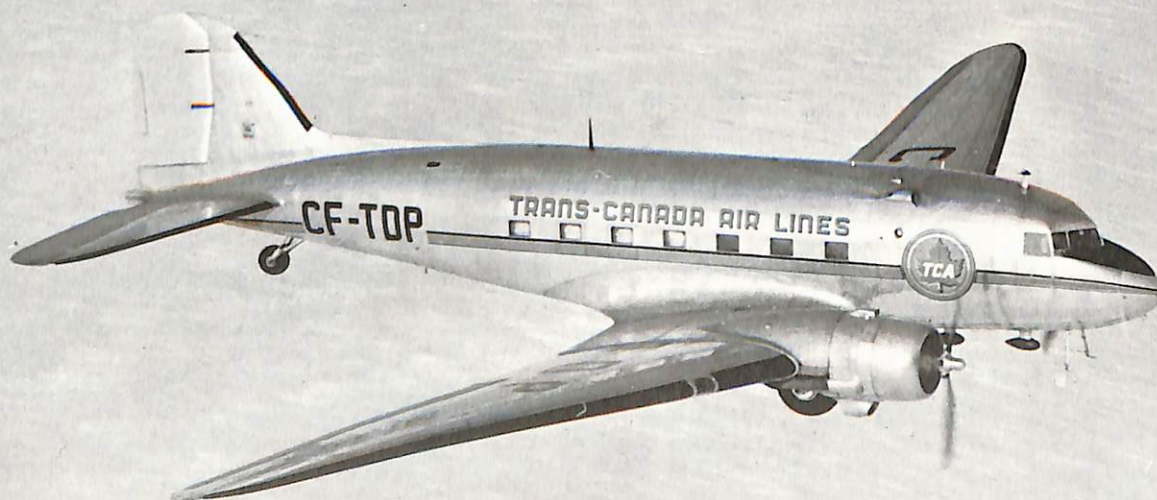


# **CELEBRATION!!**

**10th Anniversary Issue**

# **CAPTAIN'S LOG**

**SPRING 1984**







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Thank you



One of the major aircraft operated by Trans-Canada was the Vanguard. Photo from Air Canada Archives

#### CAPTAIN'S LOG

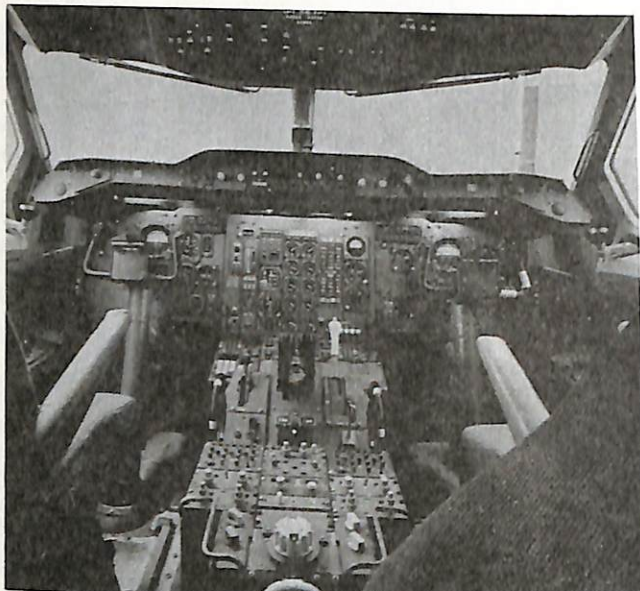
SPRING 1984

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Cover photo is that of a Trans-  
Canada Air Lines DC-3. Photo  
provided by Air Canada Archives.





....from the left hand seat....

As proclaimed on the front page of this issue of the LOG, we are starting our 10th year as an organization. We have gone through almost 1,200 membership numbers, retaining over 800 active, dues paying members. Along the way, we have created the Airliners International convention, which attracts more and more collectors each year. Not bad for an organization that started out with just 20 members in the Spring of 1974. I would like to thank each and every one of you that have made the Club the success that it has become.

It is a sad duty that I must once again report on the passing of one of our Club members. Ivan Jan Bogusovsky, one of our European members died due to complications associated with MS. Ivan has been a correspondent for a number of years and provided the Club with quite a bit of material from the Eastern Bloc countries. He was a wing collector (see Wings & Things, this issue) and enjoyed the hobby to its fullest. Those that knew him will miss his letters and "goodie" packages that increased the value of our collections.

While on the subject of the European Branch, I must report that W. T. "Bill" Richards has resigned as President/Chairman of the Branch. This was necessary due to the work load that Bill is carrying and other commitments that he has. I would like to take this opportunity to thank Bill for getting the European Branch off the ground and into operation. I had the pleasure of meeting Mr. Richards on my recent trip to London and he assured me that he will continue to promote the WAHC and will be seeking new members. I would like to let Bill know that I will support him in whatever method he decides to use to increase the membership of the European Branch of the Club.

I believe that the European Branch will be holding new elections soon to fill several of the vacancies that now exist on the board. I would like to thank Fred Hems, Dave Rowe and John Ellis for the work that they have been doing to promote the Club. Best of luck to you fellows and PLEASE keep up the good work!

This issue of the LOG will lead us right into the month of June when we will all be traveling to St. Louis to participate in Airliners International 84, our eighth annual convention. Jon Proctor and Dan McIntyre, along with their committee members, have been working hard to make "84" the best convention that we have every had. If all that they are planning bears fruit, they should not miss their goal by very much! If you haven't sent in your registration letter yet, please do so--NOW! I'm looking forward to seeing as many members at this years event as possible.

Over the years I have not made very many editorial comments on the operations of the convention by the various "volunteer" committees. Each and every group that has taken on the responsibility of hosting our annual meeting has done a fantastic job, considering they are amateurs dealing with hotel/motel people that are professionals in what they do. This year there has been some grumbling about the registration fee that is being charged. As the convention has grown in size, so has the need for a location that can accommodate our meeting. The large facilities that we are now dealing with no longer offer the trade-offs that we were able to obtain when we were just "little fish." That is, we don't get anything "free" for bringing in X number of people and using X number of rooms. All facilities that we use at the convention site must be paid for. The large rooms that we need for our trade and display area do not come cheap. While the convention committees are not set up to operate for a profit, they are not set up to operate at a loss. I don't believe that you, the convention attendee, expect the committees to lose money on our convention. If this were the case, no one would be interested in hosting a future convention. Please think about this between now and when you attend the convention business meeting so we can discuss the problems of holding a large convention like ours in the future. Your comments and suggestions will be welcomed.

Included with this issue of the LOG will be the 1984 Membership Roster. Marion Pyles, our Membership Co-ordinator has been working hard this past year to make sure that all entries on the Roster are correct. With the addition of this position on our staff, quite a bit of work has been taken off the shoulders of your Editor. I would like to take this opportunity to pass on a BIG THANK YOU to Marion for the job he is doing.

I believe that we have a good issue for you this time around. While we were going to feature the Boeing 747, it didn't quite work out. However, I think that what we have will be of interest to all of our readers. Several of you answered the wanted request that appeared in the last issue. We now have volunteers to do work on United, Pan Am and several major "foreign" carriers. I certainly appreciate the response received. I will be contacting those that volunteered soon, giving you a schedule that you can work with.

The year 1985 will be the 50th Anniversary of the "Airplane that Changed the World," the DC-3. The staff is planning on doing quite a bit on this aircraft next year. If you are interested in doing some type of article on this aircraft,

please drop me a line and let me know. Leading up to 1985 we will be doing some DC-2 material later this year. I would like to remind each and every one of you that this is YOUR magazine. While our staff is quite knowledgeable in their fields, we can always use the assistance of you, the Club member, to supplement the work of our staff. If you have material available, we would like to hear from you.

This just about wraps up my "editorial" comment for this issue. I know that I have taken up a little more space than usual, but I have had a lot to say. Once again I am looking forward to meeting as many of you as possible at the convention in St. Louis. By the way, the flyer enclosed with this issue promoting the book by Paul F. Collins, is not your Editor and Director of Operations, but don't let that stop you from purchasing the book--it's a good one! Until the next issue--happy collecting!

Paul

FROM THE BOOKSHELF

by

Marion Pyles

Tales of an Old Air-faring Man: A Half Century of Incidents, Accidents and Providence by Paul F. Collins with an introduction and afterword by William L. M. H. Clark.

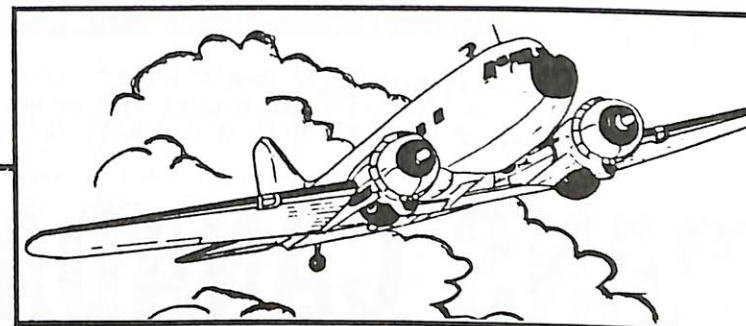
This is an enlightening book full of tales and facts by the founder of Northeast Airlines. He tracks his interest in flying from a balloon ride at the St. Louis World's Fair in 1904 to May 15th, 1968 when the United States Post Office Department issued a First Day Cover honoring the U.S. "Air Mail Pioneers." On that same day, "Old No. 249" depicted on the stamp was presented to the Smithsonian Institution for display at the NASM.

I was reminded by the author of Will Rogers' definition of an airport: "A tract of land completely surrounded by high tension wires and high chimneys, adjacent to a cemetery." It's sort of coincidental, but many airline passengers today view airports in much the same way with fog thrown in as a hazard.

Mr. Collins takes the reader through his barnstorming years and the beginnings of the Air Mail. There's a great story about Jack Knight that will bring a smile to your face. Members of the Jack Knight AMS will especially appreciate this book. There are many true accounts about emergency landings in fields and on railroad tracks. Some were funny because "Some walked away" and lived to tell their adventures. They relive many of these adventures and your heart is in the sky with them.

The story is all here. The author recounts the transition from single engine JN-4D's and Douglas M-2 Mailplanes to the Keystone Patrician and the Corman Tri-Motor. He touches upon the beginning of TAT, Ludington and Northeast. He tells of the Pioneering of the North Atlantic Route as Northeast offered the entire facilities and personnel of the airline to the USAAF Ferry Command.

Amerlia Earhart was a dear friend of Paul Collins and he tells of his closeness to her and also to Ernie Pyle. The book has lots of pictures that you'll like as well. Some you've seen; others maybe not. This is a book that I think you'll thoroughly enjoy. Be sure to order your copy now. See the flyer enclosed with this issue of the LOG. Book is available from UWSP Foundation Press, Inc, University of Wisconsin-Stevens Point, Stevens Point, WI 54481 for \$10.95.



FRIENDS OF THE DC-3

Friends of the DC-3 was formed in 1981 for those people who recognize this aircraft as being the greatest plane ever built, and who are looking forward to 1985 when it celebrates the 50th Anniversary of its first flight.

The aim of the Group is to offer assistance in every sphere of preservation, restoration, and efforts to maintain DC-3's the world over, as well as compile and research the histories of all the aircraft built.

Projects are in progress around the world, including the UK, Europe, USA, Canada, etc. with a number of aircraft all due to members giving time and energy to save aircraft from being left derelict. However, not every project has a happy ending, some endeavours fail.

If you are interested in becoming a member of this organization, please contact John & Maureen Woods, 3 Dalcross, Crown Wood, Bracknell RG12 3UJ, England. The yearly membership is UK £5.00 Family £10.00 Europe £5.50 All others £6.50 (\$10.00 U.S.)

EDITORS NOTE: Perhaps someone in the U.S. would be interested in seeing if it would be possible to sponsor a DC-3 "Fly-In" for 1985. Possible tie in with the Dayton Air Show? Any suggestions? Please forward to Paul Collins, 3381 Apple Tree Erlanger, KY 41018.





The four aircraft types in Air Canada's fleet of 86 all-turbine planes are shown on the ramp at the airline's maintenance base at Montreal Int'l airport. Right to left are: the Douglas DC-9, the Vickers Viscount, the Vanguard and the Douglas DC-8. Air Canada photo.

# TRANS CANADA / AIR CANADA

by

Henry Tenby

Canada's national airline, Trans Canada Airlines, was born on April 10, 1937 when the TAC creation bill was given royal assent. On September 1, 1937, the airline made its debut flight with a one hundred and thirty mile airmail flight between Vancouver, B.C. and Seattle, Washington. A Lockheed 10A Electra was used for this historic flight. At the time, TCA owned only three Lockheed 10As and one Stearman biplane. (These aircraft had previously been owned by Canadian Pacific.) New equipment was ordered and larger Lockheed 14s were added by December of 1938, giving TAC 10 Lockheed 14s and 10 Lockheed 10As in its fleet. By October 1938, a daily airmail service for the Postal Department had been established between Montreal-Ottawa-Toronto-Winnipeg.

With the outbreak of World War II in 1939, the airline operated quite sluggishly as passengers, crew members and ground support people had to devote more time to the war effort. On April 1, 1939, transcontinental revenue passenger service was initiated between Vancouver and Montreal utilizing a Lockheed 14 and a Toronto-New York service was started in May of 1941. During the war, the airline was in a holding pattern of expansion but it also saw TCA's first European service. To support the Canadian Armed Forces in Europe, in 1943, an Avro Lancaster (called a Lancastrian by TCA) began to fly a war-time service between Montreal and Prestwick.

TCA really began to expand after the war as they received a number of surplus and new DC-3s and Lancastrians, which could hold ten passengers and 9000 lbs of freight. In 1947 the Lancastrians were phased out and replaced with Canadian DC-4M2 North Stars. The North Star was the first pressurized, long range four engined aircraft to go into service with TCA and was put into service on April 15, 1947. Through their career, the North Stars served the Montreal-London route, the cross Canada "milk run" which served small town routes and were also widely used on Caribbean routes. The DC-3 deserves honorable mention as it was the strong workhorse of TCA's domestic route network up until her retirement in the early 1960s. By 1948, all the Lockheed 14s and the Lancastrians had been retired and the airline was gearing up for the next decade.

The first giant step taken by TCA was in the order of five Lockheed L-1049 Super Constellations in 1953. The first of the Connies was delivered in 1954 and she became TCA's first truly transcontinental, transAtlantic airliner with its 4000 plus mile range. (The North Stars would often stop for fuel in either Gander, Goose Bay, Reykjavik or Shannon enroute to London.) Non stop crossings were rare and more often than not, they'd stop more than once. With the help of the new Connies, TCA was able to expand their international route network to include Dusseldorf, Zurich, Brussels, Vienna and many more destinations in North America. Western Canada now had direct service to Europe.



Lockheed 10A (1937)



Stearman HEM Biplane (1938)



Lockheed 1808A (1941-49)



Lockheed 14H2 (1938-1948)

In 1954, TCA began an air-freight service and in doing so, began to convert the DC-4M2s to all cargo versions by stripping interiors, plugging windows and strengthening floors. To supplement their new-born freighter fleet of North Stars, TCA acquired several Bristol 31 freighters. The Bristols and the North Stars were used on scheduled, all cargo flights between Montreal-Toronto-New York and Montreal-Toronto-Winnipeg. The Bristols were phased out in 1955 as enough DC-4M2s had been converted to freighters. It had also been discovered that the Bristols were not very profitable.

In 1955 TCA aroused a lot of interest in North America when they became the first airline on the continent to use the revolutionary turboprop powered Vickers Viscount 724. The Viscount had already made a name for itself in the European market and it soon became a favorite among North American travellers. The first of many routes to utilize the Viscount was the Montreal-Toronto-Winnipeg route in April of 1955. A few months later this aircraft was added to the New York route as well.

After experiencing tremendous success with the Viscount, both TCA and BEA hailed launch orders with Vickers for the Viscounts new big brother, the Vanguard. In 1958, TCA placed the largest postwar industrial order in England with an order for a fleet of 23 Vanguard 952s, worth \$67 million. The Vanguards were needed for routes too long for the Viscounts and too short for the new long range DC-8s. In 1959 radar equipment was installed in all aircraft. The fleet now consisted of 13 Super Constellations, 49 Viscounts, 31 North Stars and nine DC-3s. It was also in 1959 that TCA placed their order with Douglas for DC-8 aircraft.

On April the first, 1960, TCA became the first operator of the Conway powered DC-8-41. (The introduction of the DC-8 occurred 14 months before the first Vanguard entered service.) In June of 1960, the DC-8s began to fly the Montreal-London route, covering the distance in just six hours, compared with the Connies time of 11 hours. Douglas agreed to take most of TCA's Connies in trade for DC-8s and the sun was now setting on the era of the piston powered airliner. On the 13th of June, 1961, the last North Star was retired.

Through the summer and well into the winter of 1960, Vanguard flight certification tests were still being carried out at Weybridge (Vickers) as severe turbine disk failures had been plaguing the engines. This led to a seven month delay in Vanguard deliveries. On February 1, 1961, the first Vanguard was delivered. This led to the disposal of the DC-3s and Connies which made TCA the first all turbine powered airline in North America.

In January of 1963, TCA placed an order for a DC-8F freighter, with the first one arriving in October. Then in 1964, in anticipation of a future Viscount replacement, an order was placed for eight DC-9-14s with Douglas. (Air Canada later upgraded to DC-9-30s.)

Being Canada's national flag carrier, it was felt that TCA's colors and name did not accurately represent the country. It was decided to change





#### PHOTOS ON PREVIOUS PAGE:

TOP: The DC-4M2 served faithfully for both TCA and B.O.A.C. until the early 60's. The type was well known on the "milk-run" routes of the 50's. CF-TFN was delivered to TCA on March 5, 1948 and was sold to Overseas Aviation in July of 1961. July 27, 1964, she was scrapped at Luton. Air Canada photo

CENTER: A TCA Viscount and Vanguard sit on the ramp in this 1961 photo of Malton-Toronto Airport. While the aircraft are of interest, please note all the "aviation enthusiasts" on the open observation deck. All potential WAHC members! Air Canada photo

BOTTOM: TCA L-1049 (CF-TGB) is seen here in an all silver livery at Vancouver. This photo was probably taken in late 1954 or 1955 as the plane is not radar equipped-note nose area.

the name to Air Canada. On 13 October, 1964, the first aircraft to wear Air Canada titles, (a DC-8), carried the Queen Mother from Ottawa to London. On January 1, 1965, TCA officially became Air Canada.

By the following year Air Canada had 16 DC-8s, and the new DC-9s began taking over Viscount routes, operating with a 72 seat configuration. That same year also saw the opening of new cargo facilities in Vancouver and Toronto. In November, Air Canada also became the first North American airline to fly into the USSR (using DC-8 equipment) from Montreal via Copenhagen. In return, Aeroflot began service to eastern Canada.

Air Canada introduced the stretched DC-8-61/63 into their fleet in 1967. As the carrier entered the 1970s, they took delivery of their first Boeing 747 on 11 February, 1971. By ordering from Boeing, Air Canada broke a lifetime of patronizing only Douglas and Lockheed. The 747s were put into service on the 25th of April, 1971, supplementing the DC-8s on the Atlantic routes. With this fleet upgrading, all Air Canada's Vanguards were phased out of passenger service and converted to freighters. By late 1972, all the Vanguards had been retired with three scrapped in Montreal and the others all going to EAS in France. The Viscounts were still keeping up after 17 years of reliable service, but their days were numbered due to the arrival of the new DC-9-30s.

In 1972, Air Canada, following the general trend, cancelled all options on the Anglo-French Concord. By March of 1973, the Lockheed L-1011 had entered service, first flying the Toronto-Vancouver route.

An era really came to an end for the airline in April of 1974 when the last of the fleet of 51 Viscounts was finally retired. All of the Viscounts were flown to Winnipeg to await sale, but not all were sold. To this very day, a few diehard Air Canada Viscounts still sit out in pasture awaiting the dreaded torch.

Air Canada was now an all jet airline. The winter of 1974 saw Air Canada introduce the Boeing 727-200 to its fleet (at first placed on the Toronto-Montreal Rapidair route). The Boeing 727 has proved to be one of the most valuable additions to Air Canada's fleet and now forms the core of Air Canada's North American route network. By the mid 1970s, Air Canada's older DC-8s were being phased out and some were leased to Cubana and Air Jamaica. In 1977, Air Canada DC-8s CF-TJB and CF-TFC were scrapped.

To commemorate their 40th birthday in 1977, Air Canada re flew that first historic flight from Vancouver to Seattle, only this time it was with their newest aircraft, a Boeing 727, occupied by the media and Company executives. (See label designed for this 40th anniversary. Many other items were printed by the carrier using this theme.)



In late 1977, early 1978, Air Canada made a small alteration in its paint scheme. The airline titles, which were previously painted black, now appeared in red lettering. The black anti-glare nose panel was removed and the red cheatline was thickened and was continued around the nose of the aircraft.

One of the probable reasons behind the change in Air Canada's color scheme might have been the Air Canada Act of 1977. Air Canada had worked under the original charter of 1937 right through to the very much changed airline industry of the late 1970s. The Air Canada Act of 1977 came into effect on 28 February, 1978 and with it came a new legal basis for the Company to operate under. The airline had previously been owned by the Canadian National Railway, however, with the act, all common shares were now transferred to the Crown. (This was basically an organizational shuffle.) With this exchange of shares, Air Canada's equity was substantially increased, thus giving the Company a much healthier debt/equity ratio. To the chagrin of CP Air, the government had improved Air Canada's financial condition and at the same time, placed it in a stronger operating position than before. The airline would now be able to respond to any rapid changes in its environment which could be expected in the coming years.





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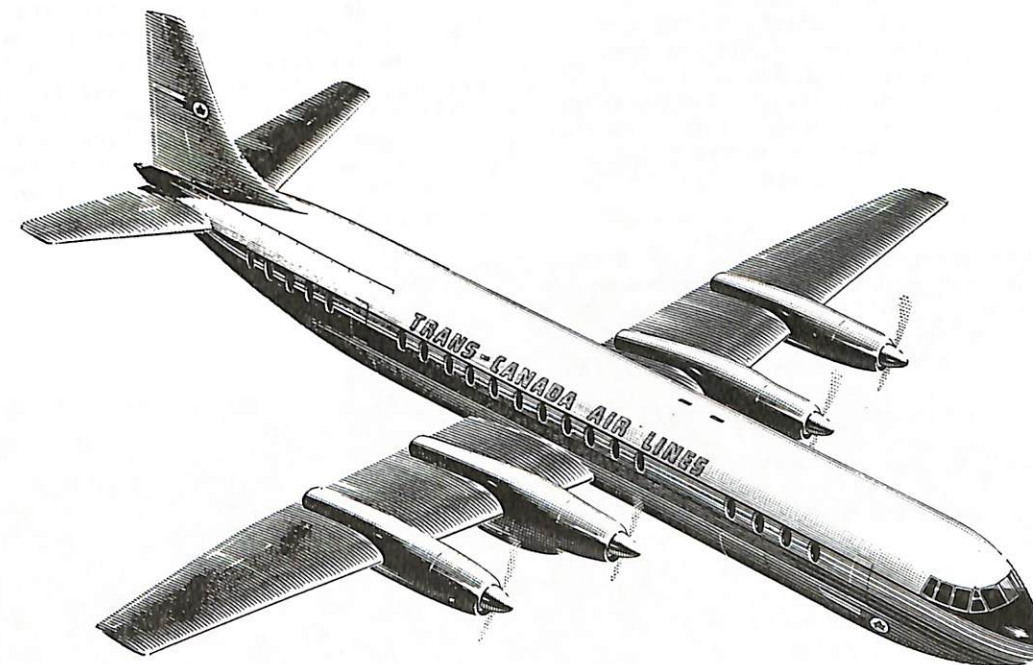
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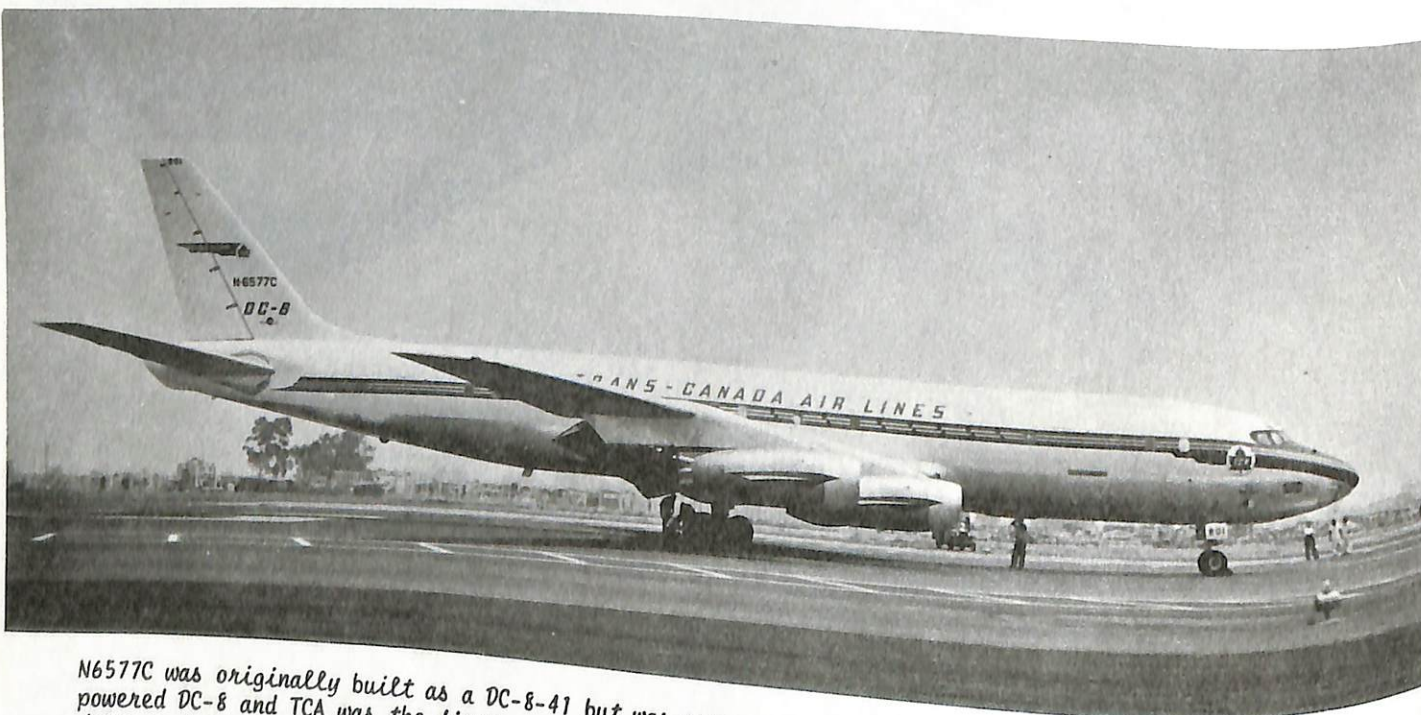


The late 1970s brought about two very major realizations: The cargo industry was quickly growing and fleet modernization was of immediate importance. Air Canada's general cargo revenues were growing at a rate of 25% per year and additional aircraft capacity was needed to help in the development of small package services. Three 727-22Cs were purchased from United in February or 1979, primarily to be used in the new small package service. It was also decided that five of the DC-8-63 passenger aircraft would be converted to freighters.

Air Canada had planned, in 1979, on keeping the passenger stretched DC-8s no longer than six years. A replacement would have to have a capacity of at least 200, have sufficient range to serve the medium and long range North American routes, and preferably have a twin aisle configuration. The 767 was the plane chosen and twelve were ordered with options on 18 more. However, deliveries would not start until the spring of 1983. Until these new aircraft were on hand it was necessary to modernize the interiors of the DC-8s with the new wide body look.

In the depth of the 1980 recession, Air Canada found that difficulties were arising in filling the seats of their 747s, particularly on the European routes. The answer to the problem was the L-1011 (Lockheed once again) with its smaller number of seats and its over the pole range. The advanced L-1011-500 deliveries began in March of 1981. These aircraft were based in western Canada since they were going to be used on the western Canada to Europe routes.

In view of the success of Cammacorp's DC-8 CFM-56 re-engining program, Air Canada decided to get involved. In July, 1983, AC decided to go ahead and have six of their DC-8-63AFs converted to the -73 series. Since that time Air Canada has



N6577C was originally built as a DC-8-41 but was converted to a DC-8-43. It was the first Conway powered DC-8 and TCA was the first operator of the Conway powered DC-8 when this aircraft was delivered to TCA as CF-TJA on August 25, 1960. This photo was taken at the Douglas plant prior to delivery.  
Photo via Air Canada

signed an agreement with Cammacorp whereby AC will perform their own conversions. Also, Cammacorp has licenced Air Canada to do contract work for other airlines at their Dorval maintenance base. The first DC-8 to be converted was C-FTIP, which was ready for flight tests on November 23, 1983.

As planned, the stretched DC-8s were withdrawn from service before the 1979 six year deadline (1985). On April 23, 1983, all the stretched DC-8s flew their last passenger flights for Air Canada. All flights arrived at Toronto where they were prepared for a ferry flight to Marana Airpark in Arizona. The aircraft will be stored there until it is decided what is to become of them. At the time of this printing, all the DC-8s are still at Marana. There has been many stories as what will happen to these aircraft. If not sold there is talk they may go to the Canadian government to be used as Canadian Armed Forces military and V.I.P. transports.

As for the future of Air Canada, it will be very unpredictable. At present, the Canadian Department of Transport is reviewing the possibilities of creating an American-styled type of deregulation. Any type of deregulation would hurt Air Canada. As for equipment, the DC-8-73s will last until the 1990s. The carrier is expecting the last batch of six Boeing 767s from their first order this year. Two 747s are currently being leased (one to Air National and the other to Global). As for a DC-9 fleet replacement, requirements are under constant review and nothing has yet been decided. When asked to comment on Air Canada in the 80s, AC P.R. Co-ordinator R. Reid replied, "I am really unable to comment with the economic situation so volatile."



LEFT: Air Canada L-1011 C-FTND powers up for take-off on runway 26 at YVR. This plane was previously leased to Air Lanka for \$425,000 per month!

RIGHT: Air Canada Boeing 767 C-GAUH, AC's third 767, is seen taxiing to runway 26 at YVR on July 16, 1983.

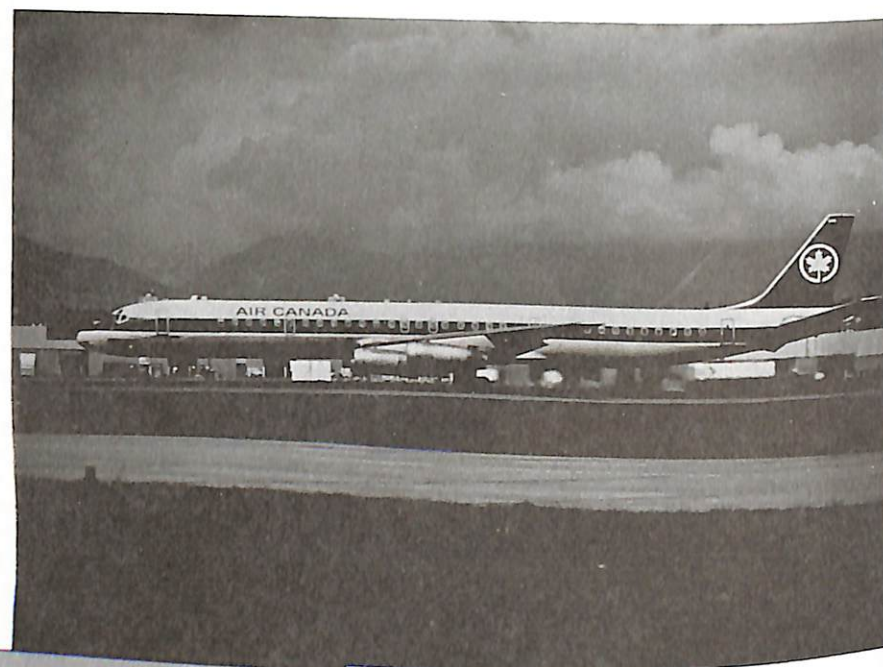


LEFT: Air Canada Boeing 747, C-GAGB, is shown here at LAX in a nice photo taken by WAHC member Alan Daves.





RIGHT: Air Canada DC-8-63, C-FTIM is on take-off roll at YVR on April 11, 1983. Twelve days later, all Air Canada passenger DC-8's were phased out. C-FTIM's last revenue flight was from Calgary to Toronto on April 23, 1983.



(All photos taken by Henry Tenby unless otherwise noted.)



LEFT: Air Canada DC-9 C-FTMY is shown here being pushed back at YVR on July 19, 1983.

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I would like very much thank the Air Canada public relations office in Vancouver and Toronto's

I would like to thank the Vancouver public relations office of Air Canada and their Toronto historical services office for their help in supplying valuable information for this article.

Nov. 1, 1954  
Until Feb. 1, 1955

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**THE MAPLE LEAF ROUTE**

TRANS-ATLANTIC  
INTERNATIONAL  
BERMUDA-CARIBBEAN  
TRANS-CONTINENTAL



# Around the World of Airline Schedules

By George Cearley

THE SCHEDULE ARTICLE IS DEVOTED TO TRANS-CANADA AIR LINES/AIR CANADA. ALSO A SALUTE TO THE OLD AND NEW BRANIFF APPEARS AT TOP RIGHT. NEW BN TITLES ARE SHOWN BELOW THE

## MONTREAL-WINNIPEG-VANCOUVER-VICTORIA TRIP SCHEDULES—DAILY

Westbound—Read Down				Eastbound—Read Up			
Trip No.	Trip No.	Trip No.	Miles	Table No. 1	Time	Trip No.	Trip No.
...	9.00 PM	...	0	Lv Montreal... Ar EST	...	...	22
...	9.50 PM	...	110	Ar Ottawa... Lv	...	...	12.05 PM
...	10.00 PM	...	...	Lv Ottawa... Ar	...	...	11.15 AM
...	11.25 PM	...	307	Ar North Bay... Lv	...	...	11.05 AM
...	12.05 AM	...	...	Lv North Bay... Ar	...	...	9.45 AM
...	1.50 AM	...	575	Ar Kapuskasing... Ar	...	...	2
...	3.10 AM	...	870	Ar Wagaming... Ar	...	...	9.35 AM
...	5.20 AM	...	1242	Ar Winnipeg... Lv CST	...	...	7.40 AM
...	5.35 AM	...	...	Lv Winnipeg... Ar	...	...	5.35 AM
...	6.45 AM	...	1575	Ar Regina... Ar	...	...	3.25 AM
...	7.00 AM	...	...	Lv Regina... Lv MST	...	...	3.10 AM
...	9.20 AM	...	1942	Ar Lethbridge... Lv	...	...	12.20 AM
...	9.35 AM	...	...	Lv Lethbridge... Ar	...	...	12.10 AM
...	11.35 PM	...	2411	Ar Vancouver... Lv PST	...	...	10.05 PM
...	...	...	...	Lv Vancouver... Ar	...	...	9.50 PM
9-A ex. Sun.	1-A Daily	15-A ex. Sun.	...	Via Canadian Airways Ltd.	...	10-A ex. Sun.	16-A ex. Sun.
9.00 AM	11.50 AM	4.00 PM	0	Lv Vancouver... Ar PST	10.30 AM	2.00 PM	2-A Daily
9.30 AM	12.30 PM	4.30 PM	53	Ar Victoria... Lv	10.00 AM	1.30 PM	4.45 PM

## TORONTO-WINNIPEG-VANCOUVER-VICTORIA TRIP SCHEDULES—DAILY

Westbound—Read Down				Eastbound—Read Up			
Trip No.	Trip No.	Trip No.	Miles	Table No. 2	Time	Trip No.	Trip No.
...	10.30 PM	...	0	Lv Toronto... Ar EST	...	...	2
...	11.50 PM	...	187	Ar North Bay... Lv	...	...	11.15 AM
...	12.05 AM	...	...	Lv North Bay... Ar	...	...	9.55 AM
...	1.50 AM	...	455	Ar Kapuskasing... Ar	...	...	9.35 AM
...	3.10 AM	...	750	Ar Wagaming... Ar	...	...	7.40 AM
...	5.20 AM	...	1122	Ar Winnipeg... Lv CST	...	...	5.35 AM
...	5.35 AM	...	...	Lv Winnipeg... Ar	...	...	3.25 AM
...	6.45 AM	...	1455	Ar Regina... Ar	...	...	3.10 AM
...	7.00 AM	...	...	Lv Regina... Lv MST	...	...	12.20 AM
...	9.20 AM	...	1822	Ar Lethbridge... Lv	...	...	12.10 AM
...	9.35 AM	...	...	Lv Lethbridge... Ar	...	...	10.05 PM
...	11.35 PM	...	2291	Ar Vancouver... Lv PST	...	...	9.50 PM
...	...	...	...	Lv Vancouver... Ar	...	...	6.15 PM
9-A ex. Sun.	1-A Daily	15-A ex. Sun.	...	Via Canadian Airways Ltd.	...	10-A ex. Sun.	16-A ex. Sun.
9.00 AM	11.50 AM	4.00 PM	0	Lv Vancouver... Ar PST	10.30 AM	2.00 PM	2-A Daily
9.30 AM	12.30 PM	4.30 PM	53	Ar Victoria... Lv	10.00 AM	1.30 PM	4.45 PM

TIMETABLE OF TRANS-CANADA AIR LINES EFFECTIVE SEPTEMBER 24, 1939. TCA BEGAN ITS FIRST SCHEDULED COMMERCIAL AIRLINE SERVICE IN SEPTEMBER, 1937, FROM VANCOUVER TO SEATTLE. TRANSCONTINENTAL SERVICE BETWEEN MONTREAL AND VANCOUVER BEGAN APRIL 1, 1939.



707-227 AND ARE MUCH LIKE THOSE OF PRE-LAWRENCE YEARS.

## VANCOUVER - SEATTLE TRIP SCHEDULES—DAILY

Southbound—Read Down				Northbound—Read Up			
Trip No.	Trip No.	Trip No.	Miles	Table No. 3	Time	Trip No.	Trip No.
...	6	4	0	Lv Vancouver... Ar PST	10.35 AM	6.40 PM	...
...	7.05 PM	12 Noon	122	Ar Seattle... Lv	9.40 AM	4.45 PM	...
...	8.00 PM	12.55 PM	...	...	...	...	...

## EDMONTON - CALGARY - LETHBRIDGE TRIP SCHEDULES—DAILY

Southbound—Read Down				Northbound—Read Up			
Trip No.	Trip No.	Trip No.	Miles	Table No. 4	Time	Trip No.	Trip No.
...	8	10	0	Lv Edmonton... Ar MST	12.25 AM	11.55 AM	...
...	7.00 AM	7.30 PM	175	Ar Calgary... Lv	11.15 PM	10.45 AM	...
...	8.10 AM	8.40 PM	...	Lv Calgary... Ar	11.05 PM	10.35 AM	...
...	8.20 AM	8.50 PM	288	Ar Lethbridge... Lv	10.15 PM	9.45 AM	...
...	9.10 AM	9.40 PM	...	...	...	...	...

## MONTREAL - OTTAWA - TORONTO TRIP SCHEDULES—DAILY

Westbound—Read Down				Eastbound—Read Up			
Trip No.	Trip No.	Trip No.	Miles	Table No. 5	Time	Trip No.	Trip No.
...	21	11	0	Lv Montreal... Ar EST	7.45 PM	12.05 PM	...
...	9.00 PM	8.00 AM	110	Ar Ottawa... Lv	6.55 PM	11.15 AM	...
...	9.50 PM	8.50 AM	...	Lv Ottawa... Ar	6.45 PM	11.05 AM	...
...	10.00 PM	9.00 AM	307	Ar North Bay... Lv	...	9.45 AM	...
...	11.25 PM	...	...	Lv North Bay... Ar	...	9.25 AM	...
...	11.40 PM	...	336	Ar Toronto... Lv	5.00 PM	8.05 AM	...
...	1.00 AM	10.45 AM	...	...	...	...	...

Direct connections to and from points in the Maritime Provinces are made at St. Hubert Airport (Montreal), with Canadian National Railways "Ocean Limited", which will stop at the Airport to pickup or discharge through passengers.

\* Flag stop only.  
# Or after arrival of Trans-Canada Air Lines Trip No. 1.

**TRANS-CANADA AIR LINES**

PASSENGER  
AIR MAIL  
AIR EXPRESS  
SCHEDULES

**TCA**  
Canada's  
National Air Service

**TRANS-CANADA Air Lines**

Canada's  
NATIONAL AIR SERVICE

**TRANS-CANADA Air Lines**

Canada's  
NATIONAL AIR SERVICE

**TRANS-CANADA AIR LINES**  
Canada's National Air Service

21-PASSENGER PLANES  
added to T.C.A. fleet

To provide increased accommodation, greater travel comfort and convenience, T.C.A. plans to place 21-passenger Douglas DC-3 planes in operation on certain Inter-City flights  
ON OR ABOUT  
SEPTEMBER 1

TOP LEFT: COVER OF SEPTEMBER 24, 1939, TIMETABLE SHOWING LOCKHEED L-14 "ELECTRA" AIRCRAFT AND TCA MAPLE LEAF LOGO OVERLAIN BY SPEEDBIRD OF B.O.A.C. TOP CENTER: JANUARY 5, 1942, TIMETABLE FEATURING A SERIES OF SPEEDBIRD LOGOS OF B.O.A.C. (FORMERLY IMPERIAL AIRWAYS). B.O.A.C.'S ATLANTIC MAIL ROUTES CONNECTED WITH TCA IN CANADA. TOP RIGHT: TCA TIMETABLE EFFECTIVE DECEMBER 1, 1945. AT LEFT: ROUTE MAP AND AD FOR NEW DC-3 SERVICE FROM AUGUST 1, 1945, TIMETABLE. FOLLOWING WORLD WAR II A FLEET OF 27 DC-3'S REPLACED THE LOCKHEEDS.



**JUNE 1, 1948**

# TRANS-CANADA Air Lines




THE MAPLE LEAF ROUTE

TRANSCONTINENTAL  
INTERNATIONAL  
TRANS-ATLANTIC

**MAY 15, 1954**  
Expires June 30, 1954

# TRANS-CANADA Air Lines

U.S. EDITION



THE MAPLE LEAF ROUTE


**Now, TCA flies on  
your LOCAL TIME!**  
SEE PAGE TWO FOR DETAILS

TRANSCONTINENTAL  
INTERNATIONAL  
TRANS-ATLANTIC  
BERMUDA-CARIBBEAN

**FEB. 1, 1955**

# TRANS-CANADA Air Lines

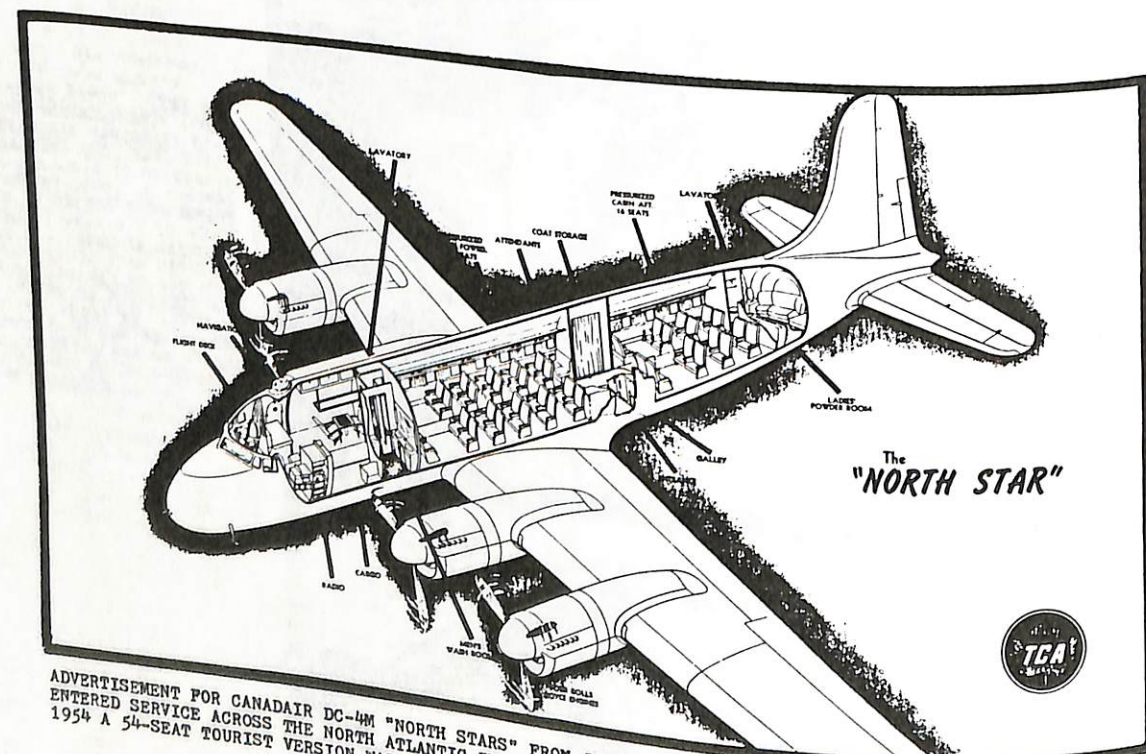
U.S. EDITION



THE MAPLE LEAF ROUTE

TRANSCONTINENTAL  
INTERNATIONAL  
TRANS-ATLANTIC  
BERMUDA-CARIBBEAN

ABOVE LEFT: COVER OF JUNE 1, 1948, TIMETABLE SHOWING MAPLE LEAF LOGO AND SLOGAN AND THEN NEW DC-4M "NORTH STAR". ABOVE CENTER: MAY 15, 1954, TIMETABLE FEATURING NEW TRANSATLANTIC L-1049E "SUPER 'E' CONSTELLATION" SERVICE. ABOVE RIGHT: INITIAL VISCONT SERVICE ADVERTISEMENTS APPEARED IN THIS FEBRUARY 1, 1955, TIMETABLE. THE VISCONT 724'S AND 744'S ACTUALLY ENTERED SERVICE APRIL 1, 1955, ON DOMESTIC CANADIAN ROUTES.



ADVERTISEMENT FOR CANADAIR DC-4M "NORTH STARS" FROM JUNE 1, 1948, TIMETABLE. THE AIRCRAFT HAD ENTERED SERVICE ACROSS THE NORTH ATLANTIC IN 1947. EACH AIRCRAFT THEN CARRIED 40 PASSENGERS. IN 1954 A 54-SEAT TOURIST VERSION WAS ADAPTED FROM THE EARLIER 40 PASSENGER NORTH STAR.

**SCHEDULES EFFECTIVE APRIL 24, 1960**  
NEXT ISSUE JUNE 16, 1960

# TRANS-CANADA AIR LINES

NORTH AMERICAN EDITION



This month, Canada's Jet Travel Age begins with

## TCA DC-8 Jetliner SERVICE

NOW ACROSS CANADA. IN JUNE TO BRITAIN.



# AIR CANADA

**CANADA AND U.S.A. SERVICES**  
EFFECTIVE SEPT. 24—OCT. 20, 1961

# TRANS-CANADA AIR LINES




For services to the U.K., Ireland, Continental Europe, Nassau, Jamaica, Bermuda, Antigua, Barbados and Trinidad consult the OVERSEAS and SOUTHERN SERVICES edition



# AIR CANADA


**CANADA AND U.S.A. SERVICES**  
EFFECTIVE JULY 1, 1962

# TRANS-CANADA AIR LINES

1937  1962

# 25

YEARS OF SERVICE

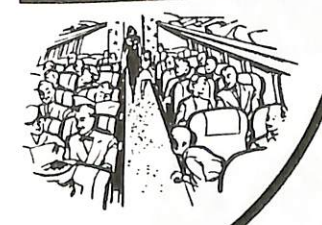
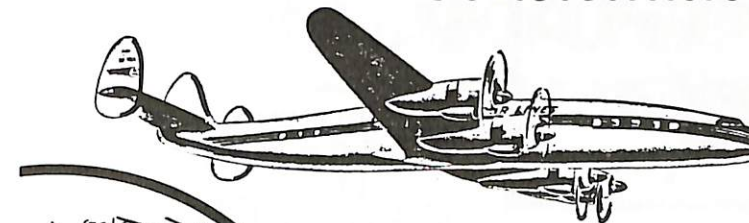


# AIR CANADA

**EUROPE...AT MORE THAN FIVE-MILES-A-MINUTE!**

IN LUXURIOUS NEW

# TCA SUPER Constellations



**TCA** offers you the **SUPER Speed** — **SUPER Comfort** — **SUPER Luxury** — of these newest and finest of modern aircraft with your choice of two services on every trans-Atlantic flight:

**FIRST CLASS** — the last word in luxury, the ultimate in modern travel pleasure... fully-reclining foam-soft "Siesta Seats"... exclusive club lounge for delightful "change of scene" with beautiful Drayfuss-created interior decorative scheme... personalized service... superb cuisine, full-course meals, and your favorite refreshments!

**TOURIST CLASS** — a wonderful travel buy, with extra-cushioned comfort at lowest fares... wide and deep reclining seats, plenty of leg room, in the gracious atmosphere of a spacious cabin... friendly, attentive service in the TCA tradition... delicious complimentary meals.

TCA SUPER Constellations now in regular trans-Atlantic service. Later this year they will also be flying on TCA's First Class Service across Canada.

AT LEFT: L-1049E "SUPER CONSTELLATION" AD FROM MAY 15, 1954, TIMETABLE. THE CONNIES ENTERED SERVICE ON TRANSATLANTIC ROUTES THAT YEAR AND OFFERED TCA'S FIRST COMBINED FIRST AND TOURIST SERVICE ON THE SAME AIRCRAFT ACROSS THE ATLANTIC. TOP LEFT: DC-8 SERIES 40'S WENT INTO SERVICE IN SPRING 1960 BETWEEN MONTREAL, TORONTO, AND VANCOUVER. ALSO SHOWN ON THIS SPRING 1960 TIMETABLE ARE BOTH TCA AND AIR CANADA TITLES. TOP CENTER: THIS SEPTEMBER 24, 1961, TIMETABLE SHOWS ALL THREE OF TCA'S JET-POWERED AIRCRAFT AT THE TIME — VISCONT, VANGUARD, AND DC-8 SRS. 40. TOP RIGHT: JULY 1, 1962, TIMETABLE CELEBRATING TCA'S 25TH ANNIVERSARY.











# Sticker Chatter

by  
Don Thomas

Air Canada was originally Trans-Canada (TCA), started in 1937 by the Canadian government and Canadian National Railways after the Canadian Pacific Railway decided to go it alone by consolidating with small airlines all over Canada (CP Air). We therefore decided to illustrate a number of TCA labels as well as Air Canada labels. You will note that although TCA printed a variety of labels over the years, Air Canada has followed the trend in the airline industry by seldom using this form of publicity. TCA even had a Viscount sticker.

An Air Canada label, red on white, was issued in 1977 celebrating their 40th anniversary - "Wings across Time" - in English and French. Dave Rowe reports seeing an Air Canada "funny face" label, probably Boeing, but nobody has been known to have one as yet. The Air Canada "Je t'aime" sticker was used at first without the "Love you" in English, but later the latter was added.

Many of the TCA labels were printed on foil material, making them very hard to reproduce. We have tried to present several of them with this article, but they may be a little hard to make out. This labels are, however, very attractive. Make sure you visit Don Thomas at his booth at the big convention in St. Louis and obtain some of these beauties.

The Boeing 747 was suppose to be featured this issue, but due to technical reasons, this article has been set back a few issues. Nonetheless, we will feature a few of the stickers featuring this "Big Bird" of the aviation world.

Boeing started their sticker advertising with their 707, 727, 737 and 747. Later the "Jumbo" was added to the 747 sticker. Their latest version, which was available at the Airliners Convention in D.C., is blue and white on a silver background. Cargolux and China Airlines also got into the act with their versions of Boeing's airplane. Good Airways and Pan Am labels, as illustrated. The office of Pan Am comes out with some nice labels from time to time, whereas seldom anything of note is produced in New York.

Another page of 747 labels shows that airlines in Asia and Africa are using the 747 and 747SP for



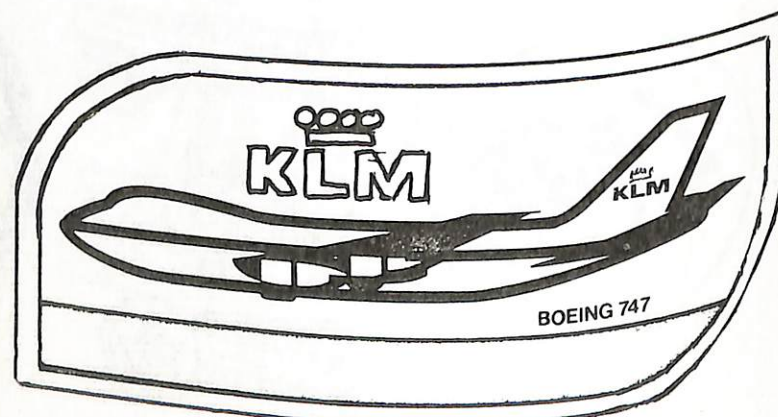
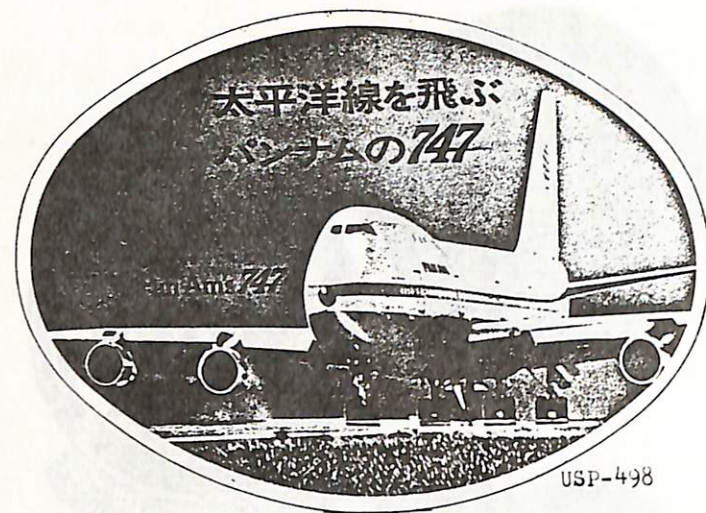
their long-distance flights. Philippine Airlines, Korean Airlines, CAAC of China, Singapore Airlines, Air New Zealand, Nigeria Airways and KLM all depend on the 747 for maximum passenger loads over maximum distances.

Pat McCollam sends in some nice Boeing labels of Ansett of Australia. Dave Melton, Joseph A. Romeo, Terry M. Love, Frank Blumenthal, and Dominick Falzone all sent in BILs and other labels picked up at various airports. Although we know of some of these, others may be new, so keep them coming, especially the new small airlines starting service all over the country. And we can always use 100 or more of anything new if you get a chance to grab a pile. We can send other labels, old or new, in exchange.

I will be in St. Louis in June so please plan on stopping by my table. I am planning on bringing plenty of labels and catalogs. If you love labels, you won't want to miss this opportunity to add to your collection.







# Wings & Things

by  
DICK KORAN

Well, here I am at the ol' typewriter again trying to get the cobwebs out of my head and the thoughts organized as is usually the case when one comes back to "reality" from a vacation. I spent some time in the Tampa, Florida area the last week of February and just relaxed and left the "flying" to the other "drivers!" Back home the mailman had been busy shoving miscellaneous bills and junk mail through the slot in our front door--and a few letters and even a couple of wings! As slow as it has been these days, I've been thinking that there aren't many more out there!

One letter came from Radka Bogusovsky, wife of an old friend, Ivan Jan Bogusovsky, telling me of his death. What a shock even though we've known he had MS for years. Ivan passed away on January 31st and will be missed by many of us in the WAHC. I had the pleasure, in 1974, to spend a few days in Prague with Ivan and his family, staying with them in their apartment. What a delightful experience. We managed to walk all around the old city and spent one evening visiting one of his collector friends, a man with family ties that went back to the days of the Austro-Hungarian Empire. For years I had traded military and airline wings and badges with Ivan and many of my "prize" wings are from him--as are many letters about just "this and that." I know other club members have written and traded with Ivan and we've all had a great experience for it. We will all miss him!

George Homola, Jr., of Strongsville, Ohio, came through with his Mohawk pilot wing variations and they are included in this issue. Two extremely nice wings even though one has the "feathers" missing. Sure wish I could figure out a way to keep these nice wings for my own collection! Thanks, George, for sending them and sharing 'em with all of us.

Thanks, too, to Dr. Charles Quarles, Spindale, North Carolina, for his help once again. Charles sent many of the Trans Canada and Air Canada wings and badges to me so that I could photograph them for inclusion in this issue. I've been able to expand coverage of wings and other collectables in the column with this kind of help.

For some reason I thought member Don Thomas lived in the Miami area. Opened Don's letter packet and found his Dunedin, Florida address and here I was just down the road in Oldsmar working on something that resembles a tan for a week with some time to spare! Next time I travel anywhere, I guess I'll have to carry the Membership List with me so I don't miss out on some contacts.

Anyway, Don responded to the Winter 83 issue of the LOG and my photos of the Pan American Ferries and Pan American Africa wings. Don wrote, "I flew for the Ferries in 1942 (as a radio-navigator) until they were taken over by the Army Air Force in November 1942 and always flew back over Africa after delivering a bomber on PAA Africa."

Don also included a photo of two unique PAA shirt patches he wore in PAA Ferries and PAA Africa along with the comments, "I don't remember any Ferry personnel wearing wings, but they may have later. Apparently PAA Africa did, although it was pretty hot in Africa and the shirts all had the patches on them, so wings would have been redundant. I think we all had khaki jackets, however, but never wore them, so I guess that's where the wings went."

Don's photo also shows his PAA Ferries, Inc., hat badge (typical Pan American style) and the center device in that badge is blue enamel with gold and matches the center of my Ferries wings as shown in the LOG.

"Saga of the Pan American Air Ferries" is the title of a story Don wrote for the Sparks Journal of the Society of Wireless Pioneers to which he belongs. The Journal featured members' personal experiences in a special aviation edition recently. A copy of Don's article was sent along with the photograph and made very interesting reading!

And, get this! Our own Don Thomas was introduced to aviation radio by Eastern Air Lines and was assigned to Chicago at the old Midway Airport about 1936. Don's "Saga" makes great reading, especially when you find out that he was one of three radio operators who left Tropical Radio/WAX at Miami to work for Pan American Air Ferries, flying twin-engine bombers to Africa across the South Atlantic via Brazil during WW II. The other two operators were later lost in crashes.

It should be noted, too, that Don has written a history of PAA Ferries for the Journal of the American Aviation Historical Society, with many personal photographs from his files. He expects the history will be published in the Summer issue of the AAHS Journal and for those of us with interest in this kind of history we should make an effort to acquire the magazine. Perhaps, in the near future, while the "iron's hot", we can get the "Saga" reproduced as a feature in a future issue of the LOG. I will also include any interesting Ferries and Africa material in future columns as I plan on visiting the Pan Am historical offices in New York soon.



While we are rambling around here history-wise, Florida comes to mind again with regard to an anniversary this past January first. "Three score and ten years ago, a beautiful, mahogany seaplane, called the Benoist Airboat, flew the world's first scheduled airline route for the St. Petersburg-Tampa Airboat Lines. The Benoist (pronounced Ben Wah) with its 45 foot wing span, flew 172 regular trips across the bay carrying passengers, cargo, and mail before folding its wings and fading into aviation history. The fare was \$5 one way. The alternatives were a three-hour boat ride or an all day trip over 65 miles of mud and sand routes." This info from the latest Quiet Birdman QB Beam.

That historic flight, starting the first commercial scheduled airline service in the world, was on January 1, 1914. On January 1, 1984, a replica of the Benoist, built during four years of hard work by members of the Florida Aviation Historical Society (including Tampa area QBs), commemorated the 70th anniversary of this historical flight, flew from St. Pete to Tampa over the same route in 40 minutes, carrying two bags of mail.

"January 1, 1984, at 10 a.m., Ed Hoffman (the pilot for this flight) grabbed the crank and coaxed the engine to life. Aboard were two sacks of U.S. mail. Overhead were chase planes and news helicopters, chase boats were ready and thousands of well wishers were nearby in St. Petersburg and Tampa. In spite of cold weather and gusty winds, Ed gracefully skimmed the waves amid cheers from the crowd as the Benoist replica re-created its historic flight," the BEAM reported. Just though you might like this little touch of the past.

Information on the Trans Canada and Air Canada wings and badges can be found under each photograph. I've found it best to pass that kind of thing along that way rather than try to include it as part of the column and have you dig it out from these paragraphs. However, on the couple of "Things" I've photographed I can say a little more here. The Mandarin Flight medallion from Civil Air Transport (C.A.T.) is an interesting item. The photos show both the obverse and reverse of the medallion. I believe it is made of silver, however, there are no hallmarks. When C.A.T. flew the Convair 880s starting in 1963, I would guess that the Mandarin Flight was one of their really special flights and this item was passed out to the passengers. Perhaps there is someone "out there" who can shed some additional light on this for us.

Another "Thing" I've included is the Trans Canada Golden Anniversary flight certificate card. This doesn't commemorate their 50th, but rather the 50th anniversary of powered flight by the Wright Brothers. Interesting, nevertheless, as a part of Trans Canada memorabilia. Perhaps some of our Canadian members can expound on this item.

Again, many thanks for the letters and comments. The time taken to write is appreciated! The historical information is just great and I am happy to share with the readers. Hope to see everyone in St. Louis! Blue side up!!!



TRANS-CANADA AIR LINES: This beautiful pilot hat badge has a gold finish on the maple leaf with a silver "bird" and letters "TCA". The badge uses two screw back posts for wear and is hallmarked, "Scully Ltd., Montreal". (Quarles)



TRANS-CANADA AIR LINES: An all gold finished pilot wing, the badge uses a double crew back for wear and is hallmarked "Scully Ltd., Montreal". The wing measures 3 1/4 inches wide.



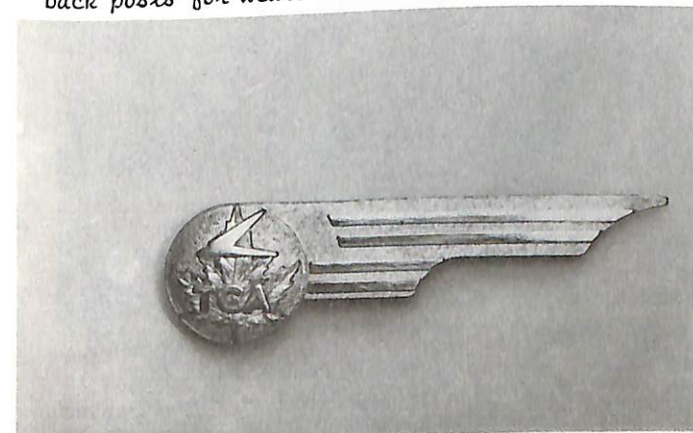
TRANS-CANADA AIR LINES: The gold finished Flight Engineer wing for TCA. It is hallmarked as the others. The badge uses the double screw backs for wear on the uniform.



TRANS-CANADA AIR LINES: This beautiful stewardess hat badge has a gold finished maple leaf with the silver "bird" and "TCA". It is mounted for wear using two quite small screw-back posts. Hallmarked "Scully Ltd., Montreal", the badge is also marked "Sterling". The stewardess hat badge is about half the size of the pilot's hat badge (see first photo). (Quarles)



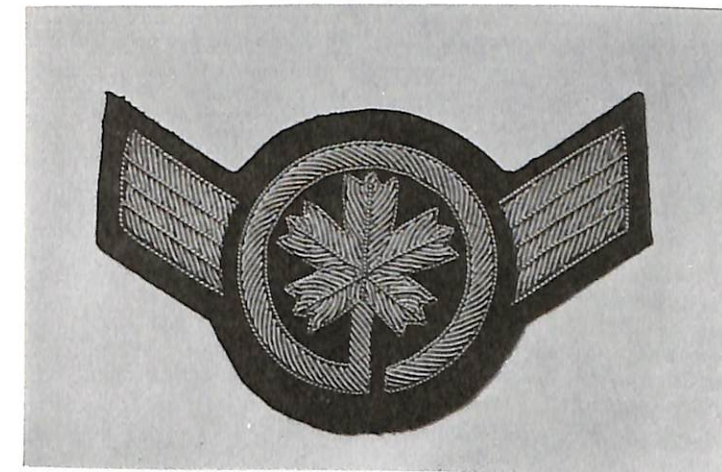
TRANS-CANADA AIR LINES: This early TCA stewardess hat pin has an overall gold finish with red enamel for the maple leaf and accent lines. It is hallmarked "Scully Ltd., Montreal" and uses two screw back posts for wear. (Quarles)



TRANS-CANADA AIR LINES: This early TCA stewardess wing has an overall gold finish with silver "bird" and "TCA". The horizontal "lines" on the wing are polished. The badge is hall marked "Scully Ltd., Montreal" and is also "Sterling". Two small screw backs are used for wear. (Quarles)



TRANS-CANADA AIR LINES: A large TCA blazer badge worn by supervisory ground personnel. The badge's maple leaf is yellow with red letters "TCA". The scroll at the bottom is white with a yellow border and the word "Supervisor" is done in red. The badge has a black background. (Quarles)

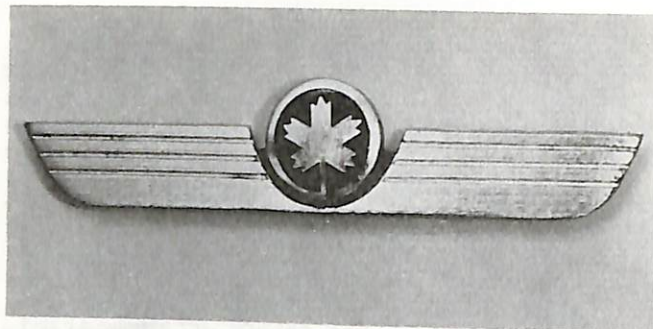


AIR CANADA: One of the early Air Canada pilot hat badges in use, I am told, for approximately one year in the 1964-66 time period. It is a large, gold wire emblem (3 1/2 inches wide) on a black background. (Quarles)



AIR CANADA: The present day pilot hat badge is done in gold wire with a red background behind the maple leaf and on the scroll. The whole badge has a black background and is just over 3 inches wide. (Quarles)





**AIR CANADA:** This gold-finished pilot wing has a dark blue enamel in the center around the gold maple leaf. This wing was in use, I am told, for about one year. Dr. Quarles has a similar pilot wing in his collection that has a light blue enamel center with a gold maple leaf but no other information on that particular pilot wing. You will note the smooth, rounded edges of the wing tips on this badge. It is hallmarked "Bond-Boyd, Toronto" and uses the double screw-back for wear.



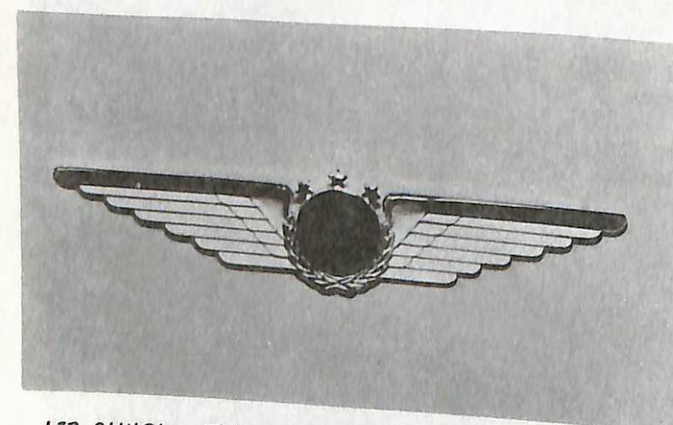
**AIR CANADA:** The present day Air Canada flight attendant wing has a polished gold upper wing and brushed gold lower wing. The center logo uses red enamel around the gold maple leaf. A small wing, it is hallmarked as the other wings and is pin back for wear. (Quarles)



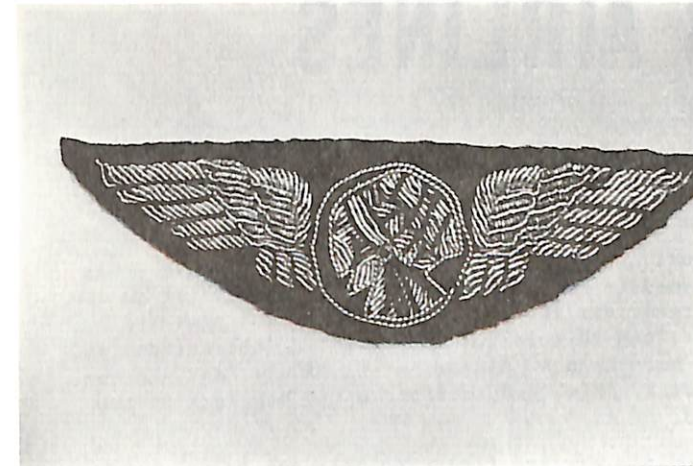
**CIVIL AIR TRANSPORT (C.A.T.):** This silver-finished medallion was found in a local Historical Shop in Royal Oak, Michigan, of all places. The logo letters are done in black enamel as is the "bar" through them. I expect that this item was a "give-away" on the Mandarin Flight--any comments???



**CIVIL AIR TRANSPORT (C.A.T.):** This is the reverse of the silver-finished Mandarin Flight medallion showing the beautiful Chinese dragon as well as Chinese characters--translation please! Somewhat small, the medallion has a 30mm diameter.



**AIR CANADA:** This style pilot wing is in use at Air Canada today. Gold-finished, the wing's upper part is polished and the remainder has a brushed appearance. It is hallmarked "Made in Canada by Bond-Boyd, Toronto" and uses clutch backs for wear. The First Officer wing has a shield with just the wreath and the Flight Officer's wing is just the shield.



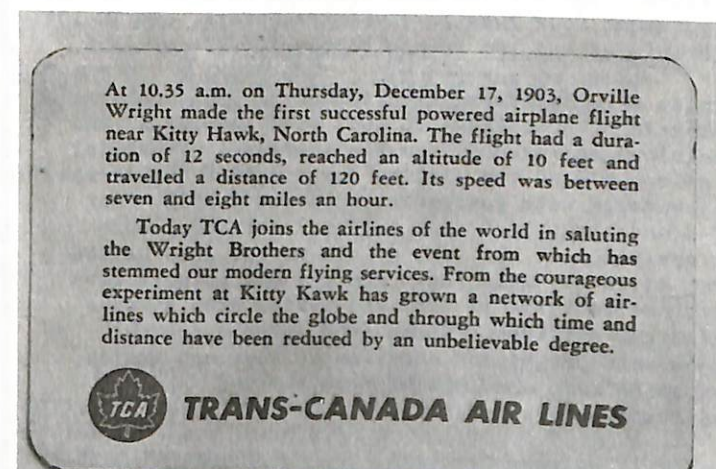
**MOHAWK:** This wing is one of the two variations WAHC member George Homola, Jr., has in his wing collection. The Fall 1983 LOG showed two other Mohawk wings from the Quarles Collection and mine. This wing shows considerable difference in the Indian-logo's head dress as well as in the wing design itself. As the others, the wing is silver wire on black background. (Homola)



**MOHAWK:** This is the second variation sent in by Mr. Homola. Using silver wire on the black background as the others do, the head dress feathers appear to be missing. You will not, however, that the trim by the head's ears is quite different from any of the other Mohawk wings. Interesting variation. (Homola)



**TRANS-CANADA AIR LINES:** Another item of possible interest from TCA is this "Golden Anniversary" card given out to passengers on December 17, 1953. This certificate was given to me by a fellow pilot with Air Canada, Toronto. The card is white with gold trim and blue lettering.



**TRANS-CANADA AIR LINES:** This is the reverse side of the TCA "Anniversary" card and is self-explanatory. White card stock with blue lettering and on this side, the TCA logo and "Trans-Canada Air Lines" is done in gold.

Before closing, I would like to bring something to the attention of fellow WAHC members and wing collectors. I recently received in the mail a packet of xerox copies and an order form from a major flight insignia manufacturer's representative. The copies illustrate a large number of current and obsolete airline wings and hat badges and they are offered at a very attractive price. There are a few corporate wings offered as well. Depending on how many of the different wings are ordered, the prices are quite reasonable

and afford a collector an opportunity to acquire a wing that otherwise might be quite difficult to find. However, I also just received a listing from a private collector in Florida depicting these same wings and badges at greatly exaggerated prices!!! Some of the wings on the list are even identified incorrectly, calling a wing a "prototype" when it is not and so on. Take care, collectors, and check your sources! If you have any questions, drop me a line and I'll be happy to give you a helping hand.



# THE WORLD'S AIRLINES

by

JOOP GERRITSMA

## SYRIANAIR

Syrian Arab Airlines - Syrianair - is the government owned national airline of Syria. It is the successor to Syrian Airways Company and was formed in October 1961 after Syria's revocation of its union with Egypt in the United Arab Republic. This 1958 union had produced United Arab Airlines by mergin Misrair of Egypt with Syrian Airways.

Today, Syrianair operates an extensive domestic and regional network, as well as flying to most West and East European capitals, and to principal destinations in Central and South Asia and North America.

Its own fleet includes two Boeing 747SP for the longer international services, three Boeing 727-200 for regional services, and seven Russian YAK-40 tri-jets plus four AN-26 twin-propjets for domestic flights. The airline also operates on behalf of the government four Russian IL-86 freighters, one TU-134 VIP twinjet and two French Falcon 20 VIP twinjets.

Syrian Airways Company was formed in 1946 and started domestic DC-3 services in 1947 with managerial and technical assistance from Pan American. Financial problems closed the airline down in 1948 but it was rejuvenated with government support in 1951. Four DC-3 and three DC-4 (for regional services) were in operation at the time of the merger into United Arab Airways. This fleet and the old network were returned to Syria in 1961 and Syrian Arab Airways restarted services. Three (and later a fourth) DC-6B were bought and services to Rome and Munich, and to Bahrein and Karachi were started. London and Paris were added in 1964.

The first of four Caravelle twinjets went into service on December 1, 1965 and replaced the DC-6B on the European services. The Boeing 727-200 went into service in March 1976 and the Boeing 747SP took over the London service in May, 1976. The last two of the original four Caravelles are serving out their lives on the major domestic services.

Boeing 747SP-94, YK-AHA, c/n 21174 of Syrianair.  
Gerritsma file photo.



## SAUDIA

Saudi Arabian Airlines Corporation - Saudia - was formed in 1945 and is government owned. It is the largest airline in the Arab World and operates services to more than 20 domestic destinations and to more than 40 places in the Middle East, Europe, Africa, Asia, and to Houston and New York in the U.S. of A.

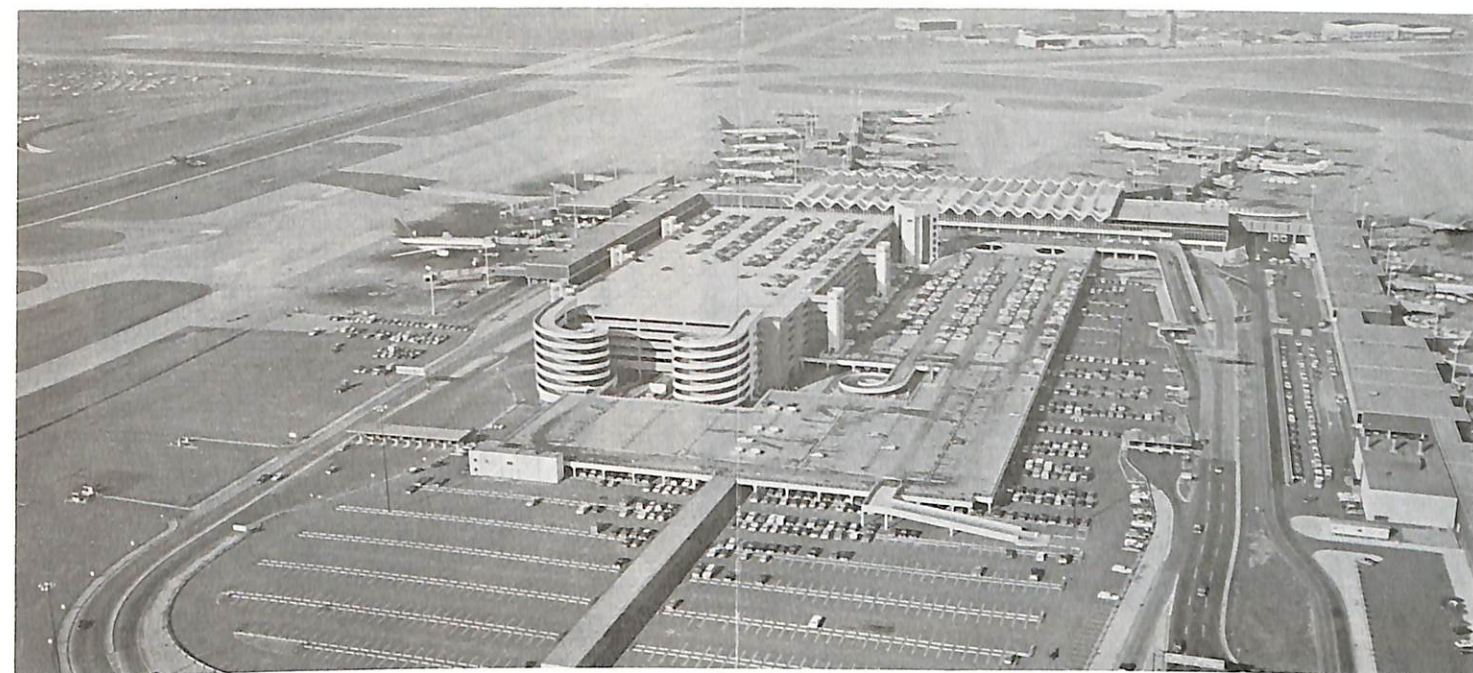
Saudia's airline fleet includes two Boeing 747SP, nine 747, 17 TriStars, six 707-320, and 19 737-200. Saudia also operates a large fleet of executive aircraft on behalf of government agencies. This fleet includes eight Gulfstream II and III, four Beech King Airs and some other types.

Saudi Arabian Airlines started domestic services on March 14, 1947 with DC-3s. TWA provided managerial and technical assistance. An international service to Cairo, Egypt was also started. Five Bristol 170 freighter/passenger aircraft entered service in 1949, followed by several DC-4. Ten CV-340 were added in 1954-55 and two second-hand DC-6B came in 1964. Saudi Arabian started jet services in April 1962 with two Boeing 720B flying to Middle East capitals and to Karachi (Pakistan) and Bombay (India). Three DC-8 series 10 entered domestic and regional service in 1967, but they were replaced by five Boeing 737 from March 1972 on.

Delivery of the DC-9 freed the 720B from some regional routes and Saudi used them to inaugurate services to Morocco and London in 1967. The first two Boeing 707-320 entered service with the airline in 1968 and the fleet of this type would grow to seven by 1975. From that year on they were replaced by the TriStar and the Boeing 747, the first of which was delivered in 1981.

Saudia also maintains an extensive charter program in connection with the annual pilgrim (Hadjji) flights to Mecca and supplements its own fleet with leased aircraft. During 1983 these three DC-8-63, two DC-8-55 and two Fokker F-28 were considered part of Saudia's fleet.

Lockheed L-1011-358 TriStar 200, HZ-AHE, c/n 1938-1124 of Saudia.  
Gerritsma file photo.



## Minneapolis-St. Paul Int'l. Airport

REPORT FROM THE FIELD

by

BOB FRISKNEY

In eastern Minnesota, the Mississippi and Minnesota Rivers meet at a high bluff topped by Fort Snelling, built in the 1820's as the first permanent settlement in Minnesota. The restored, once remote, fort is today hemmed in by freeways, and adjacent to Minneapolis-St. Paul International Airport, air hub for the Upper Midwest.

This site could have been known as the Minneapolis 500 Speedway. A private venture raceway was built in 1915, but the 2½ mile track only hosted one five hour, 500 mile race on September 4, 1915. The participation of Barney Oldfield and Eddie Rickenbacker couldn't save the speedway, which was soon abandoned. But it wasn't long until someone decided to use the infield as a landing field.

In 1920, the Aero Club of Minneapolis was organized, and local enthusiasm soon led to the formation of the Twin City Aero Corporation, which leased land at the old speedway. The field's first hangar was soon built for the Aero Club, and the U.S. Airmail services that began August 10, 1920.

This first Twin Cities-Chicago airmail service didn't last long. Eight planes were lost, and four pilots killed before the difficult route was abandoned on June 30, 1921. But this marks the beginning of air operations, and makes MSP one of the oldest airports still in use as a major hub.

In 1923, the land was dedicated as Twin City Airport, Wold-Chamberlain Field, after Ernest Groves Wold and Cyrus Foss Chamberlain, both flyers from Minnesota killed in action in WW I.

The landing strip at this time was simply a somewhat level sod area in the center of the old speedway, approximately 2000 feet long.

In March 1926, Charles Dickenson acquired the contract for C.A.M. 9, Chicago-Twin Cities, with service beginning June 7. A crash that day, and other misfortunes caused Dickenson to file for suspension of the contract after one month. This was final on October 1, 1926, but in the meantime, St. Paul businessman Col. L. H. Brittin formed his own corporation with backing from 29 Detroit and St. Paul stockholders, incorporated in Michigan in August 1926, and took over the contract on October 1, 1926, as Northwest Airways. The company occupied the hangar built for the Aero Club.

In 1928 the airport was taken over by the Minneapolis Park Board, and renamed Minneapolis Municipal Airport. In 1929 it boasted a converted Park Board warming house for a terminal, manned by two employees. Northwest Airways, Universal Airlines (division of Universal Aviation Corp.), Mamer Airlines, Jefferson Airways, and the St. Paul, Fargo, and Winnipeg Line all served the airport in the late 1920's. Only Northwest survives today.





Wold-Chamberlain Field, seen here looking northwest, about 1927. Nearly all the speedway track is still in place. The site of the present terminal is approximately in the center foreground. Photo Minnesota Historical Society.



In 1930 the airport took a great step forward with the dedication of a two story brick administration building on September 19. There was also a large paved ramp area. At this time gradual demolition of the old speedway track began. The job would take years.

All this was a Minneapolis project. St. Paul had built its own airport on the Mississippi riverbank near the downtown area. Northwest and Hanford (later Mid-Continent) Air Lines would serve both Wold-Chamberlain and St. Paul Municipal Airport (today St. Paul Downtown Airport, Holman Field). Northwest had its general offices at the St. Paul airport for a time, and maintenance facilities at both airports for many years.

So through the 1930's each city tried to better the other's airport in buildings, ramps, and runways. Passengers finally preferred Wold-Chamberlain over St. Paul (whose airport was flooded periodically). Declining passenger loads caused Northwest to end service to St. Paul in 1941. The St. Paul airport, after serving as a USAAF bomber modification center in WW II, became, as it is today, the Twin Cities primary general aviation and jet reliever airport.

At Wold-Chamberlain, the late 1930's saw dramatic improvements. Paved runways were added in 1936 with WPA aid. The Weather Bureau began operations in 1937, with a four story control tower added to the administration building in 1938. Traffic was controlled by use of a light gun operated by an airport official atop a 50 foot ladder platform (quite an unenviable job in some Minnesota weather!). Radio control of traffic began November 5, 1939.

In WW II, Wold-Chamberlain was a center for research into aircraft icing, static, and aircraft electronics. Also, it served as a Naval Air Station, and stop for support flights to Alaska, a route for which Northwest had applied before Pearl Harbor.

In 1943 the Minnesota State Legislature created the Minneapolis-St. Paul Metropolitan Airports Commission. This would centralize all airport planning, and eliminate any rivalry between the cities. The Commission took over the operation of Wold-Chamberlain on August 14, 1944. The airport was designated Minneapolis-St. Paul International Airport-Wold-Chamberlain Field on August 23, 1948. At this time, a new air carrier airport north of the Twin Cities was discussed, and found to be unnecessary, only to be revived some 20 years later.

Operations grew enormously in the postwar years. Northwest began Orient services in 1947, bringing the long held Twin Cities dream of trade with the Far East into the Air Age. Also, Western began Twin Cities services in April 1947, followed by Capital in December. In February 1948 a new local service carrier named Wisconsin Central came to the Twin Cities. Its symbol was a very stylized Mallard Duck.

Mid-Continent merged into Braniff in 1952, the same year Wisconsin Central moved its headquarters to MSP and changed its name to North Central. By this time, Western, Northwest, and others had discovered that flying Twin Citians to warm winter vacation spots was very, very, good business indeed.

In 1954, a covered walkway to the gates was added to the terminal, and immediately dubbed "The Hog Shed" because of its red paint. Above this an observation deck was opened that March. Located right in the propwash of the aircraft, it featured open and closed sections, occasional spatters of grit and engine oil, and outstanding views of all ramp activity, including Northwest's unforgettable Boeing Stratocruisers. Removed after the building was replaced, this observation deck is still remembered with great fondness by many Twin Citians.

Through the 1950's, civilian air traffic grew rapidly, as did the communities around the airport.

Military jet operations became the center of a burning controversy after a Navy F9F crashed after takeoff into several homes northeast of the airport on June 9, 1956. Eleven died. From 1956 to 1960, five other fatal military crashes, and several non-fatal crashes and mishaps caused bitter protests from the public and elected officials. Eventually, military operations at MSP would be decreased considerably. The few demands that the airport shut completely down, died away.

Military jets were joined in the mid-50's by Capital Viscount propjets. Then Electras of Northwest, Western, Braniff, and starting in April 1960, Eastern arrived, along with Ozark F-27's.

Finally, on January 5, 1961, Northwest began DC-8-30 services to ORD and SEA. Braniff began 720 service on April 30, with Western adding leased 707 service on June 16. United began 720 service to MSP on July 1, 1961, when UAL took over Capital's operations. Also, on July 1, Northwest began 720B service. United further upgraded the old Capital MSP services with Caravelle's on October 29, 1961.

Studies of various airport improvements in the 1950's led to the groundbreaking of the present terminal building on October 27, 1958. This was just part of an extensive program that also included new access roads, updated runways and taxiways, and a new control tower. Western built a new hangar, and Braniff and North Central enlarged theirs. Northwest had been using hangars on the north and south sides of the airport, along with an overhaul base at St. Paul Holman, and general offices on University Avenue in St. Paul. Northwest eagerly built a new General Office and Maintenance Base complex on the east side of the

The terminal in 1957, showing the removed control tower, walkway to gates, and observation deck. This building now houses Flight Service, FAA offices, and the National Weather Service offices. Photo Northwest Airlines, via Minnesota Historical Society.



This administration building, built in 1930, would be steadily enlarged and remodelled, and serve as the terminal until January 1962. Minnesota Historical Society photo.

field, near the new terminal site. Northwest maintenance moved into the new complex in August 1960. The General Offices were occupied in June 1961, finally putting Northwest's operations all under one roof.

The present terminal was dedicated January 13, 1962, and opened for full operations January 21. The glass and steel building, with its folded concrete roof, "door-less" doors of air (since replaced), two level access roads, and concourse piers, seemed huge and futuristic to Twin Citians, who flocked to see it. Built at a cost of \$5 million, the 600,000 sq. ft. building was designed to serve as many as 4,000,000 passengers by 1975. This yearly total would be surpassed by 1967!

In the late 1960's there was an effort to build a new jetport north of the Twin Cities. The proposed site, near a wildlife refuge, was bitterly opposed by environmentalists. After much controversy, it was determined that the present airport would serve past the year 2000, so the new airport was dropped from the drawing board.

To offset this new airport, expansion programs at MSP began, and by the early 70's the existing concourses had full second levels added, and two more concourses were built. A second deck was added in the auto parking area.

All this was routine for large airports at this time, but October 29, 1968 began some truly nonroutine events. That day, three men from Universal Studios visited MSP, gathering materials and photos for filming Arthur Hailey's novel, "Airport", a big bestseller that year. MSP was not the only airport studied by the studio, but it was the one chosen for locations filming.



Preliminary work began December 3, 1968. On January 20th and 21st, 1969, a specially designed hole was dug next to an unused north-south runway. Preparation of the terminal and field began January 22nd. On January 30th, the leased FT 707-320C, N324F, in Trans Global Airlines colors, arrived at MSP. A meeting was held with FAA officials, the Flying Tigers crew, the airport director, and the Universal people, covering the film crews' plans.

On February 2nd, filming began on runway 11L-29R. On February 6th, the 707 taxied north on the unused runway, and into the hole dug for that scene. Filming around the mired 707 continued to February 12th, when the aircraft was driven out of the hole. Also that night, Arthur Hailey visited the airport.

Lighting had been set up in the terminal on February 16th. The next day, 16 bus loads of extras (650 to 700 people, with fewer on the nights following). Filming took place from 7:00 p.m. to 3:30 a.m. Lunch break was at 10:30 p.m. with the snack bars and coffee shop mobbed.

Each day before filming, signs would be changed as needed, and fake ticket counters set up. Shooting usually took place from dusk through the night, with large crowd scenes done mostly after midnight. Crowds of spectators came each night, and many airline employees chose to stay on as extras. Filming continued through March 6th, at many spots in and around the terminal, on the ramp and field, and in and around the Northwest hangars. On March 7th and 8th, the 707 made two return trips to California, hauling film crew and materials. On March 10th, all clean up was completed, and the "hole" was refilled. All of this was carefully planned, with the full cooperation of airport management, to disrupt normal operations as little as possible.

The film crew returned in late March to shoot view's of the "Conga Line" snow removal equipment, also the control tower, field, snow covered cars in the parking lot, etc. On March 30th, all work at MSP was completed. The movie "Airport" would turn out to be a big box office hit, especially in the Twin Cities.

MSP's snow removal crew and equipment were almost another super star in the picture. Most Twin Citians feel they deserved to be. The crew of approximately 70 operate some \$4 million worth of equipment dedicated to snow removal. Dry, powdery snow is just plowed away, but icy, wet snow near to freezing is more difficult. At 20 degrees or warmer, trucks spread urea (90% nitrogen) to lower water's freezing temperature. At lower temps, sand is spread, then diesel fueled flamethrowers on harrow-like tracks, towed by tractors, blast the ice for a moment. This procedure is known as "sand burning." The ice then refreezes, making a rough, sandpaper-like surface.

Pilots do seem to like this surface. In 1982, MSP won the Bernt Balchen Memorial Award for Excellence in Airport Snow and Ice Control, and consistently gets high marks from ALPA. Other airports have studied MSP snow procedures.

MSP has stayed open through 24 hour snowfalls of as much as 19.9 inches. A 16.5 inch storm on December 28, 1982, did shut down the airport, but high winds, poor visibility, and a power failure aggravated the situation. The last prolonged closure had been in 1966. Twin Cities travelers know that before snow can close MSP, visibility probably would, and the highways to the airport would likely be impassable.

Northwest brought MSP into the wide body era on June 22, 1970, with 747 service to JFK. Mohawk (later Allegheny/USAir) began service in January 1970. Also, charter traffic steadily increased through the 70's. In 1975, The Metropolitan Airports Commission bought the six year old United Airlines hangar (which had been host to 17 moth-balled UA 720's) and remodelled it into a satellite terminal. Named the Hubert H. Humphrey International Charter Terminal, it handles most charters and all international arrivals. The building, with its concrete hyperbolic paraboloid roof over the Customs area, is connected with the main terminal by a shuttle bus system.

North Central opened a new main base on the south side of the airport in 1969. It has since been expanded. In 1979, North Central and Southern Airways merged to form Republic Airlines. Hughes Airwest was acquired in 1980, creating a new U.S. major airline.

With deregulation, TWA (discontinued in 1980), and Southern began MSP services in 1978, followed by American in 1979. Texas International, Midway and Continental all came to MSP in 1981. Pan Am began Twin Cities service in 1983.

1980 was a landmark year for the airport. In yet another expansion, the green concourse was extended, Ozark and Republic traded gate areas, and both Northwest and Republic gained more gates. A seven level parking ramp was also opened. But the biggest event by far was the start of London service. Northwest had begun some transatlantic services in 1979, and received CAB authorization for Minneapolis-St. Paul to London Gatwick as the "Wild Card" city in the U.S.-U.K. bilateral agreement. TWA and Western had also applied for this route. Northwest began service with 747 N609US as Flight 44 on June 1, 1980.

The London route was a big success for Northwest, which quickly added more flights to its new MSP gateway. MSP is Northwest's largest hub, and is looking more and more like a way point for domestic and international connections. Northwest offers direct or nonstop service to Scandinavia, Germany, Great Britain, and the Orient from the Twin Cities. Northwest's conservative expansion policies are expected to continue, both in international and domestic services.

Northwest will not be alone in using MSP as a hub. Republic has also built up its MSP services. Serving many Upper Midwest cities that Northwest doesn't, Republic has made MSP its most active hub, adding many new routes since the merger. Some small cities have been dropped by RC, but ticketing agreements with several smaller



*This is the world's largest painted sign, on the end of Northwest's hangar facing the terminal area. This sign is floodlit at night and visible to all autos leaving the terminal. Northwest Airlines photo.*

carriers have been made. Republic's current problems have received much more attention than their success in getting needed concessions from employees, while still keeping very good employee relations.

The airport is dominated by the NW-RC competition. The "Republic Airlines" sign on their hangar is the largest electric sign in Minnesota. The sign on the west end of Northwest's hangar, featuring their "The World Is Going Our Way" slogan, is said to be the world's largest painted sign.

One side of the terminal is dominated by red-tailed jets, the other by duck-tailed aircraft. Number of flights are about equal, with Republic slightly ahead, but Northwest carries more passengers. Both have increased flights by about 80% since 1978. Experiences at ATL and STL indicate still more growth is possible.

Meanwhile, a new Twin Cities carrier has been formed. Sun Country Airlines was founded in July 1982 by a group of former Braniff employees. Operations began January 20, 1983 with a leased 727-200. Charters are flown from many central state cities to California, Nevada, Mexico, the Caribbean, and other vacation destinations, with Las Vegas the most frequent.

Fifty-one per cent of Sun Country is owned by MLT Tours of Minnetonka, Minnesota which performs most of the tour organizing and marketing. Sun Country can then concentrate on operations, boasting average on time performance of 94.7%, with hot meals served on many flights. A second 727-200 will be leased from Dan-Air for the winter peak months, starting December 1, 1983. Sun Country, which is expecting a profit for 1983, is doing extremely well for such a new carrier.

As large carriers have pulled out of smaller Upper Midwest cities, MSP has developed a sizable number of Regional/Commuter operators that fill a real need. As of this writing, Midwest Aviation operates the Piper Aztec. The Cessna 402 is flown

by Great Lakes and Lakeland. The Beech Queen Air is used by Bemidji. American Central uses the Piper Navaho Chieftain. Mesaba flies the Beech 99. The Twin Otter is operated by Lakeland. Air Wisconsin operates the DHC-7 while Midstate uses the Fairchild Metroliner. American Central also operates the Embraer Bandeirante. The Shorts SD-330 is operated by Mississippi Valley, while Austin Airways operates the BA/HS-748.

The major airlines operate the following aircraft in MSP passenger services. Republic uses the Convair 580 and the DC-9-10. DC-9-30's are seen in the colors of Continental, Eastern, Midway, Ozark, Republic and USAir. Republic flies the DC-9-50 as well as the DC-9-80. Midway also uses the Super 80. Northwest flies the DC-10-40, 727-100/200 and 747. American and United operate the 727-100 as well as the 200 series along with Continental, Eastern, Republic and Western. Pan Am operates the L-1011 into MSP. The 757 will be operated by Eastern in the winter of 1983-84, and Northwest will receive 757's in 1985. United operates the 767 and the 737-200 into MSP.

The airport also has considerable freight activity, ranging from turboprop Conquairs of locally based Viking International (CV-600/640) and Summit (CV-580), up to Flying Tigers Stretch DC-8's, and Northwest 747F's. Express operators include UPS, Emery, and Federal Express (all 727-100C's) along with Purolator.

Also represented at MSP are the Air Force Reserve 934th Tactical Airlift Group, the Minnesota ANG 133rd Tactical Airlift Group, both operate the C-130, the Marine Air Reserve Training Detachment and the Naval Air Reserve--Twin Cities Center.

Today the Metropolitan Airports Commission not only operates MSP, but also six general aviation reliever airports. Over 1.1 million aircraft movements each year make the MAC system the third busiest airport system in the United States. The MAC is the only airport system in the U.S. responsible directly to the state legislature, not to a city, county, or port authority. The MAC has earned wide acclaim for its fine management and frugal financial policies. Operations are supported by user fees, and the MAC enjoys a AAA bond rating from Standard & Poor's, and Moody's. The procedures and efficient staff of the MAC have been studied by many other metropolitan areas.

The MAC truly has a fine international reputation. User fees are comparable with other airports, and relations with users are excellent. Also, pilots praise MSP's facilities. The ALPA rated MSP one of the five safest airports in the world in 1977. The International Federation of Air Line Pilots, in 1978, rated MSP the fifth safest in the world. Only newer airport in warmer climates rate higher. The last fatal airline accident in the area of MSP was in 1950.

In today's airline climate, there is no telling exactly what the future holds for MSP, but there is every reason to expect the MAC to continue to operate with the same skill they have shown in the past. The present terminal could be expanded to serve 20 million passengers a year, and a second terminal on the site of the old terminal and control tower could increase capacity to 34 million passengers.



Passenger total for 1982 was just under 9 million, up 11% over 1981. MSP is the only airport with general headquarters for two U.S. major airlines. More than 16,000 people are employed at the airport, and total impact on the Twin Cities economy is close to \$1 billion yearly. The airport has gone from biplanes to Boeing 747's, to a future as an international gateway. Not bad for a one-time abandoned speedway.

#### PLANE SPOTTING AT MSP

There are three main areas that are easily accessible to the photographer: the terminal, parking ramps, and Post Road. The terminal has much glass, little of which is heavily tinted. Good vantage points are available nearly everywhere, with some Northwest gates on the Gold concourse and Republic gates on the Green concourse having some clutter from stationary loading bridges. Because the terminal faces out on the field to the northwest, the afternoon sun and shadows may be a problem.



MSP terminal about 1950 with a Northwest DC-4. Postcard by Dexter.



The view from the observation deck in the late 50's, showing two of Northwest's unforgettable Strato-cruisers. Postcard by Curteichcolor.

The parking ramp is seven levels high. Only the control tower is higher. Some windows in the elevator areas are very heavily tinted, but open areas are just steps away. Good views of Northwest aircraft at the Gold concourse, and telephoto shots of aircraft on all runways are possible here.

Post Road is the first exit south of the terminal entrance on Minnesota Hwy. 5. Turn right and on top of a rise to the left is a dirt parking area. The threshold of runway 29L and the Northwest hangers are opposite and unobstructed by the fence. There are no restrictions on parking here, but no parking is allowed anywhere on Post Road.

Most other areas are restricted or obstructed, but it is possible to shoot approaches to 29L/29R from down in the Minnesota River valley in Fort Snelling State Park. Take the Post Road exit, and turn left.

--oOo--



MSP terminal and Capital Viscount shown here in the late 1950's. Postcard by Plastichrome.



Northwest Boeing 747 at MSP, is the largest aircraft serving the airport. Postcard by Plastichrome.



The new conservative Braniff paint scheme that says "professionalism and excellenc." Braniff photo.

# BRANIFF

WE'RE BUILDING THE NEW BRANIFF AROUND YOU

by

GEORGE CEARLEY

March 1st was a red-letter day in Dallas/Fort Worth aviation history and marked the rebirth of our own Braniff and one of the largest startups of airline operations, if not the largest in aviation history.

Perry Sloan and I arrived at the Braniff terminal at DFW at 6 a.m. on Thursday morning, March 1, 1984, an hour before dawn and the rebirth and dawning of a new era in Braniff history. Already on hand were numerous Braniff officials, flight crew members, ground personnel, retirees and former employees as well as numerous members of the press, civic leaders and well-wishers. The former Hawaii Green Surfer Room (and Concorde International Room) adjacent to Gate 13 served as a reception area for dignitaries and the media.

At Gate 13 Perry and I met Steve Caisse and Rich Teehan and we all watched the inaugural ceremonies for Braniff's first scheduled departure--Flight 200 at 6:50 a.m. for New Orleans. A ribbon cutting ceremony was performed by Hyatt and Braniff, Inc. Board Chairman Jay A. Pritzker and Braniff president, William D. Slaterry, leading to Gate 13A and the New Orleans flight. Also on hand were Dallas Mayor Starke Taylor and Fort Worth Mayor Bob Bolen. It's difficult to put in words the great deal of emotion and enthusiasm felt by all present. It was truly a momentous occasion! Mr.

Slaterry stated, "This day signals the end of Braniff as an airline in transition and the beginning of a new approach to air travel." This, of course, refers to the 22-month period since Braniff Airways, Inc., ceased operations May 12-13, 1982, and the startup of Braniff, Inc., March 1, 1984. He further said, "We have a commitment to the 2,200 loyal employees who are determined to make this airline succeed and that determination on their part will translate into better service for our passengers."

The 6:50 a.m. New Orleans flight was followed at 7:00 a.m. with departures to Houston, Austin, Miami, Newark, San Antonio, and Tulsa. Other morning departures included nonstops to Chicago, Oklahoma City, Washington, D.C., New York, Denver, Los Angeles, Detroit, Las Vegas, San Francisco, Kansas City, and Philadelphia.

At 6:45, Perry, Rich, Steve and I boarded Flight 152 for Houston Intercontinental at Gate 13B. This was the same gate used for London and Honolulu departures in years past, and hopefully again in the future! As we boarded, there were three lipstick prints on the fuselage near the cabin door, where our plane had been kissed! Our aircraft was N453BN, a 727-227, delivered to Braniff July 27 (or 727!) 1977. Cockpit crew members were Captain Joe ("Vinegar Joe") Stilwell, 1st Officer Al Sabo, and 2nd Officer Dave Sealley.



Flight attendants in the forward cabin were Barb Echols (senior F/A) and Stevie Krueger, and in the aft cabin, Linda Smith and Char Turns.

Our flight was third to push back and used reverse thrust to do so. First under power on a revenue flight was N409BN (a 727-214) operating as Flight 131 to San Antonio, and second was N459BN (727-227), Flight 720 to Newark. The inaugural New Orleans flight was made by 727-227 N446BN.

We had an excellent flight to Houston--cabin service was attentive and our hostesses were professional and friendly. Everyone seemed to be taking pride in their work. Our Houston flight included several Braniff retirees, former employees, and well-wishers, and as we became airborne all on board clapped and cheered. En route we were served complimentary champagne and a continental breakfast. All on board were also given an inaugural day certificate.

At 8 a.m. we arrived at Houston, and Steve and I were interviewed by a local TV station. Fellow Club members Paul Petrich and Kenn Lafargue met us at the terminal and we spent a couple of hours sightseeing at the airport. Perry and I returned to Dallas at 10 a.m. on Flight 82, a 727-227, N452BN. We were again served complimentary champagne, and our service was again professional and friendly.

Back at DFW I talked with several Braniff employees, members of the Silver Eagles (the BN retired pilots organization), and also had the great pleasure to meet John Paul Braniff, son of Paul Braniff, the president of the original Braniff airline operation at Oklahoma City in 1928. Mr. Braniff, still a resident of Oklahoma City, came to Dallas with his wife and son on the inaugural Oklahoma City-DFW flight. I also talked with Glenn Shoop, a former pilot who was very instrumental in putting together the deal with Hyatt and Pritzker and getting Braniff back in the air.

#### 727's Airworthiness Well Maintained

Braniff, Inc., began operations on March 1st utilizing thirty 727-200's including twenty-seven 727-227's, two 727-291's, and one 727-214. All aircraft were formerly with Braniff Airways, Inc. Since its shutdown in May, 1982, Braniff followed a series of procedures to maintain these and other aircraft in its fleet at the time which were later sold to other carriers. Braniff followed guidelines set down by the Boeing Commercial Airplane Co. so that aircraft would not have to go through a lengthy FAA recertification procedure. To maintain its fleet the following procedures were adhered to:

- (1) All doors were opened daily to provide air circulation through out the aircraft. A daily exterior check was also performed.
- (2) At seven day intervals moisture collection parts were drained.
- (3) Every two weeks engines and all systems, including hydraulic, pneumatic, electrical, and flight controls were activated.
- (4) Aircraft were lubricated every four weeks and were moved to keep the tires in shape.

All fluids were recently drained from each plane and sent to fluid manufacturers for analysis and to check for corrosion or any signs of deterioration. All fluids were free of such signs.

Each aircraft was flown at least five hours before reentering commercial operation. Aircraft were used to requalify cockpit crews, giving them time in the actual planes they would be flying and providing a chance to test out primary and back-up systems.

#### New Exterior Design

It was decided in October, 1983, with the Braniff-Hyatt negotiations that the thirty 727-200's would be given a new look, both inside and out. A red, white, blue and pewter silver exterior design was developed by Bob Perlman, Boeing communications director and designer. Perlman spoke of creating the new logo, "We wanted to develop a logo type that would help with the development of Braniff overall. It had to look good on the plane, but it also had to work for things like stationery and brochures. We wanted to display the logo in a businesslike manner, but with energy and excitement. Braniff is a nice short word with good letter sequences. We designed it in a thick, block style to give it strength and give it a slightly forward slant to the right, depicting forward movement. We also chose to color it red, further adding to the strength of the word mark."

The upper fuselage and forward tail of the 727's are painted white and the lower fuselage and tail, blue. A pewter silver stripe separates the blue and white areas and the silver color is also applied to the wings. The new image is a more conservative and businesslike approach and is something that reflects much of the philosophy present in the days of Braniff Airways, Inc., during the leadership of Tom Braniff and Charles E. Beard prior to the mid-1960's. The red, white, and blue is also borrowed from this era and the titles in part are derived from those used in early 1960's and campaigns during the Beard regime prior to Lawrence's becoming president.

#### Interiors Completely Refurbished

Old interiors have been completely replaced. There are two forward and two aft galleys and an auxiliary galley for storage. Seat pitch is 35" except at the emergency exits and the most aft part of the cabin where it is 34". There are 146 all new leather seats in an all coach three and three configuration. The middle seat is unique in domestic service. The center table may be folded down when the center seat is not occupied and the entire center seat remains upright and intact to preserve privacy. Center armrests at the same time may be folded into seatbacks to allow for more room on the seats. Seats are lined up from forward to aft in the following color patterns: Two rows of bisque, three of taupe, and four of gunmetal gray, with the sequence being repeated through the airplane, giving a lighter to darker repetitive effect in the cabin. Side panels are taupe with a pewter silver pattern. Carpeting is royal blue with a small V-pattern in taupe and bisque. Two full size garment closets are



Braniff's new apparel collection, characterized by conservative, finely tailored suits of navy poly/wool trimmed in scarlet and cream. Braniff photo.

located in the forward cabin and new extra large overhead bins have been added which make it possible to lay garment bags flat in these.

#### "Business Cabin" Service

A Business Cabin section is available in the forward cabin and is targeted at the frequent business flyer. Middle seats fold down for an executive work area. These passengers are offered a choice of entrees and are given free newspapers. "Business Cabin" is available to full fare coach passengers. The business cabin is separated by a movable bulkhead that can be repositioned based on individual flight loads.

#### New Employee Uniforms

New uniforms were designed by Dallas-based Brenner, Inc. The airline wanted clothing that would be pleasing to the traveller and complement the new businesslike conservative image--nothing "trendy or faddish." The new apparel collection is characterized by conservative, finely tailored suits of navy poly/wool, trimmed in scarlet and



Flight attendants Ron Dean and Gwen Ellerby position a movable cabin partition that separates Business Cabin from economy. Braniff photo.

cream and says "professionalism and excellence." The designs are carried throughout for all ground and flight personnel.

#### Meal Service

Meals are described as being of gourmet type, fresh rather than frozen, and nutritious. Entrees include grilled chicken, tenderloin of beef, roast sirloin, veal, grilled sword fish, chicken florentine, Chateaulacroix, and filet of sole. All will be complemented with mixed vegetables and desserts including cheeses, fresh fruit, and assorted light pastries. Meal service promises to recapture much of the elegance of "Silver Service" for which Braniff became famous in the late 1950's and early 1960's.

#### New Ad Campaign, Frequent Flyer Program, and Joint March of Dimes Promotion

Consumer ad campaigns began on February 13 announcing "Braniff is Up and Running" on radio and in newspapers. On February 20 a TV campaign began with footage of BN personnel preparing for first flights and also featured new routes. This was followed with a second campaign, "Building a New Airline Around You." This reflected the new attitude in serving the business traveller to provide friendly, knowledgeable and efficient service in a conservative, dignified manner.

Braniff also has joined the Mileage Plus program of United Air Lines with additional access to SAS, Lufthansa, Air New Zealand, and Royal Viking Cruises. Other added attractions include discounts on Hertz and Budget rental cars and accommodations at UAL Corp's Westin Hotels.

Braniff and the March of Dimes announced a joint venture by which travellers could save 5% on the pre-tax ticket price while donating an additional 5% to the March of Dimes. The joint venture is expected to provide a minimum of

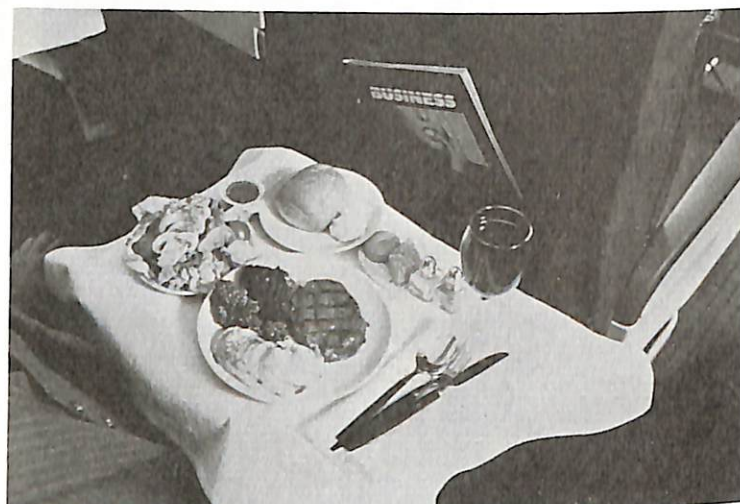


\$250,000 for charity and promote air travel on Braniff, Inc. The \$250,000 contribution is guaranteed and there is no maximum limit on the donation.

#### Closing Note

The author was very pleased with all that he saw on Braniff's operations on this day of the carrier's rebirth and new beginning and wishes the new Braniff all the success in the world. I would highly recommend that anyone fly this carrier. Service was excellent and I felt very safe and secure on the aircraft. The 727's have been quite well-maintained. Two men who were most responsible for Braniff's successful days of operation in the past, Tom Braniff and Charles E. Beard, I'm sure would be quite proud of this new operation!

I would like to extend a very special thanks to Barbara Potter who is doing an excellent job as administrator of Braniff Public Relations.



Braniff's new dining service features fresh nutritious foods and a variety of choices. Braniff photo.

## DC-2 Exhibit: Need \$150,000

As part of TWA's 50th anniversary celebration in 1976, scores of Los Angeles employees helped restore a DC-2 for the Donald Douglas Museum in Santa Monica. Although the aircraft had originally belonged to Pan American, in recognition of the TWA volunteers, as well as TWA's historic role in the development of the DC-1 and DC-2, the exhibition aircraft was given TWA insignia.

Exposed to the salt air and industrial fumes at Santa Monica airport, the plane showed alarming signs of deterioration. Concerned Douglas employees and retirees decided the historic ship--one of only five left in the world--must be saved. As a first step, last spring they transported it to the Douglas plant at Long Beach. The goal: Restore this DC-2 to flying condition.

To finance the project, the Douglas Historical Foundation hopes to raise \$150,000 to complete the refurbishing by May 11, 1984, the 50th anniversary of the DC-2's first flight.

The restoration is being undertaken in three phases: 1) cleaning the exterior, 2) refurbishing the interior, and 3) putting the plane in mechanical shape. The aircraft is now safely housed in the assembly building at Douglas' Long Beach facility, where volunteers began disassembling the aircraft to determine the extent of corrosion and condition of mechanical and electrical systems.

This particular DC-2 was delivered to Pan Am in 1935. Forty years later and after half a dozen owners (who used it for everything from carrying passengers to fighting forest fires), it was donated to the Douglas Museum by Continental Aviation Co. of Tulsa. It was then, in

1976, that many TWAers volunteered their services. With its current rejuvenation the ship will, unfortunately, lose its TWA identity; it has been decided to use a neutral color scheme, with a display of the insignias of all airlines that every flew the DC-2. Following the anniversary celebration, the plan is to fly the aircraft to exhibitions such as the Oshkosh Air Show, the antique fly-in at Watsonville and the Reno Air races.

Volunteers to work on the restoration will again be welcome; however, this time money will also be needed. To raise the necessary funds, the Douglas Historical Foundation has commissioned the design of a commemorative DC-2 pin which will be given to everyone contributing \$10 or more. The donations, which are tax-deductible, should be payable to the DOUGLAS HISTORICAL FOUNDATION, c/o Deway H. Smith, 3855 Lakewood Blvd., Long Beach, CA 90846.

The WAHC believes that this is a very worthwhile project and that Club members should get behind this program. Please send in your donations now.



# The Slide Collector

BY

GEORGE W. HAMLIN

#### SLIDE SELLERS

When we stated that "ALPS is being taken over by Aerogem" in a previous column, we were in error, and may have given people the wrong impression. Bo-Goran Lundkvist, the proprietor of Lundkvist Aviation Research (and ALPS), has pointed out the following to us:

- + The ALPS slide service is discontinued, so that he can concentrate on Aviation Letter and Lundkvist Aviation Research activities.
- + Aerogem has not taken over anything from ALPS.
- + Aerogem and Lundkvist Aviation Research have agreed to promote their respective products, whenever possible.

We hope that this clears up any confusion which may have occurred, and we regret the error.

#### DUPLICATES

Although the column has dealt primarily with collecting original airliner slides, we are aware of an interest in high quality duplicates as well, particularly as a way to acquire shots of rare/older equipment, which can be difficult to obtain as originals.

We recently received review copies of duplicate slide catalogs from two organizations: ATP, operated by Clint Groves, and Airline Photos, where the bossman is Al Rodriguez. Both feature very extensive aircraft listings, including many which are no longer in service. Airline Photos' listings, which cover the period since 1975, are in alphabetical order based on airline (carrier); aircraft type and registration are listed for each subject. ATP's catalog is organized by aircraft type, in alphabetical order by carrier within each type's listing. Registration, plus extensive information on paint schemes, photo angle, photographer, etc. is included in abbreviated form for each subject. A variety of older aircraft, with some shots going back to the 1950's, are included, as well as more recent items.

Ordering procedures are somewhat different for the two services. While both shoot slides specifically to order, Airline Photos allows the customer to order in any quantity, with a minimum of eight slides. ATP has only one size order, 35 slides, as each customer's order is shot on a single roll of film. Since both outlets do shoot each order individually, please allow plenty of time for order to be completed and shipped to you.

We have seen samples from both services, and feel that they both offer excellent quality duplicates. If you're not familiar with duplicates, don't expect quality to be up to that of an excellent original, particularly as you examine them with a high power magnifier. With that in mind, however, we do feel that this can be an enjoyable way to acquire slides of subjects which you might not be able to obtain otherwise. Further information is available from:

ATP Incorporated  
3014 Abellia Court  
San Jose, CA 95121  
(\$3 for catalog, please)

Airline Photos, Inc.  
P.O. Box 34  
Miami, FL 33165

#### LAX IN THE MID-60'S

For our vintage feature this issue, we will be taking a look at Los Angeles International, circa 1965, through the camera of member Richard Bell. LAX obviously has changed quite a bit over the years, and currently is undergoing a great deal of change in preparation for the crowds anticipated in connection with the Olympic Games this summer.

In addition to the facilities, it's also very evident from these photos that there have been many changes in airline equipment and paint schemes in the last twenty years. In fact, none of the aircraft pictured still serves with its original operator, and the only carrier with a livery more or less like that shown here is Pan Am.

As stated in the last column, this part of the article is greatly dependent on contributions from the membership--please consider submitting some of your photos for presentation.

#### PHOTOS

This issue's photo section features some recent shots as well as a few vintage 747 photos, in conjunction with this issue's feature on that aircraft. (Editors note: the 747 feature has been placed on the shelf for a couple of issues.) Until next time, good collecting, and please don't forget to send us some interesting photos to share with the rest of the membership.





#1



#2



#3



#4



#5

- Photo #1: The PSA Electra is certainly an attention getter, but check out the Western DC-6B in the background.
- Photo #2: One of TWA's original 707-131's, N734TW is pictured here.
- Photo #3: United's early four engine jet fleet consisted of both Douglas and Boeing products. Here we see a Boeing 720-022, N7221U.
- Photo #4: National DC-8-30 (N7184C) was still in the red-white-blue "Airline of the Stars" scheme in the mid-1960's.
- Photo #5: A very rare bird, a Mexicana Comet departs for home.
- Photo #6: A very attractive scheme was Continental's Golden Jet service, seen here departing for an unknown destination.

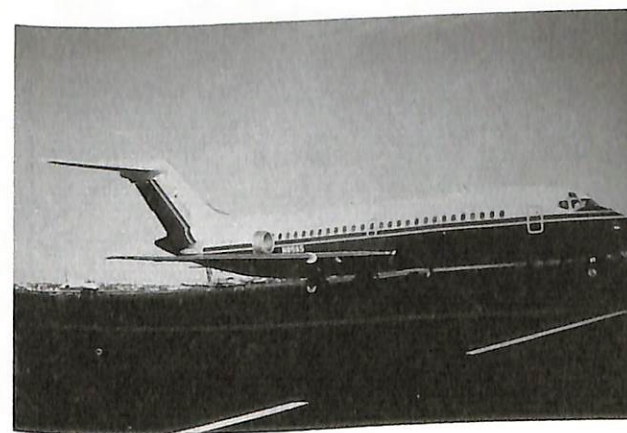


#6



#1

- Photo #1: Seymour Hills shot this Frontier 737, N7395N, with Wien Alaska titles.
- Photo #2: Rich Teehan caught All Star's DC-9, N85AS at Boston in November of 1983.
- Photo #3: Swissair's new A310, HB-IPB is shown here at Zurich in photo by Arie Wubben.
- Photo #4: Arie Wubben also shot this Muse Air DC-9-50 at Zurich. It was formerly Swissair's HB-ICD.
- Photo #5: G-AWNA now flies with British Airways. George Hamlin caught this bird in April of 1971. Note large "Speedbird" logo on tail.
- Photo #6: TMA of Lebanon sole 747 carried a rather striking green and yellow livery, seen here at JFK in 1975. Photo by George Hamlin shows aircraft still carries original American Airlines registration.



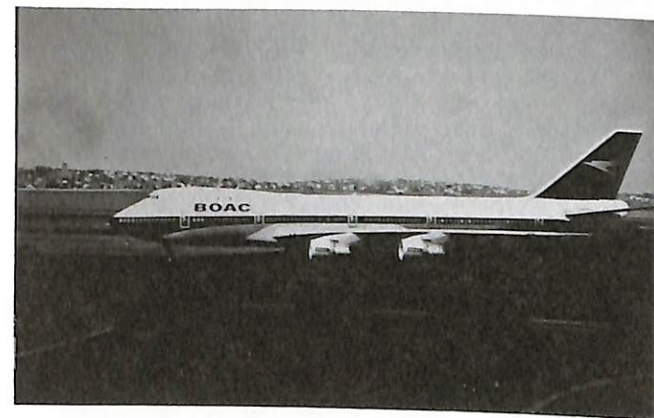
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#4



#5



#6



# Post Card Corner

by

PETER BLACK

Since the last issue of the LOG, it has been raining post cards. I am happy to report a bumper crop of cards, mostly from sources outside the U.S., and from reports I have, the rain will continue well into the year.

Continental Airlines has a new card of a DC-10-10 taking off, and still another card of a 727-200. Big Sky Airlines has published a card of their Metro 3, Air LA a Cessna 402, and Munz-Northern has reissued their Islander card. Sorry to report no new Canadian cards. The now famous anonymous German printer has issued their latest and, regrettably final, batch of cards: Rich International DC-8-62, Sea and Sun/Pacific Air East DC-8-62, Evergreen 727, Interstate 727, Air Cortez F-27, and an America West 737. Aviation Color Photo has a nice Braniff 707-227 in the original paint, and a superb El Al Boeing 767.

From the U.K. we have a number of new cards, plus two new publishers. Charles Skilton has a nice British Airways Concorde with "British" titles, APC Publications has a NIAT-Mongolia AN-24(!?!), The Aviation Hobby Shop has a new card of the venerable Bristol 170 Freighter in the colors of the Instone Airline, a new British cargo airlines, plus several more. These additional cards were produced in collaboration with the well known Aviation Data Centre, and are mostly pictures that have appeared in Aviation Data News. These cards are approximately U.S. standard size, measuring 3 1/2 x 5 3/4", and include: All Nippon 767, ONA 747, China 747SP, TACV HS-748, Guernsey Airlines H.P. Herald, DC-10s of Ghana Airways, American TransAir, LAN-Chile, and Arrow Air, Thai Airbus, Air Zimbabwe DC-3, Trans Central YS-11, Aer Lingus Shorts 330, Air Lesotho FH-227, Air Gabon Merchantman, Jersey Air Ferries Viscount, El Al 767, and America West Boeing 737.

From the Continent, Michel Moskal post cards of Belgium has a number of new cards, mostly depicting Douglas and Boeing jets, including: Angola 707, Bangladesh Biman 707, 737s of Air Algerie in their new colors, Air Belgium, Air France, and Euralair, 747s of Iran Air, Korean Air Cargo, and SAS in the new color scheme, an AeroMexico DC-10, and a nice air shot of an Austrian MD-80. Due soon are an Aerolineas Argentinas 747SP, Spantax DC-9 in their new colors, Metro International 747, SAS/Scanair 747, and several more. From Sweden, Aeroprint has new cards of a Lufthansa 737-200, Sabena 737-200, Swedair F-27, SAS DC-9 in their new colors, an Aeroflot TU-154B, Linjeflyg CV-440, plus Dornier Do-228s of Air Hudek and Norving.

Overseas airline issues include Air Gabon Merchantman, Finnair DC-8-62 in new colors, a vertical card of a Gulf Air 737, and the same

of an All Nippon 767, a long card of an Air Jamaica Airbus, a Garuda 747, and a SAS Airbus in the old color scheme. New airport cards include an Air Florida DC-10 at Amsterdam, and a KLM 747 at JFK.

Late word has arrived of a new fleet-set of Air France post cards, but I have only actually seen the Concorde card in the set. And, our final news of new cards is from Aviation World: Air Resorts Airlines CV-440, Air France CV-990A, Piedmont 727-200, yet another Braniff DC-8-62 in the ultra color scheme, and an Eastern 727-25 in the original 1964 color scheme.

Recently I have received several letters inquiring about particular post cards, and if they exist or not, some saying that they knew positively that a particular aircraft was operated by a certain airline, in some cases 747s and DC-10s, and if these cards did not exist, was there



ANSETT AIRLINES Boeing 767 by Robert K. Russell.



AERO VIRGIN ISLANDS DC-3 by Jetstream of Zurich.

a possibility that they would eventually be published. I am afraid that I am not very good at predicting the future, but for the information of our readers that are not aware of the facts, many airlines lease, sub-lease, charter, sub-charter, sub-subcharter aircraft to other airlines on a fairly regular basis. This is especially true in the Moslem world at the time of the annual Hady pilgrimage to Mecca. Few of these aircraft are actually painted in the colors of the airline operating the flight. A few may have a small sticker over the door saying something like, "Leased to Air Lanka" or "Operating for Garuda", and even rarer is one painted with temporary titles and perhaps an airline logo. Recently, while photographing aircraft landing at Miami, I shot a SABENA 737 in full colors, with normal SABENA titles. By the forward door was a tiny Nordair title. The aircraft was actually operating the Montreal-Miami portion of an El Al flight from Tel Aviv!!! Few, if any of such aircraft are likely to make it onto a post card.

As many of you probably know, Aviation World has produced a large number of post cards over the years, and to answer a frequently asked question, yes, some are airline issues. Anyone wanting a list of such cards can obtain one by sending me a stamped, self-addressed envelope or an International Reply Coupon.

That is all for now. Rumors are flying all over about new cards now in production, and we hope to have news of many more new post cards in the new issue. Until then--happy collecting and be sure to visit us at the convention. See you all in June in St. Louis!



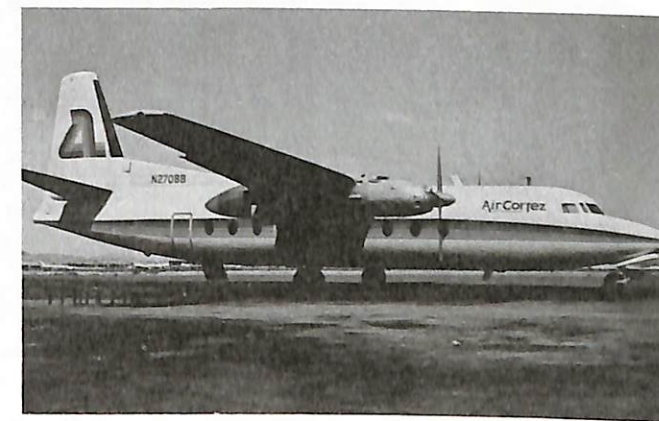
SWEDAIR F-27 produced by Aeroprint of Sweden.



MANX AIRLINES Vickers Viscount 813 by Jetstream, Zurich.



BANGLADESH BIMAN Boeing 707-321 printed by Moskal.



AIR CORTEZ F-27F by R. Geerdts.



EVERGREEN INTERNATIONAL 727-30C by P. Rentzsch.



ARROW AIR DC-10 produced by Aviation Data.





AIR RESORTS AIRLINES Convair 440 by Aviation World.



VARIG L-1049G Super Connie by the Aviation Hobby Shop.



AIR GABON Vickers Vanguard produced by Aviation Data.



AIR BELGIUM Boeing 737-247 produced by Moskal.



SWISSAIR Airbus A310 printed by Baumann of Switzerland.



EL AL Boeing 767-258 produced by Aviation Color Photo.



SABENA Boeing 737-229 produced by Aeroprint of Sweden.



PIEDMONT AIRLINES 727-295 printed by Aviation World.

# THE MODEL SHOP

by  
DAVE MINTON

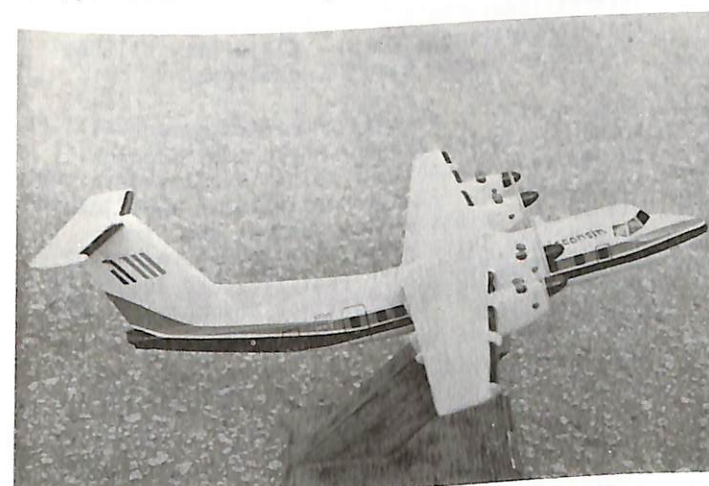
Except for some general comments on particular models of the Boeing 747, I am going to save the more detailed reviews and listing for the next issue. This will work alright with the next aircraft to be covered, which is the Lockheed Electra (both); and at the same time it will allow some space in this issue for the upcoming contest in STL.

First some corrections and additions to the last issue. In the commuter-mania photo, due to an error in the caption, credit was not given to Ken Hurley, who made the wood DHC-7 model seen in the Hawaiian Air markings. Our apologies to Ken; the Hawaiian Air markings. Also, some time and please keep up the good work. Also, some time after the deadline for the issue, I received photos from George Farinas of his DHC-7. His model is also made from wood, and somewhat more detailed than the photo could do justice for. Unlike Kens, which is in 1/144, George did his to 1/72. And last, but certainly not least, Dean Slaybaugh sent in a photo of his Air Illinois H.P. 137 Jetstream, with the note that I neglected to mention it in my commuter coverage, which is certainly true, and I appreciate Dean making this correction.



Here we see a 1-72 scale model of an Airfix H.P. 137 in Air Illinois markings. Model/photo Dean Slaybaugh.

the thrust reversers deployed, and you will have to fill in the ring, if you don't want the model shown with the reversers deployed. There are several other problems with the Airfix kit, particularly around the wing and engine areas. Best of all of these kits is the Revell kit, although there are also some problems with it, particularly in the satellite antenna area and with the engine nacelles. The early style nacelle is depicted with the kit, except for the E4B kits, which has the GE engines. You will have to build up the Revell kit engine nacelles to the later configuration, if you decide to build one of these versions. The Hasegawa kit has the correct nacelles for the later style of engine shrouds, which are more commonly seen on the aircraft, so from the point of view of ease in doing the engines, the Hasegawa kit is the easiest--but, from the point of view of scale, it is 1/200 compared to 1/144 for the others. More comments on some of the other kits in the next issue. Also, if any of you have any pictures of some of your models, please send them in for publication. Be sure to include text on what model you used, decals and any conversions.



Above we have a 1/72 scale model of the Dash-7 with hand made decals. This model is made from wood, with exhaust and vent details. Model/photo George Farinas.

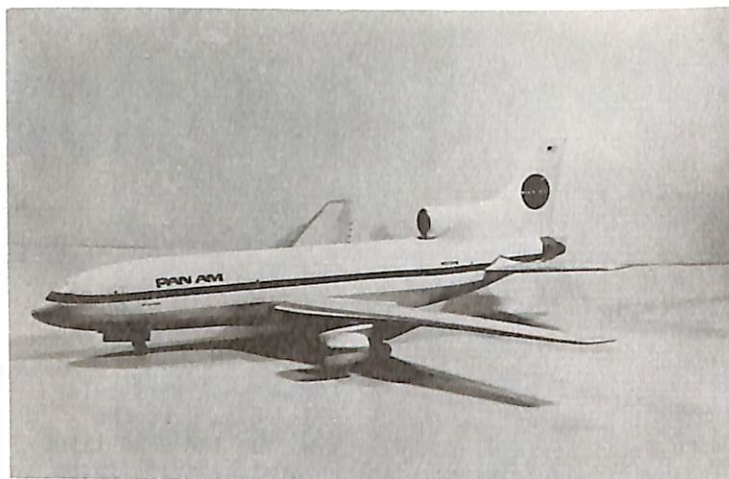
For general comments on the 747 kits, in 1/144 scale, the main kits available are from Revell, Airfix, and Nitto. The outline of the Nitto kit, particularly around the nose area, is abysmal. Considering the cost of the model, it is probably not worth the trouble, unless you really want this one for your collection. This kit also has problems with the engine nacelles, which is common to all of the 1/144 scale kits, but worse with this one. The Airfix kit has the early style of shroud, with

In the new goodies department, besides the interesting announcement from Heller, we have several new decal sheets from ATP, Inc. The new announcement from Heller is for a 1/72 scale DC-6B, which, if it is as good as the Connie kit, should prove interesting. It has also been rumored that Heller is looking closely at their prices in the U.S., with the view of trying to get some sort of reduction. No doubt this should help their sales in this country, which is a relatively large market. From ATP, we have the three new decal sheets announced in the last issue. These are Pan Am to model the DC-10. L-1011-500, B747,





By far the best 1/144 scale model of the Boeing 747 is the Revell kit, but the engine nacelles are of the early type and will have to be converted by use of putty and filler. Model/photo by David Minton.



New decals from ATP, Inc. allow you to model the L-1011-500, seen here converted from the Revell kit. Model and photo by David Minton.

#### MODEL CONTEST RULES

##### Airliners International 84

1. Any person may enter any number of models. A person need not be present at the contest in order to enter models. Each model entered must be the sole work of the individual under whose name it is entered. Entry fees for proxy models are the same as regular entry fees.
2. Models that have previously won a First, Second, or Third in one category at a previous Airliners International contest cannot be re-entered in that SAME category again. Eligibility will be determined by the contest committee.
3. Judging will be done by three judges and will be based on a point system, where each model will be awarded a number of points from zero to ten, by each judge. At the conclusion of the judging, all of the points will be added, and First, Second, and Third place will be determined by the point rating. The registrar and judges will determine the eligibility for any model in any category.
4. No one except the judges may enter the model display area during the judging. No model may be removed from the model display area until after midnight the night of the awards banquet.
5. Models may be made from any material. A special award, determined by the judges, will go to the best display type of model (display as in airline ticket counter model). Judging will be based on workmanship, finish, authenticity, detail, and realism. Consideration shall be given to the degree of difficulty in completing a conversion, modification, or correction, including handmade decals or other artwork, and on the quality of the original kit.
6. For purposes of this contest, a decal conversion is a conversion from the original markings as provided in the kit to some other markings. The other markings may be either homemade or commercially available decals. If no decals were

issued with the original kit, a decal conversion is not possible using that kit. Kit conversions represent a significant change in the model, as converting a 747-200 to a 747-300, or a DC-7 to a DC-6. Conversion kits can be used on conversion models. In the "Out of Box" category, the kit must be a commercially available model, in any scale. It must be built as it comes from the box, with no corrections or conversions made. Judging will be based on workmanship and finish. Decals other than those provided originally may be used. A set of the kit instructions must accompany the entry.

7. No person will receive more than one place, First, Second, or Third, per category, unless there are no other or insufficient entries in that category. Thus, for example, in the event that a model entered by a person whose model has already been nominated for first place, is also nominated for second place, second place will automatically go to the next model, on the point system, which was not entered by the person whose model has already been nominated. In the event there are no other entries in a given category, a person may win all three places, provided he or she enters at least three models.

8. Categories and scales for the contest are as follows:

SCALE	CATEGORY
ANY	Diorama
ANY	Junior (under 12 years age)
ANY	Conversion/vacuumed-formed
ANY	Decal conversion only
ANY	"Out of Box"
ANY	"Flights of Fancy"
1/83 or larger	Prop or Jet
1/83 - 1/100	Prop
1/100 or smaller	Prop
1/83 - 1/125	Jet
1/126 - 1/150	Jet
1/150 or smaller	Jet

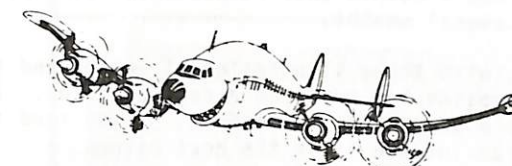
In addition to the categories above, there will be four "Best of...." awards. "Best of Show" will be determined by vote of the people who attend the convention, and will be determined by a single ballot vote for each person(s) who register. This ballot may be cast for one model. The model which receives the most ballot votes will be awarded "Best of Show." Awards for "Best Detail Model," "Best Ticket Counter Model," and "Best theme Model," will be determined by the judges.

9. Military and civil aircraft can both be entered, provided they are related to airliner history. This would therefore include aircraft from MATS, MATS, MAC, and so forth. Bomber fighters and racers may be entered, provided they are based on airliner aircraft. Military bombers may also be entered, if it can be proved they were used by civil carriers and if they appear in civil markings. Military aircraft are not eligible, however, if they were used or supported by a carrier, but never appeared in

civil markings--for example, a B-25 such as modified by TWA during WW II would not be eligible, but a Coronado, such as flown by Pan Am would be eligible.

10. "Flights of Fancy" may be ANYTHING real, or un-real, related to airliner modeling. Braniff markings on a YAK-40, or Aeroflot markings on an Electra would be eligible, as well as any futuristic craft and/or markings.
11. "Best Theme" award will go to the model which best represents the theme of the Convention. This year it will be a salute to St. Louis Aviation.

## JETS ARE FOR KIDS



## PROPLINER AVIATION MAGAZINE

If prop engine aircraft are your "thing" then the magazine for you is "PROPLINER" with page after page of piston-engined and turboprop aircraft. You will see Connies, Electras, Hermes, Britannias, Viscounts, you name it, if it had a prop and was used in commercial air service you will see a photo of it in this super aviation publication. Annual subscription is \$25 (sample copy \$5.25 our choice). Starting with the next issue (Summer 1984 I believe) the magazine will be running some color pages. For subscription or additional information, write: J. J. Daileda, US/Canada PROPLINER Agent, 4314 W. 238th Street, Torrance, CA 90505. Be sure to tell them you saw it in the LOG.

## gate 66



Since 1974, GATE 66, the airline modeler's newsletter, has provided news, product reviews, photos, how-to-do articles and general information of direct interest to airline modelers. It is published bi-monthly and covers all aspects of airline modeling. Subscription are \$9.50/year (6 issues) in North America, \$18/year worldwide airmail. Make your check payable to Starline. For further info, to subscribe or for a sample copy (\$1.75), write to: GATE 66, P.O. Box 660, Stanton, CA 90680 USA. Accept no imitations....GATE 66 is The Original!



# Airline Playing Cards

by  
TOM DRAGGES

Sorry that we missed you in the last issue, but old Dad has been busy with his new son. Instead of pen in hand it has been bottle in hand with no extra time for playing with my cards.

However, all has not been lost. During the past several months several new decks have shown up from a number of different carriers. These will be illustrated on the following pages. Paul Collins will also add a couple that he has obtained during the last several months.

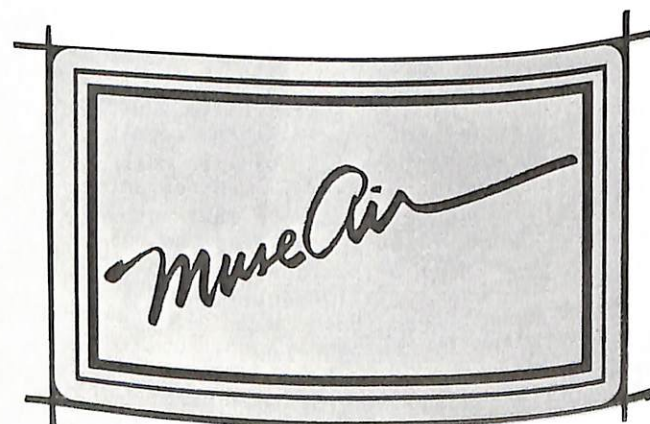
Along with those illustrated, I understand that Midway Metrolink has produced a deck of cards. If anyone has a sample single or deck, please send it in so we can include it in the next column.

I will be looking forward to seeing all of you at the convention in St. Louis. Be sure to bring lots of playing cards. Until then, happy collecting.



AIR CANADA: White background with brown carrier logo and border.

EASTERN AIR LINES: Combination card with advert for Ryder Truck Rental. Eastern section is blue with white lettering, Ryder is yellow with black lettering.



MUSE AIR: This card is produced in two different color schemes, both having an eggshell color background. On one variation the color background. On one variation the lettering and border is done in blue, while on the other it is done in brown.



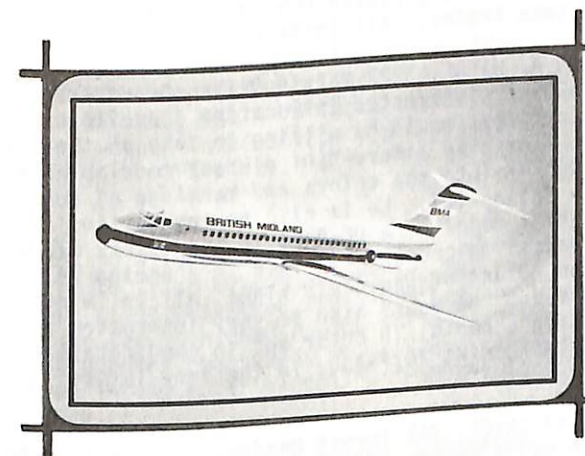
JET AMERICA: This version has a white background with blue lettering. Said to be used in economy class.

JET AMERICA: This version has blue background with white lettering and standard logo. This deck is used in first class.



PAN AM: Here we have another combo card featuring Pan Am and Baileys Irish Cream Liqueur. The card uses the standard Pan Am design in blue and white.

OZARK: This is another of the series that Ozark has produced. A very colorful background for the "Lady of Liberty" with New York in green and white outline. Ozark is in red.



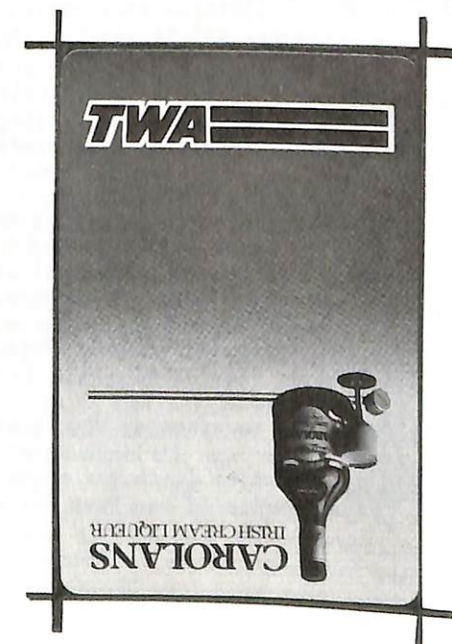
BRITISH MIDLAND: This card has a very nice blue border and the DC-9 is in the livery colors of the carrier.

TWA: Another of the combo cards this time featuring TWA and Carolans Irish Cream Liqueur. Card fades from a dark blue to a light blue.



GULF AIR: An updated version of their L-1011 card. This card "feels" of better quality than the one previously issued.

GULF AIR: This is also an updated version of a card that was previously issued. Again, the quality has improved on this card also.





# Airline Playing Cards

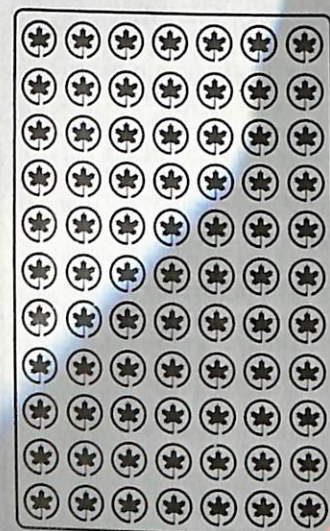
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JETAMERICA

AIR CANADA:

EASTERN

SCALE MODELS

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Commuter Airlines Press  
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Please note our new mailing address. California orders must add 51¢ for state tax. Foreign orders (other than Canada) please add \$1 for surface, \$4 for air mail.

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## AVIATION POSTCARD COLLECTOR

AT LAST . . . Collectors of Aviation Postcards have their own magazine, the Aviation Postcard Collector. Published by APC Publications (Fred Hems, WAHC member), on a quarterly schedule, this informative magazine is available by single issue or by subscription to four issues.

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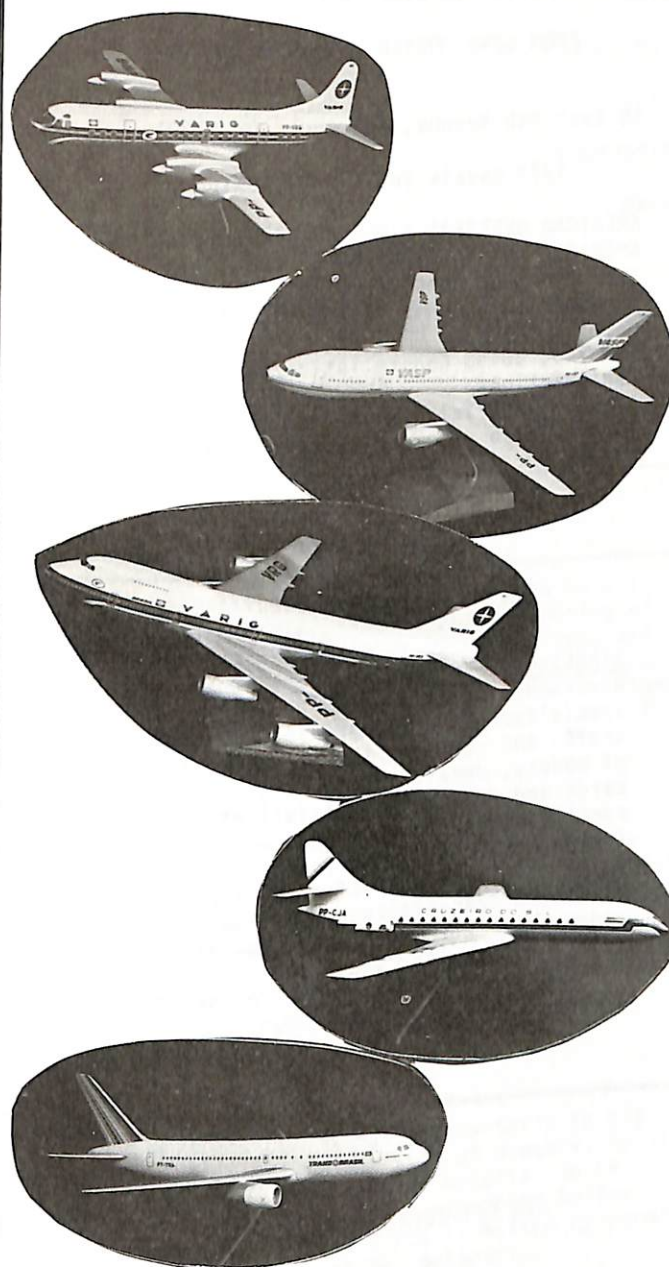
Subscription rates to the US is \$10.00. Rate to Canada is the same. To get on the mailing list or obtain additional information write to: APC Publications, 74 St. Leonards Gardens, Heston Hounslow, Middlesex, TW5 9DH, England

**ATP** INCORPORATED  
3014 ABELIA COURT  
SAN JOSE, CA. 95121  
(408) 629-2121

Over the last four or five years, a number of Club members have signed up new members for the organization. Their efforts have been greatly appreciated. However, there has been one member that has done an outstanding job in attracting new members to the World Airline Hobby Club. That member is Clint Groves of ATP. Clint has publicized the Club in his model catalog and I would like to take this opportunity to thank him for his loyal support over the years. Thank you Clint and PLEASE, keep up the good work!

Clint operates ATP, one of the best of the many model distributors. He carries a super selection of models, as well as producing some of the finest decals for airline models. His catalog also lists model assorties and post cards. If your interested in receiving this catalog, send your name and address along with a \$1 to: ATP Incorporated, 3014 Abelia Court, San Jose, CA 95121. Be sure to tell Clint that you read about him in the CAPTAIN'S LOG.

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## COMMUTER AIRLINES PRESS

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#### THE AVIATION HOBBY SHOP

During my recent trip to London I had the opportunity to visit this establishment. I had been advised to be able to spent several hours just looking over what is in the shop and then another several hours deciding what I was going to be able to take home on the airplane with me. Well, everything that I had heard about the Shop was true! I would have needed at least a C-130 to carry home all the models, books, post cards, slides and other items that I had wanted. Instead, I settled for just a few books and a lot of post cards.

If and when you ever go to London, be sure you make it a point to stop at The Aviation Hobby Shop. Besides having just about everything that you want, you will meet some of the nicest folks ever to operate a shop of any kind. If you stay around long enough you will be offered a cup of tea!

I don't know what the price is on their newest catalog, but if you send them a couple of dollars to cover the cost and postage, I am sure they will send you a copy, especially if you tell them you are a member of the World Airline Hobby Club. The address of the Shop is: 4 Horton Parade, Horton Road, West Drayton, England UB7 8EA and the local telephone number is 42123.

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## WORLD AIRLINE HOBBY CLUB

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DIRECTOR OF OPERATIONS

Paul F. Collins

MEMBERSHIP CO-ORDINATOR

Marion Pyles

### PACIFIC SECTION

Marion Pyles  
Membership Co-ordinator

### EUROPEAN SECTION

Fred J. Hems  
Secretary/Treasure

## POLICY

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 publi-  
cation 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

The CAPTAIN'S LOG is mailed quarterly to all  
members on approximately the 15th of January, April,  
July and October. Deadlines for material to be  
published is the first of the month prior to the  
mailing date. The CAPTAIN'S LOG is mailed by permit,  
so please allow ample time for delivery.

## MEMBERSHIP FEES

U.S. & Canada	\$12.00 (\$5.00 more for First Class)
Europe	\$12.00 (\$8.00 more for Air Mail)
Pacific	\$12.00 (\$13.00 more for Air Mail)
South America	\$12.00 (\$8.00 more for Air Mail)
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## THE FLIGHT EXCHANGE

The CAPTAIN'S LOG will publish members'  
wants, trades and items they have for sale.  
These request will be published in the "Flight  
Exchange" section of the LOG at no charge to  
Club members. Send this material to: Flight  
Exchange-Captain's Log, 3381 Apple Tree Lane,  
Erlanger, Ky. 41018. Please send such requests  
in on a separate sheet of paper, written or  
typed so it can be easily read.



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## SHOW & SALE

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Collectors of all types of airline memorabilia are invited to attend the Airline Memorabilia Show & Sale. 60 tables are available for sellers, by advance reservation. Special rates are offered by the Hotel for out-of-towners. First show in So. Calif. in over 2 years! Bring the family and enjoy all of the local attractions! Send SASE for show flyer with full information.

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## INDY GETTING IT TOGETHER

From Indianapolis there is news of a new club being formed calling themselves the "Indy Airline Enthusiast's." The IAE presently has a roster of around 25 members and they are interested in anything from modeling to photography. They are currently interested in meeting anyone in the Indianapolis area interested in airlines. If interested, contact any of the following:

Victor Russell

1332 Dogwood Ct.

Brownsburg, IN 46112

(317) 852-7624

Randy Auble

5350 East 20th Place

Indianapolis, IN 46218

(317) 353-6614

Phil Brooks

1660 Cunningham Place

Speedway, IN 46224

(317) 244-4335

## INTERNATIONAL PLASTIC MODELERS SOCIETY

### MODEL CONVENTION

ATLANTA, GEORGIA

JULY 12, 13, 14 and 15



# Atlanta

This is the big show that all modelers wait for. The people in Atlanta that are running the show this year are very interested in having a good display of AIRLINERS. Normally at most IPMS conventions this classification is quite small. We have some friends in Atlanta that would like to see many airliners, so let's not disappoint them. This should be a dandy show, so come on down and bring your models with you.

THE WAVERLY

A Stouffer Hotel



TAP Air Portugal has recently struck a set of commemorative medallions honoring the aircraft that the carrier has flown over the years. The medallions are 2 1/4 inches in diameter and are very well done. The reverse of each medal shows the route system of the carrier during the time each aircraft was in service. The set includes: DC-3, DC-4, Caravelle, Super Constellation, Boeing 707, and 727. Later additions will include the Boeing 747 and the Lockheed L-1011. Price per medal is \$6.00 per. Orders should be forwarded to Manuel F. Ramos, R. Santana A Lapa, 158-4: 1300 Lisbon, Portugal 666905. Mr. Ramos is Cargo Stores Mgr. for TAP in Lisbon.





