and London's Faber and Faber publishing bring us the most detailed history of Laker Airways in the 1982 book, "The Rise and Fall Of Freddie Laker." Banks shows how Sir Freddie Laker's flamboyance propelled Laker Airways into a "David" airline battling money-grubbing IATA "Goliaths" like Pan Am and in turn exciting the travelling public into participating en masse in a new era of cheap, no-frills transAtlantic flying. However, Banks also serves up Laker's darker side, a gambling nature that was fueled by an inflated ego which saw Laker Airways quickly over-expand in terms of equipment and routes, while offending key government and financial authorities whose later revenge hastened Laker Airways' bankruptcy. This book is both exciting and depressing, often at the same time, for a "rags-to-riches-to-rags" story is rarely ever dull. At \$6.95 in soft cover, "The Rise and Fall of Freddie Laker" is an excellent reading value.

Please drop us a line should you find a new airline book on the market. If you have a book in your library that you think would interest other Club members, feel free to write a review and send it to me so that we can all share in the information each of us has. Until next issue--happy reading.

# Airline Playing Cards

by

TOM DRAGGES

It's time to go south of the border as we feature some of the South American carriers. Since I do not have a great many cards from South America, I will include in this issue some of the beautiful cards from Mexico as well.

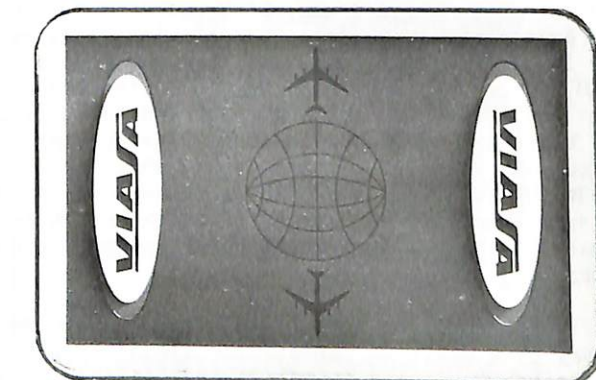
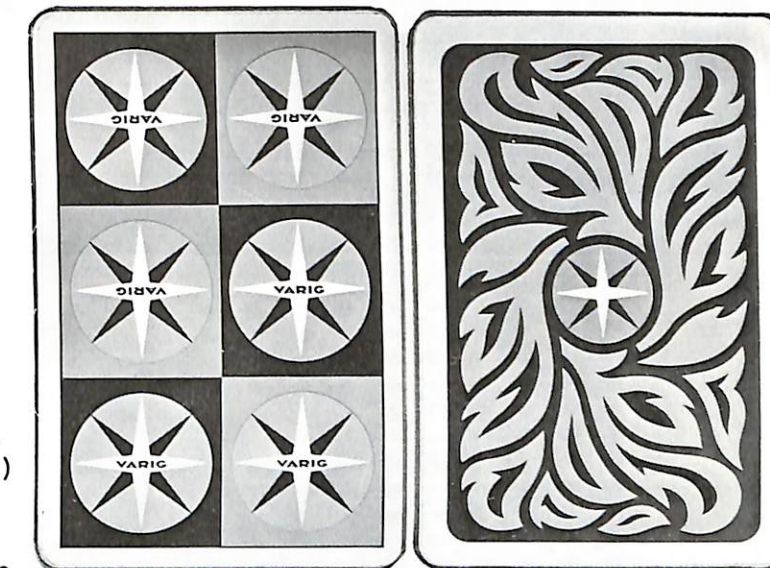
Most of the cards I have featured here I do not know the year of issue. If any of you readers have such information please forward so we can include in a future issue of the LOG.

We will start off our South American carriers with a very attractive card from AVIANCA. This card has a Avianca red background with a white border and white airline name. Also included on the card, above and below the airline name you will find two fleur-de-lis in black. (Note--on our example these may not show up since red on black and black on red will not print separately.) The mate to this card comes in a blue background with the other colors being the same.

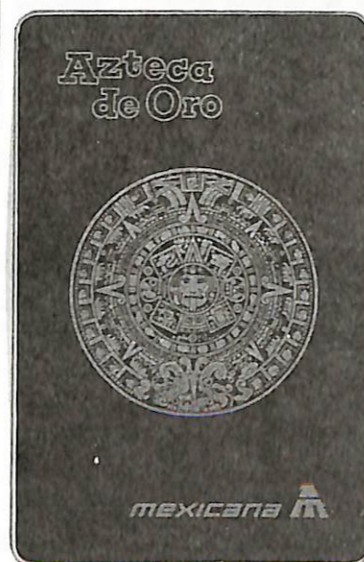
The LAN-CHILE card has a red background with a white border and lettering. The airline logo is red, white and blue. As with the Avianca mate, the mate to this card also comes with a blue background.



VARIG is represented in our card collection with three very attractive playing cards. The first card illustrated has green and black squares with six airline logos. Logo colors are black, white and blue with black print. The border is white. Next we have a card with a red background and white border. The swirl-like design is silver and black with the carriers logo in the center in white black and blue. The third Varig example shows an example of modern Brasil architecture, very attractive with a blue sky, green grass and white buildings.



Our final card from South America is from VIASA. The background color is orange with a white border. In the center is a globe with two aircraft in black. At the top and bottom is an oval circle in blue with red lettering and white background. (Again, this card may show up completely black since we have black on red.)



From our friends just a little closer south of the border we have several different cards, all of which are very attractive.

The AERONAVES DE MEXICO card we know was issued before 1972. The background color is a brick red with logo in lower left white on red. The printing at the bottom is black while the lettering at the top is white. The colors on the warrior are just beautiful, consisting of white, gold, blue, green, pink and purple. This has to be one of the most attractive playing cards ever printed. In 1972 when the airlines name was changed to AEROMEXICO, we have a card with red and white diamond background and rectangle box with logo and Aeromexico printed in black on a white background. The current card is printed with a silver background and white border. The logo at top is black, the AERO is orange and the MEXICO is black. The DC-9 on takeoff is black and white with the colors behind the aircraft being yellow, orange and red starting from the top.

Finishing up our trip south of the border we have two very nice MEXICANA cards. The first example is their 50th Anniversary issue from 1971. It is printed with a pinkish background with the logo and lettering in black and the remaining design in gold. Their current card has a black background with lettering, logo and Azteca in center in gold. There is an earlier issue that is the same except for the printing at the bottom, which reads Mexicana De Aviacion with no logo.

We only have one new card to feature this issue. From USAir comes their first playing card. This card is printed on a silver/gray background with the company name in red and USAir maroon. FINALLY!

Please be sure to send in any new cards that might show up in your area. We are still looking for a number of older cards, so please keep us in mind when you find that deck you have been looking for. If you can't provide us with a complete deck, we will be happy to have just one card so we can account for that particular deck.



# Sticker Chatter

by  
Don Thomas

The Lockheed L-1011 came out at a time when many airlines were cutting down on printing advertising stickers; hence I can't recall any airline issues featuring this aircraft. Lockheed, however, issued one advertising the L-1011 TriStar's World Tour in 1974, and another for it's Latin American tour in 1975. This sounds like a good way to advertise a new airplane--fly it around to a lot of airports on a sales mission. Rolls Royce of England has put out a label advertising their engines used on the Lockheed L-1011 Dash 500. This is one of several labels available from Rolls Royce. Others are for the Boeing 757, the Fokker F-28, the BAC One-eleven, and others. All are printed in silver, blue and red.

We have two pages showing some of the early South American labels. South America, with its vast distances, poor or non-existent roads in the early 1920's, high mountains, large rivers, and non-extensive railroad system, needed airlines more than the developed countries. Although German capital and personnel developed some of the early airlines in many South American countries, these lines were taken over by their respective governments on the eve of WW II. The early Junkers aircraft often used on the land routes were replaced with DC-3's, Electras, 4-engined aircraft, and eventually jets, so that South America's airline routes and services now compare favorably with those anywhere in the world.

## NEW ISSUES

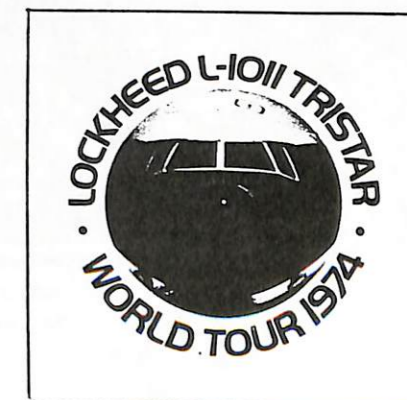
BRITISH CALEDONIAN now has the A310; it's new silver-bordered oval label is out. The airplane is on a white background.

I located an "AIR NIUGINI does it with DASH" label in Madang, Papua/New Guinea, in April. It's a long label--I still can't find their round yellow one, with the same plane and words. They used them all up plastering them on cars and windows in Port Moresby. Some cars at the airport even had them on their headlights, but I had no chance to peel one off for the record. Who can come up with one or two???

TACA's BIL is especially attractive, in red, yellow, black, and blue, with logo in lower right. Available at New Orleans Moisant Airport.

MEXICANA has four new labels. "El Orgullo de Mexico - En las Alas de Mexicana," with blue, pink, red, or green figures in center.

AIR INDIA's "50 Years of Civil Air Transport" is commemorated with a round red-on-gold foil label issued in 1982, and it's 25 years of service from India to Japan is commemorated with a smaller square label, dark blue on silver foil.

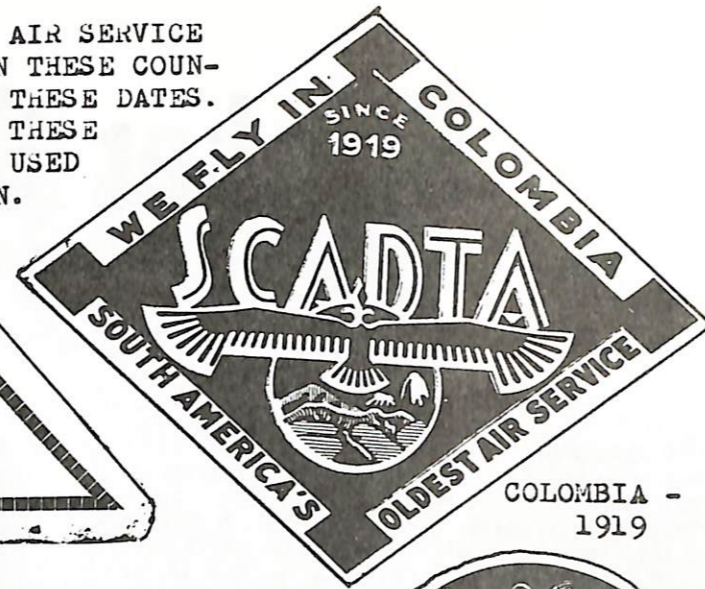


SOUTH AMERICA

COMMERCIAL AIR SERVICE STARTED IN THESE COUNTRIES ON THESE DATES. SOME OF THESE LABELS USED THEN.



BOLIVIA - 1925



COLOMBIA - 1919



PERU - 1928



1937



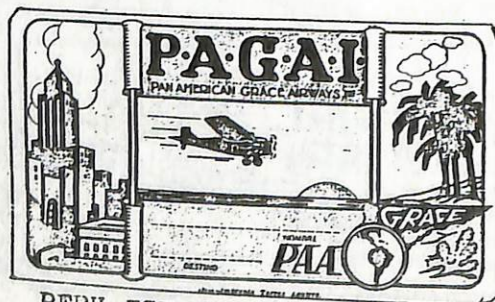
CHILE - 1930



VENEZUELA - 1933



ECUADOR - 1937



PERU-ECUADOR-CHILE- 1929



ARGENTINA - 1928 (Aeroposta)



URUGUAY - 1938

BRAZIL - South America's largest country, where aviation quickly became indispensable. SYNDICATO CONDOR, started in 1928, was taken over by CRUZEIRO DO SUL in 1941. REAL bought out AEROVIAS BRASIL in 1954. VARIG became Brazil's largest airline by absorbing REAL in 1961. PANAIR DO BRASIL took over from NYRBA DO BRASIL in 1930. VASP was organized in 1933 and handles heavy traffic on the Sao Paulo-Rio shuttle.



LTU International Airlines, the German line with charters from Florida, has a very colorful new sticker with palm trees, ocean and airplane.

METRO INTERNATIONAL has two sizes of BILs, both blue and white.

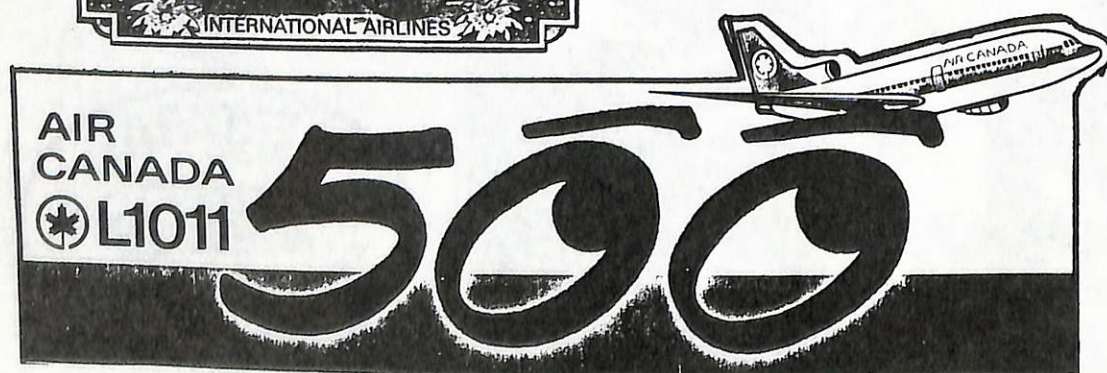
PACIFIC EXPRESS has an attractive BIL, showing an airplane, and the company name in red lettering. Other new BILs picked up at LAX in April are MUSE AIR, C&M AIRLINES, SUNBIRD AIRLINES, SKY WEST, SUN AIRE, THE HAWAIIAN EXPRESS and a new KOREAN AIRLINES issue.

AIR FLORIDA has new labels advertising their MARID, ZURICH and DUSSELDORF, FRANKFURT flights.

AIR NEW ZEALAND's new BIL is now decorated with green instead of orange.

Seisuke Sonoyama of Japan sends in a big round TOA DOMESTIC AIRLINES sticker in red, black and green on silver foil.

That's all until next issue. We still have several volumes of the various label catalogs available. If your interested, drop a line to me at the address inside the front page of this issue of the LOG.



# The Slide Collector

BY

GEORGE W. HAMLIN

In response to several requests from the membership, we are going to take a look at a different aspect of slide shooting/collecting this time. Expanding beyond the standard side "roster" type view of an aircraft, we will consider more "creative" shots, as well. Although it would be difficult to define precisely what this category consists of, in general, what we will be considering usually includes the aircraft as part of an overall scene, rather than concentrating on the equipment itself.

Since this is difficult to describe, this column will concentrate primarily on photo examples, after a brief commentary. While we obviously can not cover every possibility, it is possible to illustrate a wide variety of views and subject matter here. Finally, before commencing the discussion of this subject, we would like to request the patience of the ramp shot enthusiasts among our readers--we haven't given up on your favorite item!

As a means of introducing the "beyond the full side view" school of airliner photography, let's consider some general types of shots, into which individual photos can be categorized. A good beginning point is the so-called three-quarters view, where the subject is at a shallow angle with reference to the photographer (photo 1). Although too great an angle can obscure the subject greatly, pleasing results can often be obtained, particularly with a telephoto lens when the aircraft being photographed is on a taxiway or runway. This is especially true if distracting background features can be eliminated (photo 2).



The unobstructed background helps set off this shot of an American 747 Freighter at O'Hare, by Gary Dolzall.

The same is true of aerial views. Full side is often possible, particularly on approach. Interesting views can often be obtained from an angle a little bit more below the aircraft than full side, offering a slightly different perspective. High shutter speeds are a good idea when shooting any moving aircraft, unless, of course, the subject is being "panned" and a blurred background is desired (photo 3).



This TWA L-1011 obviously is not in the eastern portion of that carrier's route system. John Ziegler shot this operation at Albuquerque in June, 1982.



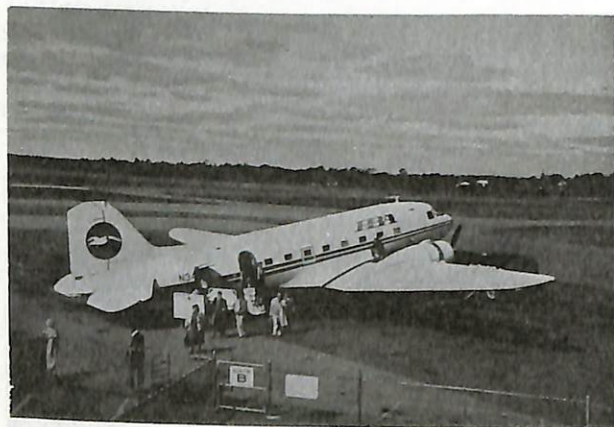
John Wegg made this superb landing shot of a Western 737; a United 727 waits to take off after the 737's arrival.

Shots which show the aircraft in its operating environment can be interesting, also. A mountain range or distinctive terminal architecture can help provide identification for a scene, as well as showing the aircraft in what is a normal, natural setting. Don't be afraid to include people, servicing equipment, etc.--they're part of the operation, too (photo 4 and photo 5).



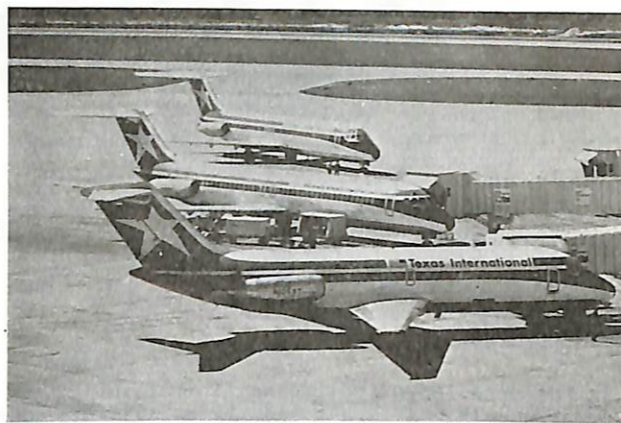
In a scene typical of smaller airports, CP Air's 737 (C-GCPT) unloads passengers at Victoria, B.C. in April of 1982. Photo by Henry Tenby.

Similar to the CP Air shot, with "vintage" equipment, this PBA DC-3 scene is almost timeless. How many times have you observed over the wing refueling recently? Photo by Jim Hanson.



A variation of this technique involves the use of groups of aircraft, as opposed to single pieces of equipment. Some ideas for this type of shot include comparisons of different aircraft types within a carrier's fleet, rows of similar aircraft and views displaying both groups of aircraft and the surrounding scene. The use of a telephoto lens in this situation can turn otherwise dull shots of static aircraft into attention getting photographs (photo 6 and photo 7).

Finally, try an occasional shot using vertical, rather than the standard horizontal, composition. Since some subjects lend themselves to this point of view, attractive results can occur if it is used in the proper situations. In fact, it's not always nec-



Several Texas International DC-9's cluster around the carrier's terminal facilities at Houston Intercontinental, February, 1979. Photo by George Hamlin.



Smaller carriers also can provide "fleet" type poses. Credit Jim Hanson for this shot at BOS.



A wide variety of different carriers and aircraft types frequent London's Heathrow Airport. Jim Hanson provides us with an interesting look at a diversified grouping.



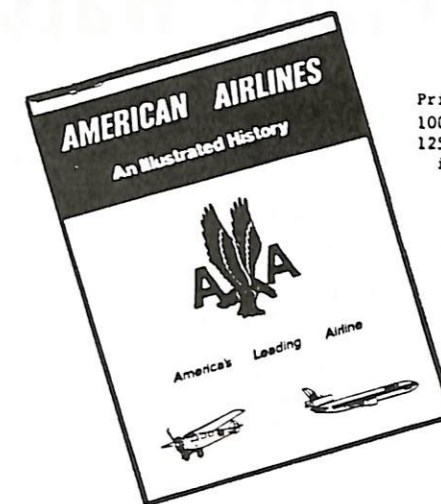
The largest and smallest types (747 and BAC-1-11) in the Aer Lingus fleet meet at Shannon, Ireland, October 1981. Photo by George Hamlin.

essary to include the entire aircraft in the photos, as shown by Jim Hanson's interesting shot of just the tails of a group of aircraft at Heathrow (photo 8 and photo 9).

We hope that we have been able to provide a brief overview of what is a rather diversified subject. There are many variations which we have not covered, including some, such as night scenes, which would be difficult to reproduce in the LOG. Let us know if you have an interest in seeing additional material of this type in the column from time to time, or, better yet, consider providing material (either glossy prints, size 3½ x 5 or larger--or slides) for possible use. Please be sure to send along a complete description of each photo/slide that you send in.



Alan Daves caught this Korean 747F on final approach at LAX on April 1, 1982.



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# Plane Watchers Dilemma

by  
Paul Collins

Every once in a while I complain, to anyone that will listen to me, about the lack of airline flights into and out of CVG. With the "International" title tacked onto the end of the airport name, there seems to be quite a lack of "international" flights. But then, from time to time, I receive a letter from another Club member that makes me stand back and take a closer look at what I have available to me. The following is from member Don "Bucky" Dawson.

Don lives in Ketchikan, Alaska. For those of you not familiar with the location of this Alaskan town, get down your atlas and follow along the Pacific coast heading north from Seattle. Just a little south of Juneau you will find Ketchikan. I will have to admit that this area is not the perfect place for international plane spotting!

On May 1, 1983, Ketchikan became a two-airline town! On this date Western Airlines began offering three flights a day. Western served Ketchikan until 1972, when the CAB forced it to end flights in southeast Alaska. Deregulation allowed Western to return to Juneau late last (1982) year, with service to Ketchikan being an extension of that service.

Two of the flights will be northbound. Flight #273 will originate in Kansas City and connect with Salt Lake City and Seattle. It will arrive in Ketchikan at 12:23 p.m., leaving for Juneau at 12:55 p.m. Flight #371 will originate in Chicago with stops in Salt Lake City and Seattle before arriving in Ketchikan at 9:28 p.m.

The one southbound flight, #392, originates in Juneau and arrives in Ketchikan at 3:50 p.m. It departs at 4:20 p.m. for Seattle, Salt Lake City and Pittsburgh (?).



Western flight 392, southbound, at the gate on Sunday, May 1, 1983. Aircraft registration is N2811W.



On Sunday, May 1, 1983 Western Airlines flight 273 touches down at Ketchikan on first Western jet service to the city. Pilot in command was Don Maddox, a former resident of Ketchikan.

The photos with this article were taken by "Bucky" on the first day of service. He stated in his letter that he has additional photos, in color, of this inaugural day and also has a number of color slides of when Wien Air Alaska briefly served Ketchikan. If your interested in obtaining any of this material, drop Don a line at: Aviation Arts Unlimited, P.O. Box 6955, Ketchikan, Alaska 99901.



Western flight 273 shortly after arrival on inaugural flight.

# THE WORLD'S AIRLINES

by  
JOOP GERRITSM

TURK HAVA YOLLAIR  
Turkish Airlines

Turk Hava Yollari (THY) was formed May 23, 1933, under the name Devlet Hava Yollari (DHY--State Airlines) as part of the Air Force. Its first route, flown by two 6-8 passenger DH-84s, was between Istanbul and Ankara via Eskisehir. In 1935 control of DHY passed to the Ministry of Public Works. Services were improved considerably and new routes opened with the introduction of two more DH-84s, followed in 1937 by four 10-passenger DH-86B four-engined aircraft. In 1939 DHY came under control of the Ministry of Communications and three Lockheed L-10s were ordered (but never delivered) just before WW II.

The war brought services to a halt, and in 1946, DHY resumed services with the DC-3 on domestic and regional (international) services, including Nicosia, Beirut and Cairo. At the end of 1946 DHY operated its first winter schedule.

Seven 14-passenger DH-114 Herons joined the two-dozen strong DC-3 fleet in 1955 for domestic services and on March 1, 1956 DHY became a joint state-owned and private company under its present name. BOAC of Britain became a shareholder in return for the financing of five Viscount propjets, the first of which went into service in May 1958. In August 1960 they were followed by the first of 10 F-27s, five of which came from Fokker and five from Fairchild.

New services were started to southern and western Europe in the 1960s and a DC-7B and DC-9-14 were leased in 1967 (from Sweden and Douglas respectively) pending delivery of two DC-9-30s ordered for 1968/69 delivery. In January 1971 the airline received the first of four ex-Pan Am Boeing 707-321s, followed by the first DC-10 in December 1972 and the first of six Fokker F-28 aircraft that same month.

In December 1974 THY formed a subsidiary, Kibris Turk Hava Yollair (Cyprus Turkish Airlines) to fly services between Turkey and the Turkish part of Cyprus. Starting February 3, 1975, services were flown with one (later more) THY F-28.



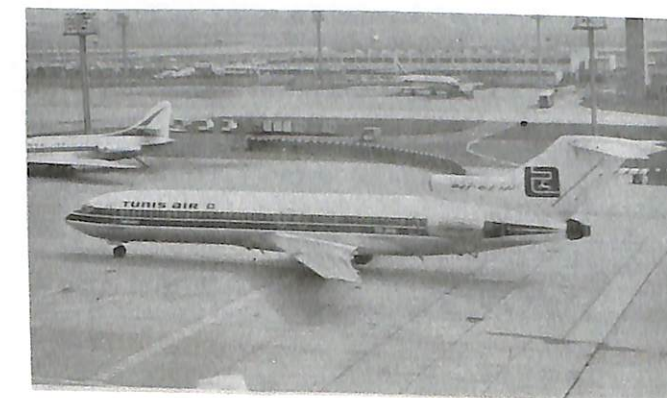
By 1977 the present THY network was in place. It includes an extensive domestic network and 14 Middle East and European destinations. Services are flown with two DC-10-10s, four Boeing 707s (including one freighter), eight Boeing 727-200 Advance, nine DC-9-32 and two F-28s (up for sale). THY is now 97.35% state owned. KTHY has one DC-9-32 (ex-THY) and sometimes uses THY 727s.

SOCIETE TUNESIENNE de l'AIR  
Tunis Air

Tunis Air was formed in 1948 by the Tunisian government, Air France and other interests. It started operations the following year with four DC-3s on routes to Corsica and Algeria, transferred to it by Air France. A DC-4 was acquired in August 1954 for a new service to Paris, and was followed by a second, also ex-Air France, in 1960.

Tunis Air was one of the first operators of the Caravelle twinjet when it placed one in service on the Paris run in September 1961 in competition with Air France Caravelle services. In 1968 the Caravelle fleet had grown to four, serving most of the airline's European and major North African services, including those to Algeria, Lybia, Morocco, France, Switzerland, Italy, Belgium and Germany. Two Cessna 402s and one Nord 262 replaced the DC-3 on the domestic services in 1969/70 and the airline ordered its first Boeing 727 in 1971. As the 1970s progressed, more Boeings were ordered and they displaced the Caravelle on all major services. The Caravelles in turn displaced the DC-4 on secondary long-haul routes.

The mid-1970s saw a major expansion of the network with routes reaching into the Middle East and western and northern Europe, made possible by the 727s, numbering ten on the airlines roster. Other aircraft in the fleet include one Airbus A-300B for the important and heavily-travelled Paris service, and four Boeing 737-200, which were added in 1979 and 1981. They operated from five domestic points to 20 destinations around the Mediterranean and to western and northern Europe. All but the major domestic services were turned over to subsidiary Tunisavia in the past few years.



# REPORT FROM THE FIELD

by

JIM "JET" THOMPSON

This report will cover my own homebase airport and let you know what you can find at Port Columbus International Airport.

The sight of the airport was selected by Charles Lindbergh, when he was working for Transcontinental Air Transport. He was looking for a good location West of the Allegheny Mountains to set up the transcontinental route for TAT. Columbus was chosen since it was the largest city West of the mountains and the location on the east side of town was right next to the Pennsylvania Railroad tracks. These railroad tracks were to play an important part in the cross country route.

Port Columbus Municipal Airport, as it was called in the beginning, was dedicated and opened for service on July 8, 1929. The "Airway Limited" train from New York rolled into Columbus early that morning and stopped at the new station across from the terminal building. Passengers transferred from the train to two Ford 5-AT trimotors of TAT-Transcontinental Air Transport.

The trimotors took them on to Indianapolis and west to Waynoka, Oklahoma. There they again boarded the train for an overnight ride to Clovis, New Mexico. Here they boarded two more trimotors for the final route to Glendale, California.

Port Columbus remained the east end of the line for TAT, which soon became T&WA--Transcontinental & Western Air. Many of the executive offices were located either in the hangar or in the main terminal.

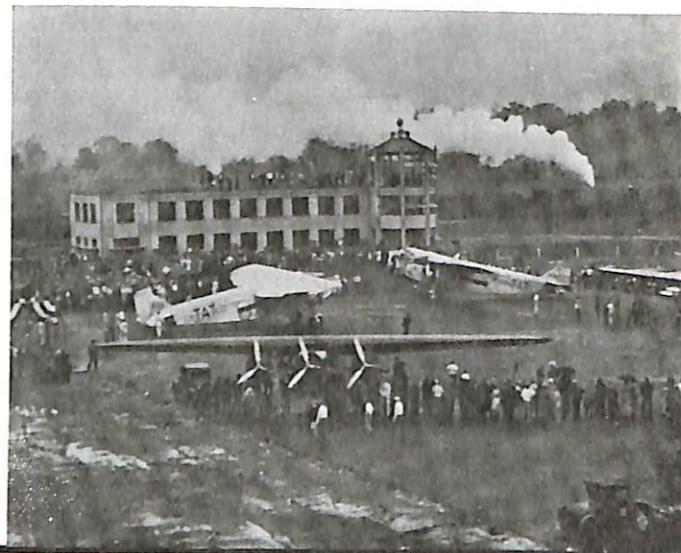
It should be noted here, also, that the name of the airport is interesting, as you may have noticed. It was thought back in 1929 when the airport was first opened, that Columbus would be a harbor for great air ships. Thus the name "port" was given to the field.

T&WA's executive offices remained here for several years until the introduction of the DC-2. When the -2 showed up the route moved east to Pittsburg and New York.

The executive offices moved east also. The DC-2 in fact made it's inaugural flight from Port Columbus to Pittsburg and on to Newark, New Jersey.

In addition to T&WA, Port Columbus was served in those early years by Continental Airlines, a division of Universal Aviation Corp. Continental Airways of Chicago and Ohio Air Transport of Youngstown, Ohio.

Continental Airlines operated CAM 16 from Cleveland-Akron-Columbus-Springfield-Dayton-Cincinnati-Louisville. Continental Airways flew a Travelair on the route of Chicago-Dayton-Columbus. Ohio Air Transport also flew a Travelair but from Youngstown-Akron-Columbus.



Photos courtesy of the Ohio Historical Society  
This old photo shows the activity that took place when the PRR arrived with passengers for the two TAT trimotors.

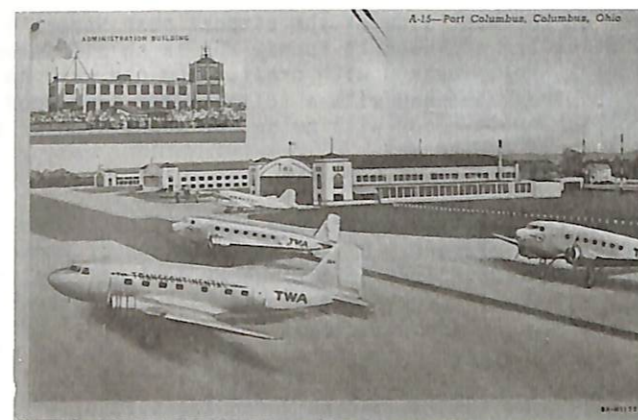
Continental Airlines is the only other of those early airlines to have survived and they changed their name to American Airlines.

Things remained about the same until the 1950's when Lake Central, Eastern and Piedmont Airlines all started service into Port Columbus. United was the last of the major carrier to arrive in 1959.

In 1958 a new terminal building was opened across the field from the original one. This building was badly needed. Airport Manager Jack Bolton had personally gone to Washington, D.C. to seek funding for the new Building. Thanks to him this new building was constructed.

The new building increased the gate space from three to 14 gates and gave much needed space to the new airlines coming to town. Delta had been serving Columbus on an interchange with TWA. TWA crews would fly the Delta plane from Detroit-Columbus-Cincinnati where the Delta crew would take it on south to Georgia and Florida. With the new terminal Delta now staffed Columbus with their own personnel and gave up the interchange with TWA.

When the terminal was opened in 1958 many officials thought it would be at least another seven years before Columbus saw jet service--were they every wrong!



This old linen card gives us some idea of what the airport looked like when DC-3s were serving the routes of TWA.

On September 1, 1961 Port Columbus entered the jet age with the inauguration by TWA of Convair 880 service to New York Idlewild Airport. This was just three years after the new building was opened.

Additional jet service was added during the next few years with 707's of TWA and American and Convair 990's of American. TWA also brought the first 727 to Columbus and Delta brought the first DC-9. Soon Columbus was attracting 720's, DC-8's, Caravelle's and later 737's also showed up.

On April 7, 1967 the last Lockheed Constellation passenger aircraft operated by TWA, a 749 model, went through Columbus on its final scheduled flight enroute to Louisville and St. Louis.

The 1970's brought new airlines and new aircraft to town. In 1970, North Central Airlines started service here from Dayton and Milwaukee, operated by Convair 580's.

TWA brought the first 747 to Columbus on a pilot training mission in March 1970. Continental Airlines however brought the first one here to pick up passengers in December 1972. The Ohio State University Marching Band chartered it to take them to the Rose Bowl.

TWA had the first scheduled jumbo jet service in 1979 with an L-1011 to Indianapolis and Los Angeles.

In April of 1981 a major remodeling and expansion of the terminal was completed. This was the first since moving in 23 years earlier. The renovation brought jetways and a much needed enlarged baggage claim area and lobby.

New airlines continue to show up here, especially with the new facilities. Wright, Comair, Peoplexpress, Midway and Frontier are all newcomers, along with the Allegheny Commuter.

The following airlines operate the following aircraft into Columbus at press time. Due to the constant schedule changes, these may vary somewhat by the time you read this.



Airport activity today is depicted in this post card produced by Dexter Press.

The PA-31 Navajo is operated by Comair. Aeromech and Comair both bring the EMB-110P Bandeirante in. The CASA-212-200 is flown in by Fischer Brothers Aviation/Allegheny Commuter. Air Virginia brings in the SA226TC Metro II and Comair also flies the SD-330. The Convair 600 is flown in by Wright Air Lines.

Moving up to the jets, USAir brings in the BAC 1-11. Dresser Industries bring their BAC in here quite often.

The 737 can be seen in the colors of United, Frontier, and Peoplexpress. USAir plans to bring theirs in, in the near future.

The DC-9-10 is operated by both Republic and Midway while the DC-9-30 can be seen operated by USAir, Delta, Eastern, Republic and sometimes by Midway. Eastern and Republic will occasionally bring in a DC-9-50.

The 727-100 can be seen in the colors of American, TWA, United and USAir. The 727-200 is operated by TWA, American, Delta and United.

The largest aircraft operated on a scheduled basis is TWA's L-1011. It comes in at night and leaves early the next morning.

There are two large aircraft based here now. Wolfe Industries Convair 580, N12F is based at Lane Aviation. Windwalkers, a new Flying Club, has a Boeing 720-025 based here now. N8711E can be seen parked around the field quite often.

Port Columbus is also the home base of Executive Jet Aviation. Their hanger is on the east side of the field and you can see their Gates Learjet aircraft operating in and out of CMH quite often.

Purolator Courier's major sorting operation is also located at the airport. They have about 30 aircraft that start arriving at midnight and depart around 3 a.m. This does make it a little difficult to photograph!

For the photographer there are three good areas to get shots from. One is from the parking garage in front of the terminal building.

The terminal is located between the two main runways going east/west, 28L-10R and 28R-10L. From the top level of the garage you can get some good ramp shots of either side of the building. The aircraft closest to the garage can be photographed with a standard 50-55 mm lens. will need a telephoto lens.

The aircraft on the main runway, 28L-10R, are a little more difficult to shoot since you are on the shaded side of the plane. The aircraft using the smaller runway on the north side, 28R-10L can be photographed through a 135 telephoto lens. This runway is only 6,000 feet long as compared to 10,700 on the main runway, so it does limit certain operations.

A second location for some good shots, especially approach shots, is across the field from the terminal.

Over on the east side of the airport near Hanger 5 East, on the approach to runway 28L is an old ammunition bunker, covered with grass. You can walk up on top of the mound and with a telphoto get some good approach shots. You will be on the sunny side of the plane most of the day.

A third location for some shots is on the west side of the airport. On the approach end of runway 10R on the south side of the runway just off Sheltzer road is the old back entrance to Rockwell International Aircraft. The road is closed but you can pull off on it a short distance and park. From here you can get some good shots with just the standard 50-55 mm lens or with a telephoto, depending on the size of aircraft.

That wraps it up for Port Columbus. Next issue we will be heading west to visit one of those "aircraft parking lots" that many of you have requested be written up in the LOG.



A HISTORY OF  
THE WORLD'S AIRLINES

The AMS reprint edition of R.E.G. Davies's classic History of the World's Airlines is now available. This will be your last opportunity to order this great book at the reduced prepublication price. After this offer expires, this book will cost you \$57.50. You may order this book, through the World Airline Hobby Club, for \$34.50 plus \$2.50 handling and mailing. (Sorry, this price only good in the US.) If you desire to have this very valuable book in your library, now is the time to order. This offer will expire on AUGUST 15, 1983. After that date, the publisher will not accept any additional orders at the discounted rate.

The AMS reprint edition is based on the revised Oxford edition of 1967, now long out of print. The new volume includes all 209 black and white photos, 52 tables, 11 text illustrations, and 95 figures, as well as 591 pages of text. This is the book T. R. Waddington, in the Journal of the American Aviation Historical Society, called "a must for anyone who is a serious student of air transport and its development, or for anyone who just likes to read about airlines."

If you want this book, send your check or money order, payable to the World Airline Hobby Club, to Paul Collins, 3381 Apple Tree Lane, Erlanger, Kentucky 41018. The price, once again, is \$34.50 for the book plus \$2.50 for handling and postage. No orders will be accepted after August 15, 1983.

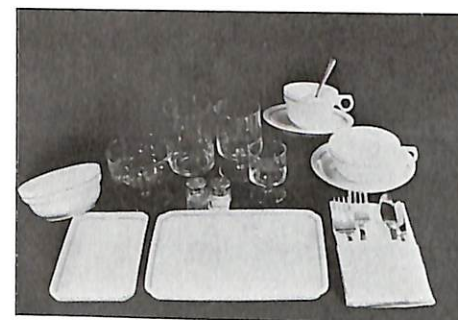
# The Tray Table

by

KEITH ARMES

As this month's LOG features South American carriers, a look at a few of these airlines' dining ware is in order. Most of the airlines from this area have very nice place settings. One of the nicest is Viasa (Venezuela). All pieces have an orange band with the Viasa logo displayed. Even the salt and pepper shakers carry the logo. The most eye catching item of the set is the dinner napkin which has "Viasa" actually embroidered on it. All silverware is silverplate of good quality.

Another carrier with a beautiful place setting is Lan Chile. The color is white with blue bands trimmed in gold. These pieces were designed especially for Lan Chile making them even more collectible. A striking feature of this set is the very



Viasa place setting contains the carriers logo with an orange band.

attractive glassware. These include six (yes, six) glasses which are the heaviest I have encountered. All are adorned with the Lan Chile logo and star. Unfortunately silverware of this airline is plain old stainless which detracts greatly from the set.

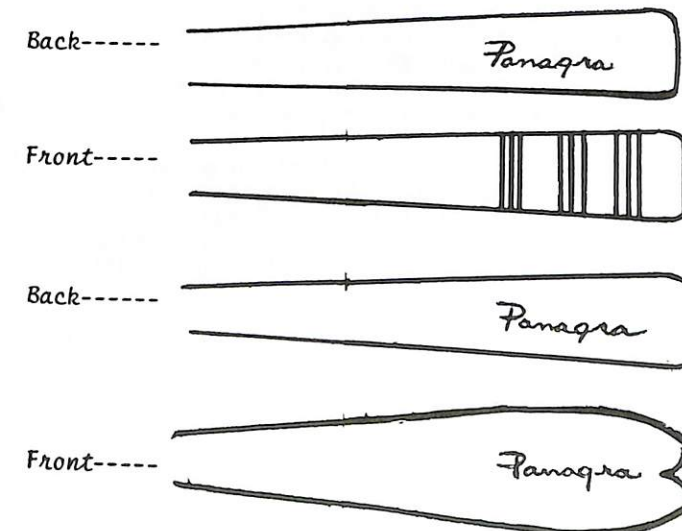
I am sure most of you have heard what great inflight service Varig (Brazil) has. What else could they serve it on but fine Norikate China. These pieces are white with a floral design and gold trim. On the back is the "Varig" in blue with the Noritake label. Varig has even outdone Lan Chile with seven different glasses. Again all contain the Varig name and logo. Alas even Varig has fallen prey to economics and gives us stainless steel silverware for first class. The set is interesting, though, in that it has six different pieces; a large and small knife, fork and spoon.

As far as items from the early days of aviation in South America, all of what I have been able to find is related to Pan American World Airways. The styles of china, silver and glasses Pan Am used in the 30's, 40's and 50's for their domestic and the

Atlantic flights were also used in South America; the difference being the name of the carrier (subsidiary) being engraved or the logo. Silverware is an excellent example of this as the exact same style has been found containing the names of "Avianca", "Avensa", "Panagra" and "PAA-LAD" (Pan American Latin America Division). I am sure this was also done for Panair do Brazil (anybody seen any?). So far I have been able to find three Pan Am styles of silverware which was also used in South America (see illustration). If you know of any others let us know.



The Lan Chile setting, including the six different drinking glasses. Very attractive set.



All silverplate by International Silver Co.



1875

1876

1877

1878

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1900



The Varig place setting also comes with six different glasses. The china has a very attractive design.



Another of the several Eastern Airlines promotional glasses featuring the Eastern logo and that of the 94th Aero Sqd. of Eddie Rickenbacker.

NEW DISCOVERIES: At a recent antique show another of Eastern Airlines promotional glasses was found. This glass heralded the arrival of one of Eastern's aircraft with the lettering "New Type Constellation" along the top rim. Along the bottom are the words,

"Compliments of Eastern Airlines." Eddie Rickenbacker's signature, along with his famous "hat in the ring" logo and the great silver fleet logo, makes this glass a real collectable.

## Flight Exchange

**CONTENT  
DELETED  
DUE TO PRIVACY  
CONCERNS**



by

Paul Collins

On June 16, 17 and 18, Alexandria, Virginia was host to the worlds largest gathering of airline memorabilia collectors for 1983. The Washington Airline Society was hosting Airliners International 83, the seventh annual meeting of airline enthusiasts. The meeting was held at Stouffer's located in the Crystal City complex.

Activities started on Thursday morning with a tour of Dulles International Airport. Included in the tour was to be a walk-through of a British Airways Concorde, but as luck would have it, the aircraft developed mechanical trouble and had to terminate its flight in New York. However, those taking the tour were not too disappointed because they were given quite a tour of the airport in one of the mobile lounges that transport passengers from the terminal building to the aircraft on the field. From the reports that I received they were given somewhat of a wild ride! Dragging with a 747! I'd like to see some of the pictures that were taken.

Those not taking the Dulles tour kept busy by riding the Washington Metro to the downtown area where they visited the great number of attractions that are available to those going to our Nation's Capitol. Many took advantage of this "free" day to visit the National Air and Space Museum, which is a part of the Smithsonian Museum complex. Everyone that toured this building had nothing but high praise for the material on display. Some of those attending the convention had made arrangements with their Congressmen to attend a meeting of that law-making body. Another area that was quite popular was Arlington Cemetery. There was certainly enough to do to keep everyone busy. From what I could tell, there were a lot of sore feet Thursday night!

General registration took place "unofficially" during most of the day on Thursday. The only other scheduled activity on this day was the cocktail party hosted by the World Airline Hobby Club. Cut short for "technical" reasons, the party did get everyone together for a little while to socialize and discuss what would be taking place over the next several days. The party broke up about 9:30 with little groups going off to different rooms to look at slides and do some post card trading--a preview of what was to come on Friday and Saturday.

Friday morning began early for most, with breakfast at Ondine's, located in Stouffer's, or at any of the other restaurants located near-by. It was then on to the trade area for a full day of wheeling and dealing. As at previous conventions there was something for every taste available on the trade tables. The only type material that was not in great abundance was models. It seems that the west coast is the center of model trading. However, this was the only material that was not available in large quantities. There were post cards, slides, photos, schedules, stickers, route maps, safety cards, china, books, display type models, and just about anything else you would want, waiting to be sold or traded.

As usual, trading and selling went hot and heavy for the first several hours, until everyone found the one table where all the "good" stuff was located, and that depended on what your particular specialty happened to be. As mentioned, there were plenty of post cards, slides, stickers and schedules. Don Thomas always seemed to have a crowd around his table--what bargains! Joe was selling his Air Jet models as fast as he could get them on his table and Fred Erdman was selling post cards so fast he could have used a helper (where was Robert?).

A tour of the Paul E. Garber Restoration Facility was scheduled for Friday afternoon. This is the area where aircraft for the National Air and Space Museum are prepared by display. Along with the shop buildings, there are several buildings that contain aircraft that might never make it to the "big" building, but are of interest to the aviation buff. You could easily spend hours just looking over all the material on display. Many that took this tour were impressed with the items that are displayed and expressed their happiness with being able to take the tour.

Trading and selling continued through the afternoon until it was time to close shop and hold the annual business meeting. It is at this meeting that the site for the following years convention is decided. It was not very hard to select the site for 1984 because only one city was nominated--St. Louis. The committee representing St. Louis was headed by Jon Procter, of TWA and Aviation World fame. (See notice in this issue of LOG on dates and location of the 1984 convention.)

Following the convention business meeting there was a short WAHC meeting. While nothing of great importance was discussed, these meetings are important in that it gives you, the Club member, a chance to speak your mind on anything that you believe the Club is doing wrong, or right, as the case may be. I am happy to report that no one had any major complaints. There was some discussion with regards to the method of judging the contests at the national convention. Tom Kalina and Dave Minton will be working on this and will have a report in a future LOG. With not much else to cover, the meeting was adjourned and everyone headed off for dinner.

Saturday started off much like the previous morning. After breakfast the trade area once again filled with buyers and traders. Also on the schedule for Saturday was a flight in a Henson Airlines Dash 7. This was to be a thirty minute flight around the Washington area. Also for Saturday was another tour of Dulles with a walk-through of a British Airways Concorde. (This time the aircraft did show up.) Many family members took the opportunity on Saturday to go on some additional tours. Again the National Air and Space Museum was a popular destination.

The buying and trading continued until about 4:30 p.m. when it was announced that the room would have to be cleared by 5:30. While this brought some groans from a few, the majority of those present were ready to call it a day, as far as trading went. It was now time to prepare for the annual awards banquet.

As usual our crowd looked very nice as they arrived at the banquet hall. Prior to the start of the yearly bash, a cash bar was available to those that wished to partake of some spirits. About 7:30 the bar was closed and everyone took their seats and the evenings activities began.

Convention Chairman Ron Davies gave a little speech welcoming everyone. He then introduced each of the former Airliners International convention chairman, which was a very nice gesture on his part. We were then, once again, confronted with the annual airline trivia contest, sponsored by Aviation World, and the name-the-plane contest presented by the Southern California Airliner Enthusiasts. These are always fun contests and everyone has a good time, even if you can't answer any of the questions or recognize any of the aircraft from the little bit you get to see.

After all this foolishness was finished, it was time to get down to some serious eating. The banquet meal was very delicious. The menu consisted of lobster bisque, tossed green garden salad, breast of Chicken Kiev, baked potato, green beans, rolls and butter, all topped off with a Black Forest Torte. The banquet staff at Stouffer's can be quite proud of the meal they served on the night of June 18.

Following the meal, a short intermission was observed. Following this brief pause, the guest speakers were introduced. This year there were two speakers, so a comparison could be made between flying the Transatlantic then (1930's, 1940's and 1950's and early 1960's) and now (later 1960's, the 1970's and into the 1980's). Representing the "then" was Captain William (Bill) Masland. Representing the "now" was Captain Anthony (Tony) Meadows.

Captain Masland, a veteran Pan Am pilot, was a pure delight in the way he presented his story on flying the Atlantic. He told stories about flying everything from the Consolidated Commodore to the Boeing 707. In between he told of flying the beautiful old flying boats, the Sikorsky S-42, the Martin 130 and the Boeing 314 Clipper. This was a very enjoyable lecture on now flying really was.

Captain Meadows joined British Airways (BOAC) in 1955 and flew navigator on the Argonaut, moving on to Yorks, Britannias, 707's and VC-10's. Captain Meadows eventually joined the Concorde flight team. Along with his flying stories Captain Meadows told of all the various famous passengers that he has met over the years. The list reads like a who's who of the jet-set. Captain Meadows is currently British Airways' flight training manager for the Concorde.

Following the banquet speakers, it was time to make the award winners known for the various contests that were held during the convention. The following categories and classes were open for competition: Airliner model contest, having four different classes; Photography contest, having three different groupings; General Display Contest and a new category, Aviation Art, containing original art pertaining to airlines and airliners.

A complete listing of the various category winners will be presented in the next issue of the CAPTAIN'S LOG.

Following the presentation of awards, the next item on the agenda was the awarding of the door prizes. The Convention Committee is especially grateful to Pan American, USAir and British Airways. The first door prize awarded was a trip for two on Pan Am to the Caribbean. This was followed by a flight for two on USAir to Orlando, FL. from anywhere on their system. The final door prize was a surprise even to the Convention Committee. A round trip to London on the Concorde by British Airways. Captain Meadows presented this award to the lucky winner. As a consolation prize for all those attending the banquet, Captain Meadows also brought along several cartons of on-board Concorde seat packets. Congratulations to all the winners, plus a big thank you to the airlines that provided the wonderful door prizes.

The 1983 Airliners International was a complete success in every sense of the word. Over 450 collectors and enthusiasts enjoyed several days of buying, selling and having a general good time in the company of others that were interested in the same thing. I even heard someone say that they could hardly wait for the St. Louis convention to roll around! Well--neither can I! See you all, next year, under the Arch!





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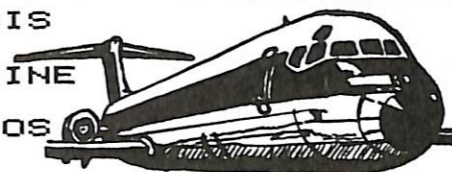
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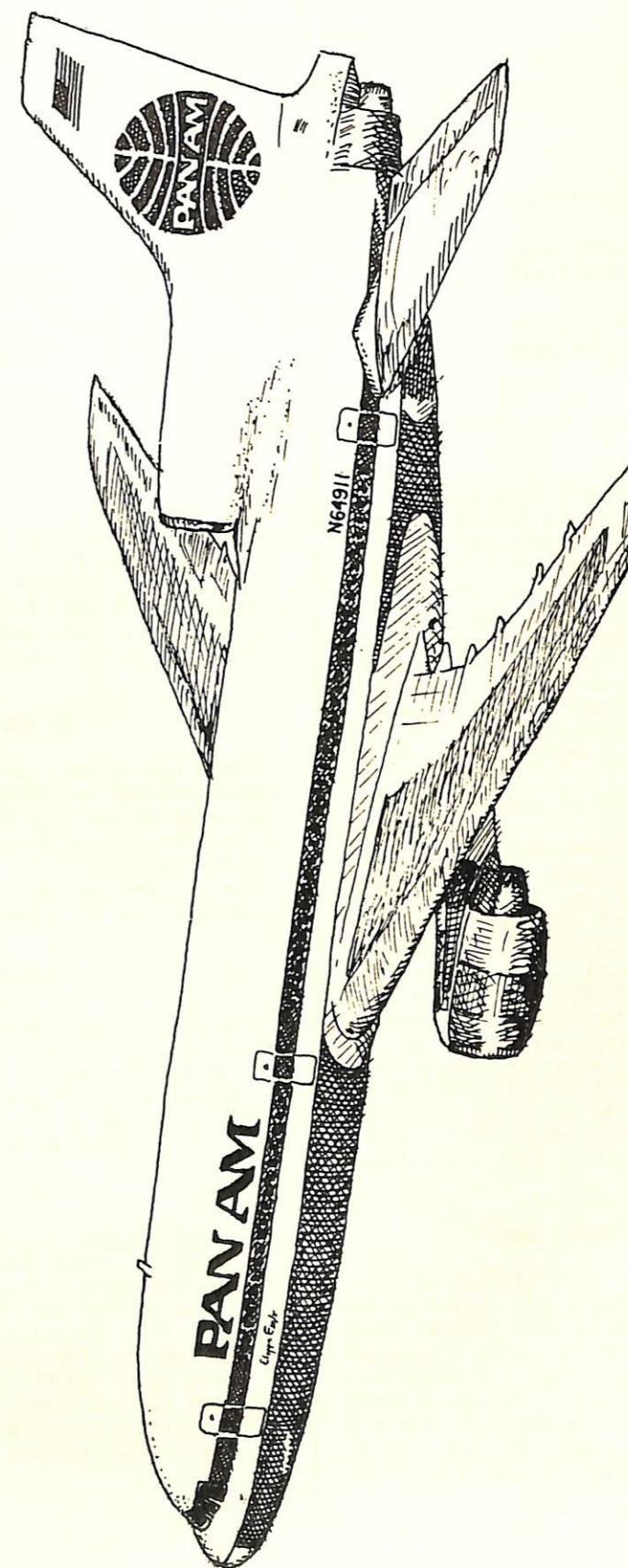
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Tom Kalina

WORLD AIRLINE HOBBY CLUB

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The WORLD AIRLINE HOBBY CLUB is open to all persons or groups interested in the collecting of airline memorabilia and the study of airlines and airliners. The CAPTAIN'S LOG is the official publication of the CLUB and contains stories on airlines and airliners and collecting the various items of memorabilia.

CONTRIBUTIONS WANTED

All members and interested parties who wish to contribute articles, pictures, or other material of interest to the membership are invited to do so. When sending in your material, please be sure to include your return address. All material, after publication, will be returned to the owner. The Editor welcomes ideas on material to be featured in future issues of the LOG.

PUBLICATION DATES

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Please send your membership requests and renewals to the people listed inside the front cover of this magazine. Those in Europe to Mr. Fred Hems; in the Pacific Area to Mr. Gavin Miller. All others please send your requests for membership and renewals to Mr. Marion Pyles. When sending in new memberships and renewals, please use the correct US dollar amount in the currency of the country to which you are writing. (Example: If your joining the European Branch of the Club, please send Mr. Hems the equivalent of \$14 US in British pound notes.)

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