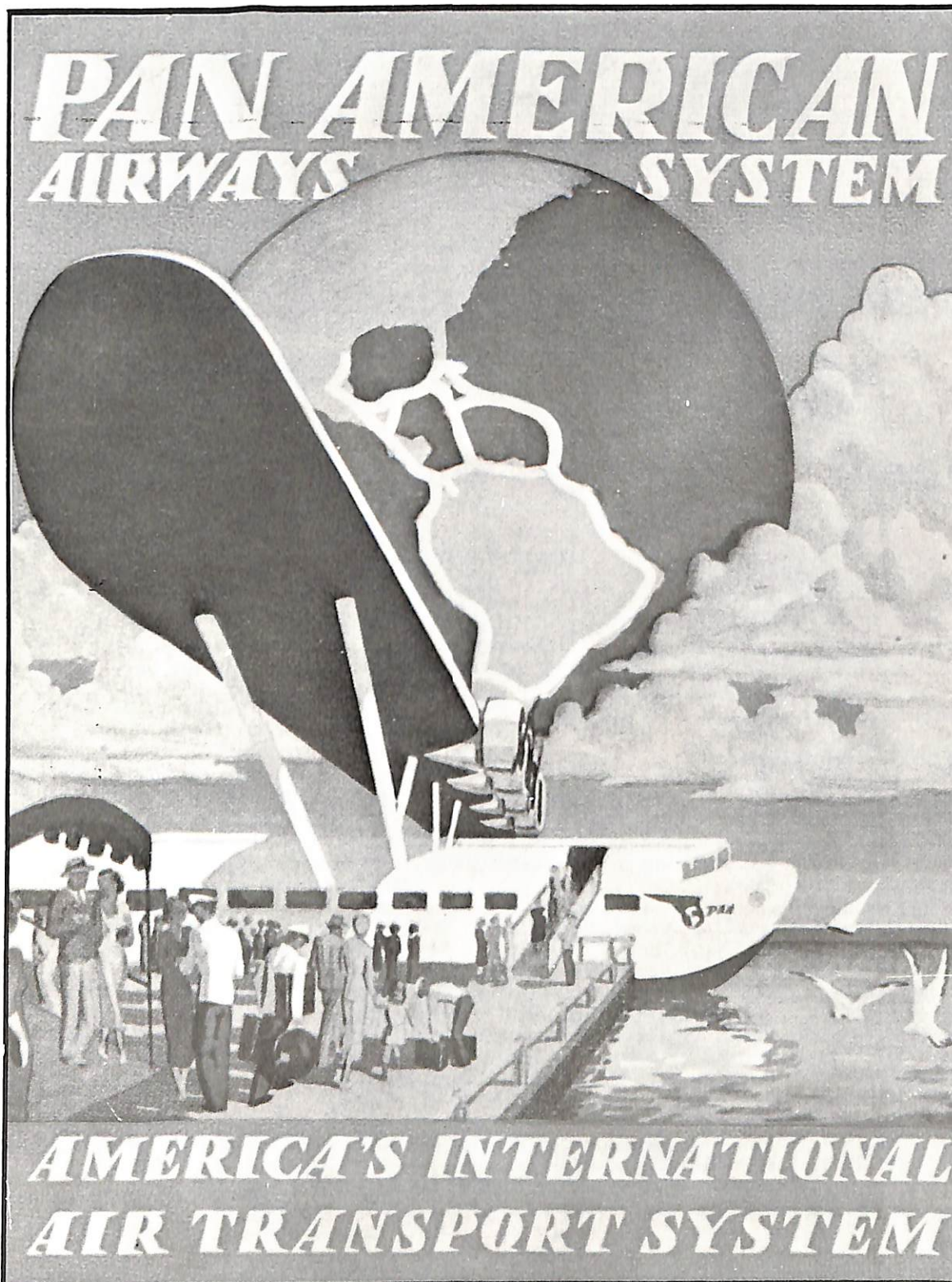




# CAPTAIN'S LOG





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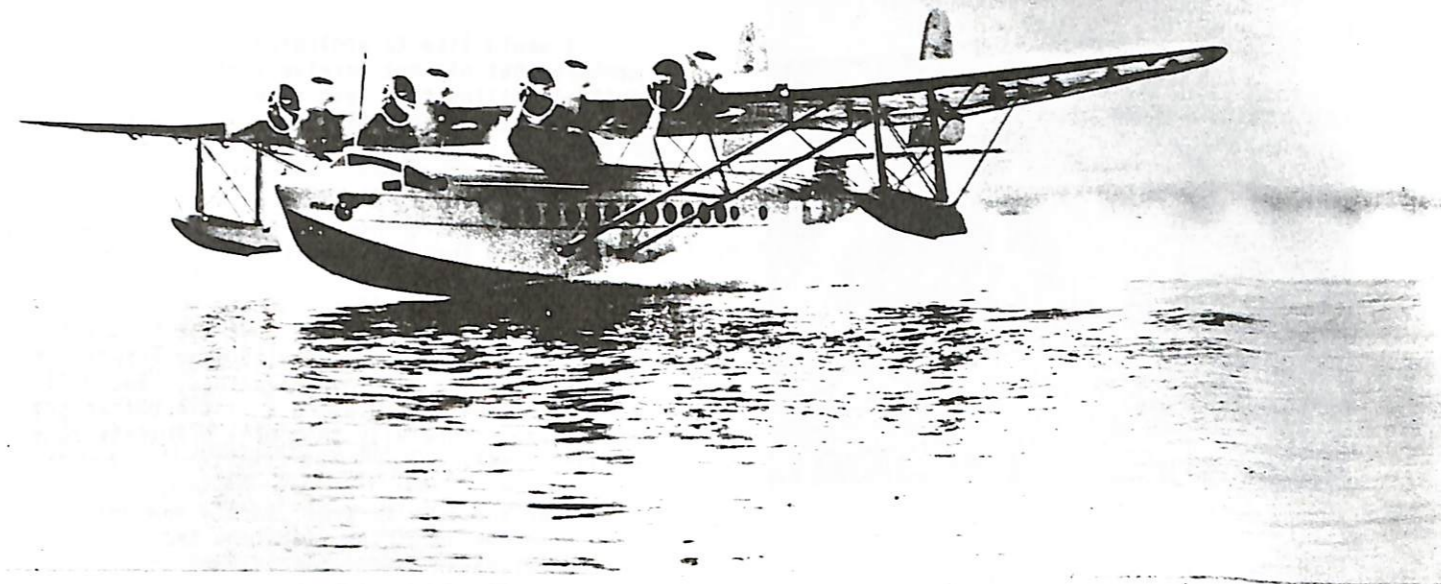
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Thank you



Famed Pan American "Clipper" designations began with these Sikorsky S-42's which transported thirty two passengers to far parts of the globe.

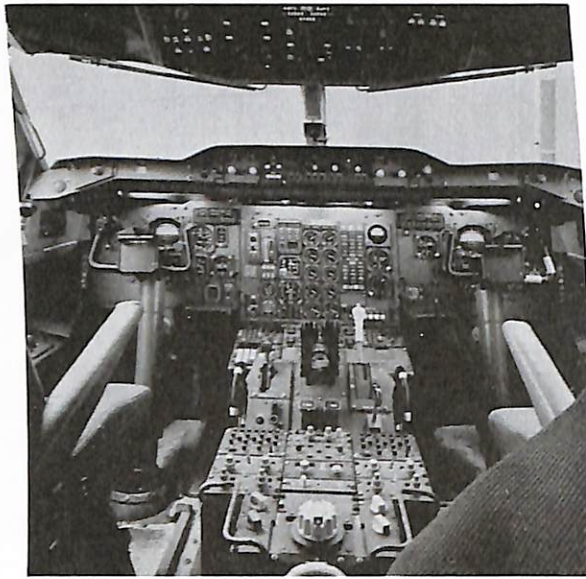
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I thought we would do something a little different for the cover of this issue. On the cover is a baggage label depicting passengers departing Dinner Key on one of Pan Am's flying boats. This is one of the most attractive labels ever printed by an airline. Label from the Club collection.



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

member, is capably carrying on the work as Executive Director of the AFA and Secretary-Treasurer of A&ALCC. Airline memorabilia collectors and those that knew Earl personally, have lost a good friend.

I would like to apologize to all those Club members that did not receive their LOG with the initial mailing this last time. I have complained to the Postal authorities in the Covington Post Office and they have offered to help eliminate such problems in the future. You will note on your envelop that there is a notation to the effect that the Club now guarantees return postage. This means that any LOG that is not delivered to the party shown on the address, that LOG will be returned to Club headquarters. If the LOG is not delivered, and not returned to Club HQ then the U.S. Postal service had better come up with some answers on what their doing with our magazines. You will also note that we are using a little better grade of envelop. Hopefully this will eliminate some of our losses.

Over the last several years a few people have made comments about the Club logo and the name of the organization. Some people feel that the name World Airline Hobby Club does not truly express what the Club is all about. They also feel that the Club logo needs to be more expressive. Well, you will have the opportunity to do something about this, if your interested. At this time I am asking anyone that wishes, send in your thoughts on a new name for the organization as well as a new design for the Club logo. We will discuss these titles and logos at the Club business meeting to be held during the convention in San Jose. If you have any comments on this, and will not be attending the convention, please send such comments to Club HQ so your letters can be presented at the meeting.

Once it is settled what the organizations name will be and what the logo will look like, we will once again be offering Club jackets to the members. Before getting involved in this project I want to be sure that the name and logo will be something that we can all live with, from now on. Along with Club jackets, we will also be offering a nice baseball type hat. First, however, we must decide what we want to call ourselves and use as a logo.

As is our usually practice with the first issue of the year, we are including, in a separate booklet, the Official 1985 WAHC Membership Roster. If there is an error in your listing, be sure to contact the Membership Co-ordinator and have him make any changes necessary. You will also note that we are calling this issue of the LOG, Volume 11, Number 1. The seasonal method of naming the LOGs had some members confused. This number method should eliminate any problems in this regards.

Starting with this issue, and running as long as it takes to finish, is the history of Pan American Airways. We were planning on starting the history of the DC-3, but due to a mix-up, it will start with the next issue. We have, however, included some DC-3 material with this issue. The crew has worked hard on this issue--so enjoy! Thank you for your patience.

Happy collecting

*Paul* ✈️

# PAN AMERICAN AIRWAYS

## The Latin American Experience

by

HAL ROUNDS

Pan American Airways was founded by James Montgomery, Richard Bevier, and financier Lewis Pierson in March 1927. Their objective was to establish air mail services under contract to the U.S. Post Office, operating between the U.S. and Cuba. There were two other groups with the same idea. The Aviation Corporation of America was led by Juan Trippe. Trippe had substantial backing through his associates, among whom were John Hambleton, William Rockefeller, and Cornelius Whitney. The third group was led by Richard Hoyt, a New York financier.

As these groups were each maneuvering to gain an advantage over the other, Charles Lindbergh was flying across the Atlantic. A wave of public excitement over the possibilities of air commerce spread across the country, and Wall Street, following Lindbergh's feat. This national enthusiasm helped support the establishment and growth of the early airline system within the U.S. Aviation awareness alerted some business, diplomatic, and military people to the aeronautical situation in Latin America.

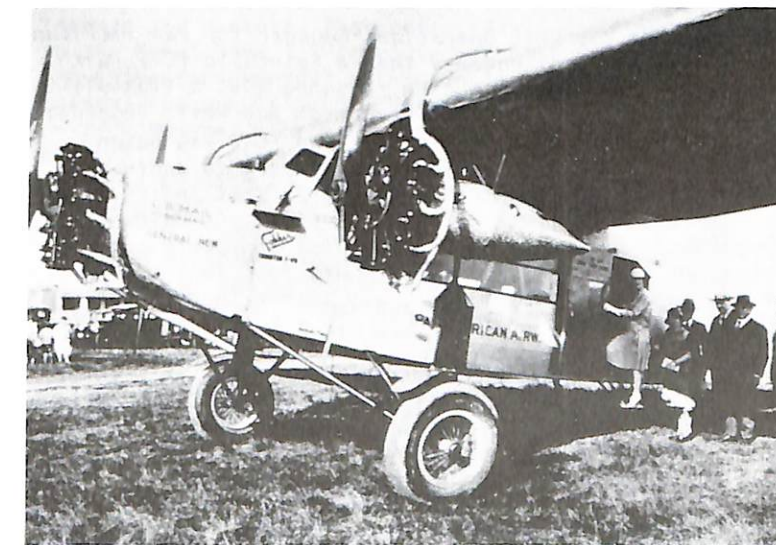
The Latin American countries, for the most part, had very primitive means of transportation. Pack-horse and riverboat were common, and there few, if any, railroads or highways in most countries. These countries were rich with resources and economic potential, however. The French and Germans had recognized these facts right after World War I, and both were actively involved in various airline activities in the major South American countries. The German/Colombian Airline, Sociedad Colomgo-Alemana de Transportes Aereos (SCADTA), was particularly successful. It even had governmental authority to issue postage stamps and run aeropost offices. In 1925 SCADTA had flown an expedition in two Dornier Wals to the U.S. to ask for the right to carry international air mail between Latin American and the U.S. This service would pass the Panama Canal and was seen by U.S. military leaders as a distinct German threat. The SCADTA effort failed to get any rights for this reason, and also for national prestige reasons--the U.S. had no company to balance the foreign enterprise.

The three groups vying for the Cuba mail contract knew that success in this small route would give the winner a controlling link between the business and governmental centers of the U.S. East Coast and all of Latin America. All routes to the south would have to pass through Cuba, given the range limits of the airplanes of the time.

On July 16, 1927, Montgomery's Pan American Airways won the contract to carry air mail from Key West to Havana. The contract demanded a \$25,000 cash guarantee deposit from Pan American, and the first service had to be fulfilled by October 19, 1927. But the issue was still not settled. Earlier, in a personal visit with General Machado, the President of Cuba, Trippe had negotiated exclusive landing rights in Havana for the Aviation Corporation of America. That meant that the mail contract could not be used by Pan American, because they had no right to land in Cuba.

Trippe's group could not use its landing rights to make money without a mail contract. The two sides were deadlocked, giving Hoyt's group the opportunity to mediate a settlement, and become a part of the resultant combined company.

The final resolution did not come until June, 1928, when Pan American Airways was set up as the operating subsidiary of the Aviation Corporation of the Americas. Juan Trippe's group and Hoyt's group each had a 40% share and Montgomery and Bevier's group was left with a 20% share and no real control of the company.



ABOVE: One of the Fokker F-7 Trimotors operated by Pan American Airways. This was the aircraft that was christened by Mrs. Coolidge, the "General New." Pan American photo



ABOVE: In-flight service being performed for some Pan American passengers aboard one of the Fokker F-10 Trimotors. Note overhead storage racks. Pan American photo

In the meantime, it was necessary for them to all work together to fulfill and secure the contract which had been awarded. Trippe took on this responsibility. He had run an unsuccessful air charter service in 1923, and had been Operating Vice-President of Colonial Air Transport, where he won the first civil air mail contract in 1925. He had established a close relationship with Anthony Fokker, who supplied some of the aircraft used by Colonial. Trippe had two Fokker F-VII trimotors on order for the Havana service, and they were scheduled for delivery in time for the deadline of October 19.

But, as fate would have it, they were late in arriving. The Key West field was too soggy from recent rains on the swampy ground. The Fokker sat in Miami. Trippe was hastily trying to negotiate a delay with Postal officials in Washington. The Post Office was standing firm.

The Key West Operations Manager for Pan American, J. Whitbeck, discovered that a Fairchild FC-2, with floats, was in Miami. He reasoned that a floatplane could take off from the harbor at Key West, regardless of the airfield's condition. The FC-2 was being flown to the West Indies for delivery to another airline about to start operations, West Indies Aerial Express. Whitbeck offered the pilot, Cy Caldwell, \$250 if he would come to Key West and carry one round trip of mail for Pan American. That was a fairly large sum in 1927. Cy agreed to make the flight.

Firing up the FC-2 named "La Nina," on October 19, Mr. Caldwell carried approximately 30,000 letters in seven sacks to Havana. After the return load, Cy flew on to Santo Domingo to deliver his aircraft. Pan American had completed their first trip, saved the \$25,000 deposit, and secured their contract. Soon they would confront, defeat, and absorb West Indies Aerial Express.

The first regular Pan American services commenced on October 28, 1927, as the first of their Fokker F-VII's took off from Key West. A Mr. H. Wells was the pilot and Edwin Musick the navigator. Only mail

was carried. The Fokker had been named "General Machado" in honor of Cuba's President.

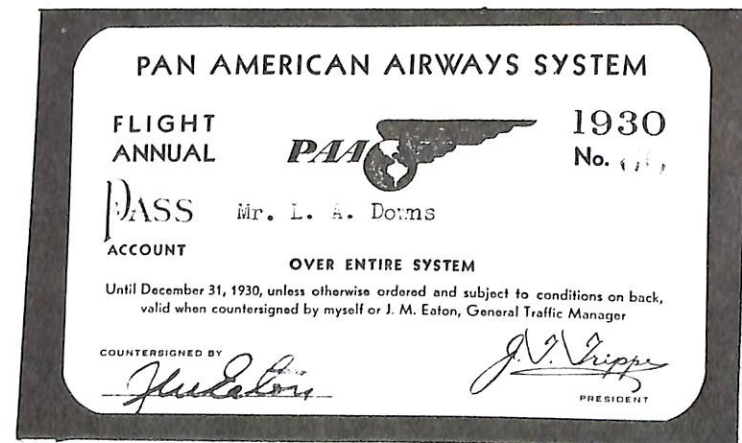
The growing potential of air commerce with Latin America was reemphasized by President Coolidge in an address to Congress in December 1927. He recommended the establishment of a complete system of air services to Latin America based on air mail. In the same month, Lindbergh made a nonstop goodwill flight from Washington, D.C. to Mexico City in "The Spirit of St. Louis," the same plane he had used to fly across the Atlantic. This flight set up a six week tour of the Central American and Caribbean countries, which he began on January 1, 1928.

Pan American's first passenger flight took place on January 16, 1928. Juan Trippe and four revenue passengers flew to Havana on the "General Machado." The next day the other Fokker F-VII took three non-revenue passengers to Havana, along with 750 pounds of mail. Trippe was there to attend the Sixth International Conference of the American States. This was an opportunity to establish political contacts in the countries where future growth was anticipated. President and Mrs. Coolidge were also there. When the second Fokker F-VII arrived, a special public ceremony was arranged where Mrs. Coolidge christened it the "General New" in honor of U.S. Postmaster General New. This very successful publicity set a tradition for Pan American of having First Ladies christen new aircraft.

At this point in time, Pan American was losing money. The mail contract did not provide enough revenue for profits, and passenger revenues had not grown to a significant amount. In the first months, many of the passengers were simply people who could afford the \$50 one-way fare to get a Havana drink in the middle of the Prohibition era. It is also reported that Al Capone used Pan American to get to Havana in the course of his business activities.

For the rest of 1928 Pan American did not expand operations at all. They flew only the Key West-Havana route. However, there was a tremendous level of "behind the scenes" activity in preparation for the Company's future. In Washington, vital lobbying was pursued to counsel Postal officials and Congressmen who were considering how to modify the existing civil air mail laws so that international air commerce enterprises would be encouraged. At the same

BELOW: Illustrated here is an Annual Flight pass issued to one L. A. Downs. As stated, this pass expired on December 31, 1930. This pass entitled the holder to free transportation with thirty pounds of luggage. This pass was signed by J. M. Eaton and Juan Trippe. From the Don Thomas collection.



time, throughout Latin America, Pan American representatives were developing relationships with the important officials in each government and business community.

The Washington activity showed early progress. On March 8, 1928, Congress passed the Foreign Air Mail Act. This provided a legal and financial base for a complete network of international air mail services. Pan American's original Key West-Havana contract only gave the Company authority for nine months. The new law provided for contracts that would give the winner of each, authority for up to 10 years. It also allowed for higher maximum tariffs for the contractor. Foreign routes would not have the advantage of Federal airways and landing facilities, so higher rates than on domestic routes were considered a fair alternative. The maximum tariff was \$2.00 per mile. With one exception, Pan American would bid the maximum for every contract. The Pan American high bid approach worked well for several reasons. Trippe was always in close communication with the Post Office, and ready for all the contracts before they were publicly advertised. An ingenious commitment made by Trippe was that Pan American would not keep for itself the mail pay which it received from foreign governments. Instead, Pan American committed to survive on U.S. postal contract revenue, plus express and passenger revenue. The contract mail pay from foreign governments was turned over to the U.S. Post Office. This made Pan American a partner of the U.S. government, and the better Pan American did, the better it would be for the post office. Finally, the government insisted that any contract winner must be a sound representative of the United States in service, quality, reliability, and professional image. Given these criteria, the eventual award of each foreign air mail contract to Pan American was not too surprising, even though Pan American was generally the highest bidder.

Under the new regulation, Pan American bid for and won renewal of the Key West-Havana route on May 29, 1928 and for a five year period, at the maximum rate of \$2.00 per mile. In September, the Florida end of the route was moved from Key West to Miami. This major population center, with excellent rail connections to the rest of the U.S., became Pan American's main gateway to Latin America. From the beginning, Pan American headquarters were located in New York City, where the Pan American management and financial backers lived.

During this time, the Pan American representatives in Latin America were busy securing exclusive landing rights, mail contracts, tax concessions, and various business arrangements. Sites were located and prepared for landing and servicing aircraft. This involved actual exploration, right down to confronting wild animals, paddling through treacherous swamps, trekking into jungle covered mountains, and facing savages with poison arrows and darts.

As would be expected with such pioneering efforts, extreme difficulties were encountered. To build useful alliances in the Latin American business communities, Pan American representatives dealt largely through established U.S. firms in the area. One was the United Fruit Company, a real "top banana" in Central America. In Honduras, however, United Fruit was not currently in public favor. The negotiations were almost thwarted as local newspapers claimed that Pan American was tied directly to United Fruit. Only after public denials of any direct relationship was Pan American able to

secure the necessary operating rights. There was some feeling that the difficulty in this case had been inspired by interests associated with the German airlines growing in South America.

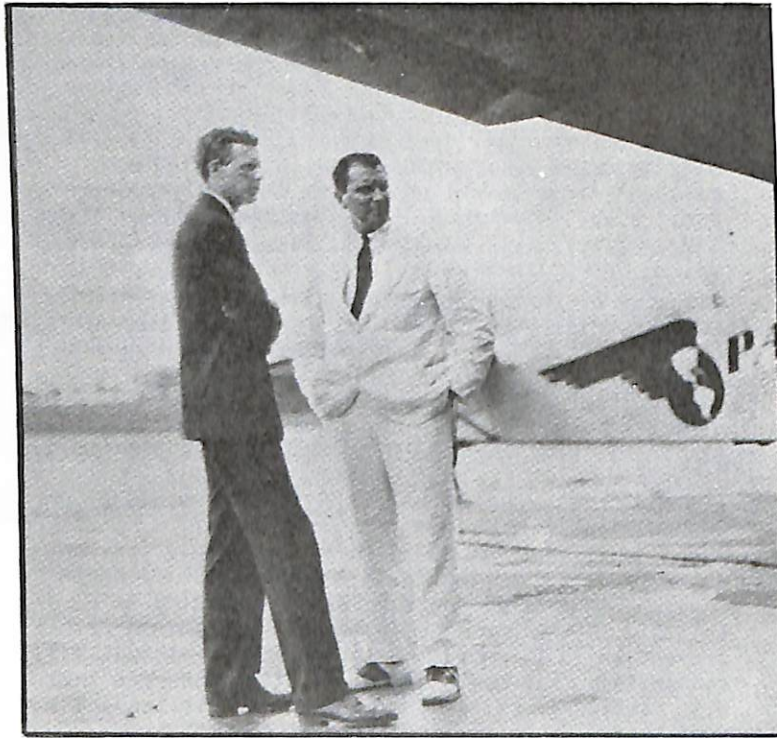
The German airline interests posed other obstacle to Pan American's growth plans. The most critical geographic link between Central and South America was Colombia. SCADTA was the national airline, officially a Colombian enterprise, but there was no secret that it was staffed, equipped, and financed by German interests. Colombian law required any air transportation company to be owned and operated by Colombian citizens. The Germans got around this by taking Colombian citizenship. They were able to retain their German citizenship too, because dual citizenship was permitted under German law. Since SCADTA had been denied the right to fly to the U.S. in 1925, there was clear hostility toward any U.S. airline that wanted to use Colombian air space or landing facilities. The trouble was that, with the range of aircraft in 1928, there was no way for Pan American to get to the South American West or North Coasts from Central America without landing in Colombia. SCADTA and Colombia were determined to prevent any U.S. intrusion into Colombia without U.S. concessions that would enable SCADTA to operate into U.S. territory. Without a strong U.S. Airline yet operating, and in consideration of the military sensitivity of the Panama Canal Zone, which was the closest U.S. Territory, the U.S. was not about to relinquish any rights to SCADTA and its German managers. This deadlock lasted through 1929 without resolution.

The Foreign Air Mail Act of 1928 led to the definition of several main routes for mail between the U.S.A. and the countries of Latin America. Each was established as a foreign air mail contract or FAM, and offered to prospective airlines through a competitive bidding process. The FAM routes were:

FAM-4: Miami to Havana, awarded to Pan American at \$2 per mile on May 29, 1928. The first service was on September 15, 1928, as service was transferred from the Key West base.

FAM 5: Miami to Cristobal in the Panama Canal Zone, via Havana, Cozumel in Mexico, Belize, Tela, San Lorenzo and Managua, Puntarenas, David and Panama City in the Canal Zone. This route was offered with the provision for eventual extension to Paramaribo (Dutch Guiana) through Colombia, Venezuela, Trinidad, and British Guiana. The extension, of course was blocked by SCADTA in Colombia. FAM 5 was awarded to Pan American on July 13, 1928, at the maximum rate of \$2 per mile.

FAM 6: Miami to San Juan Puerto Rico via Havana, Santa Clara, and Santiago in Cuba, Port Au Prince, Haiti and Santo Domingo, Dominican Republic. Pan American also won this on July 13, 1928 with a bid of \$2 per mile. This route had provision for extension to Trinidad, a fortunate advantage to Pan American later on. There were three other bidders for FAM 6, one of which was West Indies Aerial Express (WIAE), the company from whom Pan American had leased the floatplane to fulfill their first mail contract deadline and get started in business. WIAE was already serving 700 miles of the Miami-San Juan route, but Pan American had convinced the postal authorities that it was more capable of providing the service standards necessary. Without the mail contract WIAE had no hope of economic survival. Pan American bought out WIAE on December 15, 1928.



ABOVE: Juan Trippe and Charles Lindbergh, Pan Am's technical advisor. Lindbergh made numerous route tests for Pan Am, flying a variety of aircraft. Pan American photo

FAM 7: Miami to Nassau, Bahamas. Awarded to Pan American on October 24, 1928, at \$2 per mile.

FAM 8 and 9 were offered in 1929, with FAM 10 following in 1930.

With these contracts in their pockets, Pan American's management resolutely pursued the tasks necessary to put their system together.

However, there were some major technological challenges to meet. The obvious challenge was to obtain aircraft suited for the Pan American route system. In December of 1927 Juan Trippe had leased a Sikorsky S-36 amphibian for trial use. This plane was returned to Sikorsky in February 1928. The S-36 was deficient in engine power and other design features, but the trial use proved to Pan American that the amphibian type of aircraft would be ideal for service around the Caribbean. It could use all the land airports, thus linking with the Fokkers and other Pan American landplanes. More important, however, was the ability to land in the lakes and bays where there were no airports. This ability could save Pan American a fortune in airport construction costs. Pan American asked Sikorsky to modify the S-36 design to suit Pan American's needs. The S-38 resulted, and Pan American placed an initial order in February 1928. The first two were delivered late that same year. In December, Pan American received the first Fokker F-X trimotor, a larger and faster development of the F-VII. With the purchase of WIAE, Pan American gained a trimotor keystone Pathfinder, the flagship of WIAE. WIAE also yielded some single-engined Fairchild FC-2's.

Pan American management recognized that more than aircraft were needed to insure the greatest possible safety and reliability. A primary concern was air to ground communications. An RCA Corporation radio expert named Hugo Leuteritz was first borrowed from RCA, then hired, to develop radio technology that would enable the Company's planes to find out about weather changes, to notify the ground stations of each flight's progress, and to establish radio direction finding capability.

On August 15, 1928, during the period when Mr. Leuteritz was first "on loan" to Pan American, he was on a flight from Havana to Key West on the Fokker "General Machado" when an unexpected storm engulfed the plane. There was no radio, the flight lost its way, and they were forced to land at sea. The crew of two, Leuteritz, and one other passenger survived. On passenger drowned and Leuteritz suffered a fractured shoulder and pelvis. The "General Machado" was replaced in only four days with another Fokker F-VII that had been previously ordered. Nonetheless, it was clear that such tragedies would happen again unless effective communications could be developed.

Trippe recruited Leuteritz in October, and directed him to begin immediately to develop a radio that would operate well on an aircraft without being so heavy that it took up the whole payload. Current radios that would do the job weighed hundreds or pounds. Trippe was dumbfounded when Leuteritz said he needed \$25,000 to begin the project. Trippe agreed to this, however, and eventually spent over a million dollars in support of radio technology development.

Pan American radio communications became a vital tool, and an advantage to the countries where they did business. In some countries the locals were so concerned about the possible intelligence use of the radio that Pan American agreed to turn over their ground stations to be operated by the local authorities.

In 1928 Pan American earned about \$160,000 in mail revenues, running only the Miami-Havana route. It was a quiet year if only regular operations were considered. The year 1929 would be a different story. In 1929 Pan American breaks out of the cocoon.

In 1929 the painstaking efforts made through the previous year bore fruit with explosive force.

The day after new year, service began between Miami and Nassau. The same day the U.S. Post Office opened FAM 8 for bids. In less than two weeks, FAM 9 was also advertised. These routes were defined as follows:

FAM 8: Brownsville, Texas to Mexico City, with provision for extension to San Lorenzo, Nicaragua. Here it would meet with FAM 5, the Miami to Panama route. The extension of FAM 8 would bring U.S. air mail service to Guatemala and El Salvador.

FAM 9: Cristobal and Panama City in the Canal Zone to Santiago, Chile. This route would include stops in Colombia, Ecuador, and Peru. There was provision to extend the route from Santiago across the dangerously high Andes Mountains to Buenos Aires, Argentina and Montevideo, Uruguay.

In the first week of 1929, Pan American also secured the personal services of Charles Lindbergh as technical advisor. This move brought Pan American

both a brilliant air transport expert and incalculable public relations value.

On January 9 Pan American opened their new service from Miami's new Hialeah Airport to San Juan, Puerto Rico along FAM 6. Passengers were carried on the first day on this route segment. Usually mail preceded passenger service until operations had settled down to routine.

The Mexican service contract (FAM 8) was contested between Pan American and six other companies. These included Consolidated Aircraft, a major manufacturer, and Walter Varney, who operated one of the regional air services in the U.S. west at that time. These were serious competitive threats because they offered strong capital backing and considerable aviation expertise. But there were deep political factors to consider. Mexico had an airline, Compania Mexicana De Aviacion (CMA). The airline had been founded to carry payrolls and mail between the Tampico oil fields and Mexico City. Previously, banditos and treacherous mountains had made this journey long and dangerous. CMA now had an exclusive in-country air mail franchise. More by coincidence than anything else, CMA was owned by an American, George Rihl, who was one of the founders. In their period of preparation for the air mail contract, Pan American representatives had worked with Rihl to find a mutually advantageous arrangement. On January 23, 1929, Pan American bought CMA for 300,000 pesos (equal to about \$150,000 U.S.) of Pan American stock. George Rihl became a Vice-President of Pan American, and played a major role in the company's later success. He remained in charge of CMA, which was operated as a separate subsidiary which kept its charter as a Mexican corporation. (CMA was later released from Pan American to operate independently, and is today known as Mexicana.)

According to one account, the U.S. Postmaster General telegraphed the Mexican Director General of Posts on January 30. He asked which of the seven bidders were acceptable to the Mexican government. The Mexican official told him that the bidders would have to make necessary arrangements with the only company allowed to fly mail in Mexico--CMA. Now which bidder do you think CMA said they could work with? They made it clear that they could work very well with their new owner, Pan American.

FAM 3 was awarded to Pan American on February 16, 1929, at a rate of \$2 per mile. Again, this was the maximum rate allowed by U.S. law. On March 10, after some survey flights, the FAM 8 basic route was opened as Charles Lindbergh took off from Brownsville in a Pan American Ford Trimotor. He flew to Tampico, then on to Mexico City, where the route ended at that time. As an interesting side note, the actual delivery of the mail was delayed. The Ford 5-AT-B had large swing-down doors in the underside of each wing, which gave access to the wing mail compartments. The Mexican ground crews had not been trained in this feature of the aircraft, and they certainly did not notice it in the excitement of handling Lindbergh's flight. They unloaded what was in the passenger and baggage compartments, but not the wing compartments. A month later the mail was recovered from the Trimotor and sent out for delivery.

While the Mexican mail service was being secured, Pan American had been busy fulfilling the contract on FAM 5, from Miami to Panama via the Central American countries. There had been a major snag in the negotiations for rights in Costa Rica. The President of this country felt that Pan American was asking for

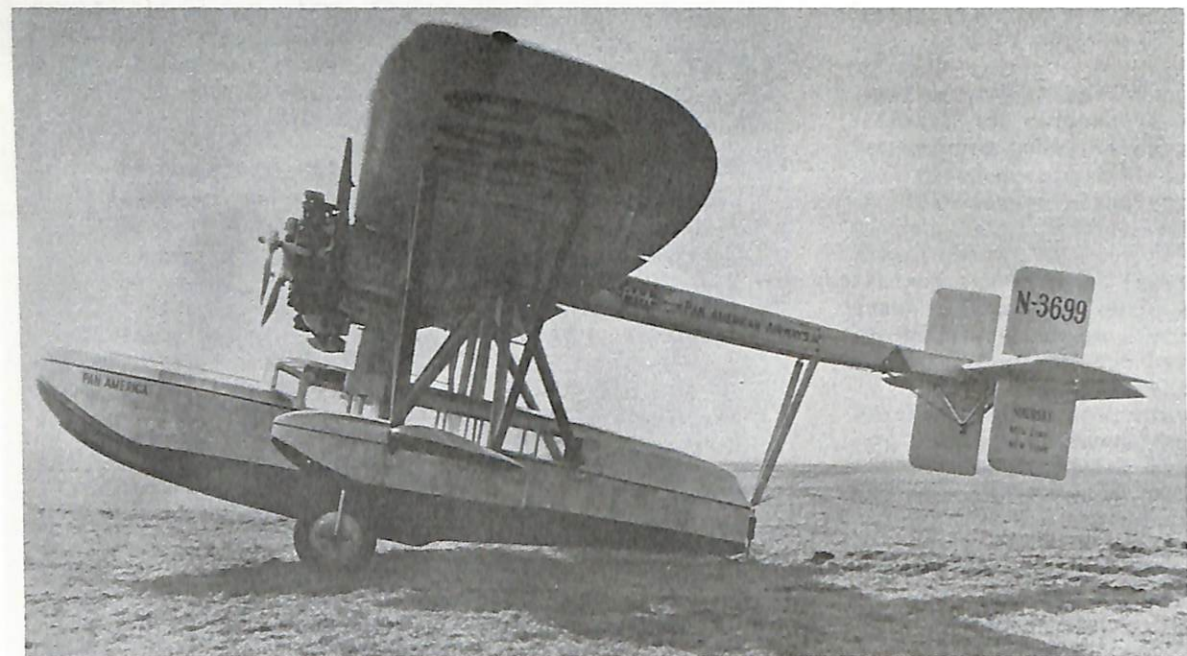
tariffs that were too high from his government. On January 31, he had broken off talks with Pan American. This issue was not resolved permanently until August. Pan American was allowed to conduct through flights on a temporary basis in the meantime.

On February 4, Lindbergh flew from Miami to inaugurate FAM 5. In days prior to the inaugural flight, Lindbergh flew local dignitaries in several publicity flights in the Miami area. The crowds surging to see Lindbergh blocked the surrounding roads. Events such as these provided valuable favorable exposure for Pan American in their main U.S. terminal city. The inaugural flight was made in a Sikorsky S-38, the type that was to continue the regular FAM 5 service. Lindbergh flew it to Havana, to Cozumel, off Mexico's Yucatan peninsula, then through British Honduras, Honduras, Nicaragua, and Costa Rica, finally arriving in Panama. Each point required a refueling stop, and an exchange of mail.

FAM 9, the South American west coast route posed the biggest problems that Pan American would face in their first years of growth. The first obstacle was Colombia and SCADTA. The second was the Grace Company. Grace was an early form of the large U.S. multinational corporation. It controlled mining, agriculture, industry, and shipping all along the South American west coast. In some ways it was more powerful than some of the countries in which it did business. No intrusion was tolerated in their turf. Certainly Pan American was too small to pose a serious competitive threat to Grace. Grace was interested in controlling air transport service in their domain, and could keep Pan American from succeeding with local governments, or using local resources. Pan American resolved this dilemma through a characteristic combination of strategic advantage and cooperation. Pan American's strategic advantages included aviation operations experience and equipment already in place. More important, Pan American had exclusive and long term rights to carry the U.S. Mail on all the possible air routes between Grace territory and the United States. Without Pan American's cooperation, in other words, Grace could not link any air mail contracts they might be able to get with the U.S.

The resolution presented by Pan American was to establish a joint operating company. The result was Pan American-Grace, which became known as PANAGRA. It was formed on January 25, 1929, only two days after the purchase of CMA. Can you imagine how busy things were in the Pan American offices in January of 1929? PANAGRA was funded at \$1,000,000. Half was from each parent company, and they each had 50% of the vote--neither had majority control. The combination was stressful from the start. No President was provided for--and operations were run by a Pan American Vice-President. This arrangement by Juan Trippe gave PANAGRA the real status of a Pan American subsidiary, though that is not how Grace saw the situation. Surprisingly, however, the arrangement lasted for almost forty years. In 1967 PANAGRA was purchased by Braniff International.

On January 31, PANAGRA bid against four other companies for the FAM 9 contract. This was the only bid the Pan American organization made for less than the \$2 per mile maximum. The bid \$1.80, which was lower than three of their competitors. The remaining bid was for \$1.44. This bid was part of a revenge effort by the Montgomery-Bevier group that Trippe



LEFT: The Sikorsky S-36 was the mainstay of the Pan American fleet in the early years. This aircraft later gave way to larger and faster planes. Pan American photo.

had outmaneuvered in the beginning. They had established American International Airways and were making their second attempt to start an international air service against Juan Trippe. The Group had won the Key West-Havana contract over Trippe. Now they had a lower bid on FAM 9, and were working on operations at the Chilean end of this route.

But there was still the vexing problem of Colombia to deal with. SCADTA was a unique adversary by the virtue of its location, its technical and economic strength, and its aggressive motivations. It was the only airline that could stand by itself against Pan American without revenue from the U.S. Postal contracts. It was a Colombian company, and had no U.S. ties that would give Trippe any leverage. SCADTA still wanted to establish air service to the United States along its own service system. After all, in 1925 SCADTA had the idea for a route system just like the one Pan American was now developing. It was clear that SCADTA stood athwart the territory that Pan American would have to cross if their Panama bases were to be linked with Dutch Curacao to the east (to complete FAM 5) or to Ecuador to the south (to complete FAM 9).

In this case it would prove necessary for Pan American and the United States to yield important traffic rights to get what they needed. In late 1928 and early 1929 Juan Trippe worked with U.S. government officials to draft a treaty which would give reciprocal rights to both SCADTA and Pan American. Negotiations were completed on February 23, 1929. The agreement was called the Kellogg-Olaya Pact after the leading U.S. and Colombian officials involved in the negotiations. It was the first air transport treaty that the U.S. negotiated with any foreign power.

One feature of the Kellogg-Olaya Pact insisted upon by SCADTA gave them the right to fly to the Panama Canal Zone. This concession to SCADTA was begrudgingly yielded by the U.S. government. But this price bought for Pan American the privilege of landing in Colombian Territory to bring U.S. mail to Colombia, and to pass through to its other contracted service points. Bidding on FAM 9 was closed on February 28, 1929, only five days after the pact was signed.

On March 2, just eight days before Lindbergh opened the FAM 8 route to Mexico City, FAM 9 was awarded to Pan American. Montgomery and Bevier protested to the Postmaster General. Once again, however, Pan American had proven to the Post Office that it alone had made preparations adequate to support the proposed service. PANAGRA was able to cite the vast resources of the Grace Company, including vital weather, radio and sea mail facilities. Montgomery and Bevier went off defeated, but they would be heard from again very soon.

On April 1, 1929, SCADTA ran a trial flight from their new base in Quayaquil, Ecuador, through Buenaventura, Colombia, to Cristobal in the Canal Zone. Service from the main SCADTA base of Barranquilla to Cristobal started on April 3. These routes were identical to segments of FAM 5 and FAM 9. SCADTA was also making preliminary arrangements to extend service through Ecuador to Peru. The concessions yielded to Colombia had given Pan American the opportunity to continue growth, but it had also obviously given the same opportunity to a dangerous competitor.

Pan American had now secured mail contracts and operating rights through Central America, the west periphery of South America, and part of the Caribbean. The loop around the east coast of South America, the major cities of Rio De Janeiro and Buenos Aires lay, was still open territory. There were German and French lines in operation in this area, which were operating up and down the Brazilian and Argentine coasts and to inland points. Their orientation was primarily to link with their European services, so they were not a major threat to Pan American with respect to getting U.S. mail contracts.

But here is where Montgomery and Bevier reappear. A former World War I U.S. Air Corps ace and prewar mining investor named Ralph O'Niell was forming a company to carry passengers and mail from Buenos Aires to New York along the North and South American east coasts and the Caribbean. He had the idea while trying to sell Boeing military planes to various South American countries. He went to New York to get financial backing, and found Montgomery and Bevier. They were still trying to work something

out with American International Airways, but were warm to the ideas O'Niell had. O'Niell also got backing from James Rand of Remington-Rand, and Reuben Fleet of Consolidated Aircraft, who had competed unsuccessfully against Pan American for the Mexican service contract. This group secured the services of "Wild Bill" Donovan as legal counsel. Donovan was a World War I hero with top political connections and a sharp organizational mind. Later, in World War II, he would establish and run the OSS, the spy organization better known today as the CIA. In April 1929, these people formed the New York, Rio and Buenos Aires Lines (NYRBA). NYRBA started with many operating concessions and mail contracts that had earlier been negotiated between O'Niell and officials of Argentina, Brazil, and other east coast countries. They rapidly set up basic operating facilities all along their coastal route. In June they took delivery on their first Sikorsky S-38, had it publicly christened by the Argentine consul's wife in New York City, and flew it nine thousand miles along their route system to Buenos Aires. This quick delivery of the S-38 from the Sikorsky production line was the first of several arranged by O'Niell. The S-38's had been produced for the U.S. Navy. O'Niell was a close acquaintance of Admiral Moffett, Chief of Naval Aviation, and had arranged with him to have NYRBA receive the planes the Navy ordered. The Navy would later receive S-38's produced for NYRBA's purchase order.

In July, American International flew their Sikorsky S-37 across the Andes from Santiago to Buenos Aires. This twin engined biplane could carry twenty passengers, a capacity greater than any of Pan American's planes. After a brief period of separate service on this route, American International joined NYRBA. NYRBA had also ordered 14 Consolidated Commodores. These twin-engined seaplanes could carry 22 passengers, and were also bigger than any aircraft in Pan American's fleet. They were due for delivery in October, 1929.

NYRBA began actual commercial service in August between Montevideo and Buenos Aires. In September, they began service across the Andes between Santiago and Buenos Aires using Ford Trimotors. The main route NYRBA was now trying to establish had been defined as FAM 10 by the Post Office, but it had not yet been released for public bidding. NYRBA had the crucial air mail contracts from all the countries it planned to serve, so it was already set up to get revenue on the flights from Buenos Aires to the U.S. But this revenue was at low rates, and would not be enough to sustain operations in the long run. NYRBA needed U.S. mail contracts.

In August 1929, Donovan scheduled a meeting with Postmaster General Brown in Washington, D.C. His objective was to get the route from Puerto Rico to Paramaribo opened for bids. FAM 6, which Pan American was operating through to Puerto Rico, had provision for extension to Paramaribo, but was not actually committed to Pan American. This route could then link to the proposed FAM 10 route which would open later all the way to Buenos Aires. If NYRBA could secure these contracts, their future would be secured, and Pan American would be limited to its west coast service area.

Trippe learned of the Donovan appointment and took immediate action. He got Assistant Postmaster General Glover to prepare a contract for the extension. It was signed by Trippe in New York and then

expressed overnight to the Post Office headquarters in Washington where it was delivered just one hour before Donovan's appointment.

By this narrow margin Pan American closed the opportunity for NYRBA to get postal support in the Caribbean, one third of its intended route system.

In October of 1929 the catastrophic collapse of the U.S. stock market stranded James Rand financially, adding to the financial strain on NYRBA.

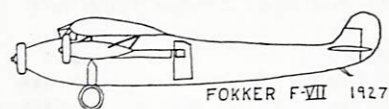
As the confrontation progressed, feelings between the two lines became actively hostile. In December, a Pan American survey flight landed in Lake Montenegro in Brazil, where there was a NYRBA refueling base. Until this date, the aircraft of each company had received gentlemanly assistance from ground crews of the other. The Pan American S-38 taxied up to the NYRBA terminal, expecting to tie up for fuel and rest. They did not know that O'Niell had ordered all NYRBA personnel to "discontinue rendering any and all service or assistance to Pan American...effective immediately." They met drawn guns, and were told to leave. They did, but were low on fuel and were forced to land and set out for help on foot. It was several days before they made contact, during which there was great concern at Pan American for George Rihl and the others missing aboard the flight.

In January 1929, Pan American was operating only their 212 mile Miami-Havana route. It was a small airline of no real significance. Twelve months later Pan American had grown in route miles to 58 times its initial reach, with a system that served 12,265 miles. It was one of the largest airlines in the world, and certainly had the largest route system in the Western Hemisphere. Pan American served 28 countries and colonies with their 60 aircraft operating out of 60 bases. Twenty-five radio stations had been set up. Over 20,000 passengers flew on Pan American in 1929, only about twice as many as in 1928. Mail was still the prime source of revenue.

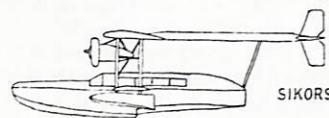
Despite this success, there were still NYRBA and SCADTA that could keep the Pan American plan for service to all of the Americas from coming together.

In January 1930 NYRBA was still struggling to set up a viable system. On January 24 a subsidiary was authorized by the Brazilian government. NYRBA Do Brasil was formed to conduct NYRBA services under Brazilian law in Brazil and to Uruguay, Argentina and the Guianas.

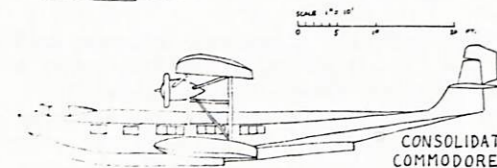
In February O'Neill initiated mainline service with a flight from Buenos Aires all along the east coastal route to the United States. They carried over a ton of mail gathered from cities they served in South America. The flight took six days and used eight aircraft. Accidents to three planes and legal harassment threatened many steps of the journey, but O'Neill fought through each obstacle successfully. He arrived in Miami on February 25, with only the routine flight to New York to go. On the dock in Miami the NYRBA crew met officials of the U.S. Post Office. O'Neill and his crew were astonished when the Postal men ordered him to turn the mail load over to them. They put it on a train to New York. NYRBA did not have authority to carry the mail between points in the U.S., a critical element overlooked as the airline was planned!



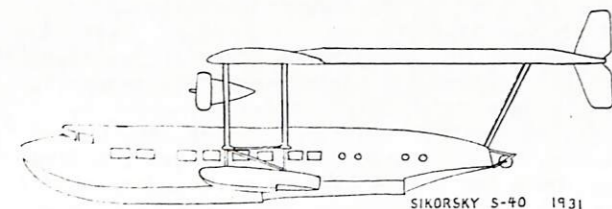
FOKKER F-VII 1927



SIKORSKY S-38 1928



CONSOLIDATED COMMODORE 1929



SIKORSKY S-40 1931

PAN AMERICAN AIRWAYS  
EARLY AIRCRAFT

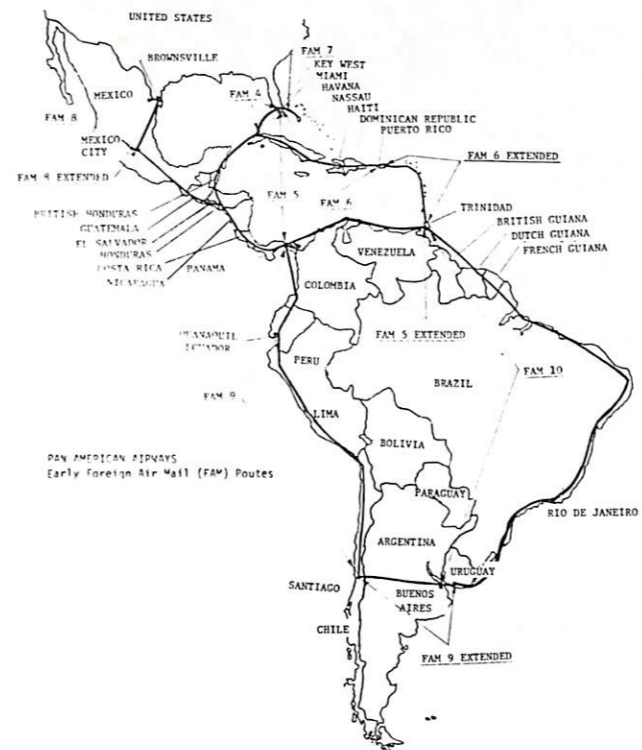
not typically enjoy prolonged competition for limited business. Both companies saw that it was in their mutual best interest to join forces and to benefit from cooperative effort.

In February of 1930, Trippe and Von Bauer of SCADTA began a secretive exchange of stock that slowly built Pan American into the largest SCADTA stockholder. The exchange complied with a mysterious contractual agreement between the two. Over a 14 month period Pan American acquired 84.4% of all SCADTA stock. No public announcement of the transaction was made, and virtually no one in either company who was not directly involved in the deal knew that it existed. More important, it appears that the deal was successfully kept secret from the German interests that had a stake in an independent SCADTA.

Von Bauer was left in control of SCADTA, and all SCADTA personnel continued to go about their business as usual throughout Colombia, Ecuador and the Canal Zone.

Pan American's activities in this period concentrated on making all their routes work safely and profitably. There were occasional route changes which were designed to reduce stops, so the mail could go farther faster. One such improvement was to set up a route direct from Havana to Puerto Cabezas in Nicaragua, then to Cristobal in the Canal Zone. This route cut six stops and a whole day travel time. It also established the world's longest regular nonstop overwater schedule, the 630 miles from Havana to Puerto Cabezas. The Puerto Cabezas to Cristobal stage was almost 500 miles. The flight from Havana was inaugurated by Lindbergh in a stripped S-38 on April 27, 1930. This trip went well, but the return flight on May 1 was not so easy. As Lindbergh piloted the S-38 just past the "point of no return" half way to Puerto Cabezas, the plane began to vibrate severely. They had to slow the plane drastically to keep it from shaking to pieces. The speed was now so slow that they began to lose altitude. The seas were rough, threatening to turn any attempted landing into a crash. Lindbergh turned the controls over to Basil Rowe, who had once headed West Indies Aerial Express, and was the copilot on this flight. Sticking his head out of the hatch on the top rear of the passenger cabin, Lindbergh saw that a brace between the tail booms had broken, and was bashing the booms as it flapped around in the slipstream. Could it rip the tail assembly apart? Lindbergh cautiously climbed out onto the rear fuselage and supported himself on a slanted brace. He bent the broken horizontal brace, fastening it to the vertical brace, preventing further flailing. Now he had to make the more difficult climb back to the hatch against the powerful slipstream. He made it, and as he crawled into the cabin Rowe put on full power. The plane now flew normally. The wind generator had been on the broken brace, so now there was no power for their radio. The ground base had no idea what had happened, or if they were O.K. until they arrived at Puerto Cabezas safe and sound.

This event was kept from the press. It was Pan American's policy to hide such adventures. They wanted to project an image of safety and reliable route so they could attract a steady flow of passengers. Customers did not want to take real risks, and the press was sure to make a real media event of any threatening situation that could have led to an accident. In fact, Pan



American operations were both safe and reliable. Between 1930 and 1934 Pan American, excluding its subsidiaries, flew over 11,000,000 miles without any fatal accidents.

Meanwhile, NYRBA had been operating smoothly, but at an increasing rate of financial loss. By August the NYRBA board of directors was almost desperate to find a buyer. They were negotiating with Pan American. Pan American was holding fast to a price that the NYRBA people felt was far too low. Trippe, in his usual style, refused to budge. As time wore on he actually made his offer lower and lower, for he knew how desperate NYRBA's owner's were. On August 19, 1930, NYRBA sold to Pan American for \$2 million in Pan American stock.

The next day, the U.S. Post Office advertised for bids on FAM 10. The only bidder was Pan American, at the maximum rate of \$2 per mile. On September 24 the contract went to Pan American.

With the conquest of NYRBA, Pan American gained the most advanced fleet of commercial aircraft then in operation. NYRBA was operating 10 Consolidated Commodores, and had four more on order. It had several S-38's, Consolidated Fleetsters and Ford Trimotors. There was a complete operating network of landing facilities, trained crews, support personnel, and regular customers. Many of NYRBA's personnel became valuable contributors to the future of Pan American.

The Brazilian subsidiary, NYRBA Do Brasil, was reorganized as a Pan American affiliate, Panair Do Brasil. This company continued the operations it had established and refined as part of NYRBA. Through evolution and merger, Panair Do Brasil became a major part of today's Varig, the Brazilian national airline.

Pan American had now closed a double loop around the Caribbean and South America, completing their original plans of only four years earlier. The operating airline benefitted U.S. interests, and provided South America with services that improved commerce and communications in each of the countries where it flew.

In December 1930, SCADTA terminated service to Ecuador. This reflected their arrangement with Pan American as the amount of Pan American ownership increased month by month. In March of 1931 Pan American and SCADTA began interchange services. In April, the purchase was complete. The schedules of each line promoted their connecting services with the other. In June SCADTA terminated its flights to Panama, leaving that route to Pan American. For the rest of the prewar period, SCADTA confined its activities to Colombian domestic service.

The main Latin American activities Pan American had from 1931 to WW II were focussed on improving service and profitability. The development of routes across the Atlantic and Pacific took most of the creative energies of Pan American's management. These pioneering efforts were fed by profits and experience that were gained in the Latin American Division.

Pan American constantly pushed to advance their technological advantages. Even before the South American routes had all been secured, Trippe, Lindbergh, and others were working with Sikorsky to design an airplane that would significantly improve services. In October, 1931, the first S-40 was christened the "Clipper America." This 40 passenger, four-engined flying boat had double the weight and 20% greater range than the Commodores that had been in service just a year and a half. This was the first of the Pan American Clipper series that would dominate international air commerce for most of two decades.

By the end of the thirties Pan American was an establishment in Latin America. The Second World War was drawing near, and this U.S. presence became a vital factor. The German airlines in South America and German personnel in SCADTA were highly suspect. Before the war had progressed very far, the U.S. oil companies had strangled most of the German airlines. The countries where others were chartered, nationalized their suspect airlines. On June 8, 1940 all German SCADTA employees were fired. Some did not know of it until they were not permitted to enter their normal workplace that morning. In all these cases, Pan American crews, support personnel, and aircraft, smoothly stepped in and continued service as if nothing had changed. In this way, the skies of South America were suddenly and cleanly, "deloused." (To be continued in next issue)

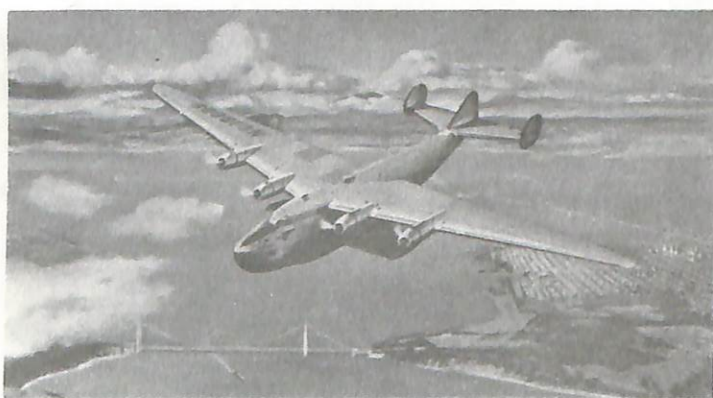
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CLASSIC POST CARDS  
from  
JON PROCTOR



The Sikorsky S-43. Pan Am bought twelve of them; first delivery was January, 1936. Known as the "Baby Clipper," it operated in Pan Am's Eastern division. PAA issue, b/w.



Biggest of the flying boats, this Boeing 314, named "Dixie Clipper" was the 5th of 12 operated by Pan Am, serving from 1939 through 1946, including duty in WW II. Paa issue, color flat.



Another Sikorsky, the S-42, of which Pan Am operated a total of 10. NC-822M, the "Brazilian Clipper" was delivered in 1934; scrapped in 1946. PAA issue, b/w glossy.



An original Pan American issue DC-3 card. B/w flat.



The C-46 operated in Pan Am's Latin America division, solely as freighters. Seen here also are two of Pan Am's Convair 240s, as well as a National DC-4 and L-10 Electra at Miami. Curteichcolor card, color chrome.



ABOVE: A Pan American S-40 Clipper flies past the terminal at Dinner Key just before landing.

REPORT BY  
JIM "JET" THOMPSON

# REPORT FROM THE FIELD MIAMI DINNER KEY

This issue, to go along with our feature of early Pan American history, I decided to look back to the early years of Pan Am and cover their first real airport, Dinner Key, located in Miami, Florida. This was a seaplane base rather than the conventional land based airport, but it was what Pan Am used for 15 years as their link with the Caribbean and South America. However, let's go back to the very beginning before Pan American was at Dinner Key.

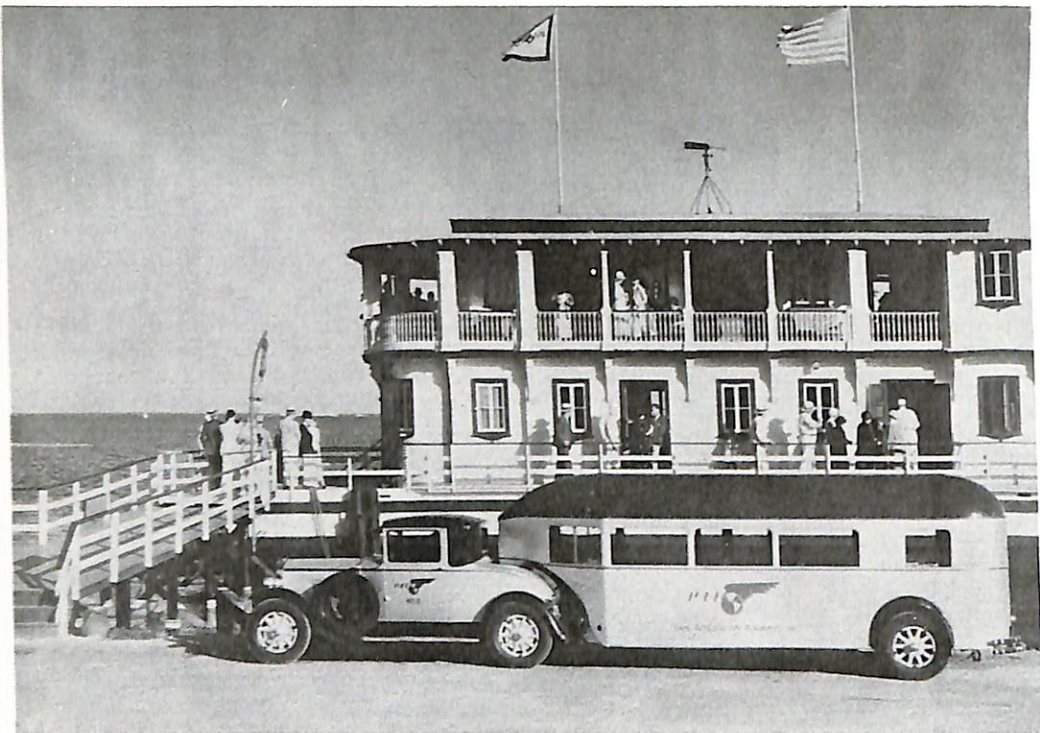
Dinner Key was an island just off the coast of Coconut Grove, Florida. Early settlers of the area used it for a picnic area, and from this it got its name Dinner Key. Key comes from the Spanish word cayo, meaning island.

Sometime during World War I, the U.S. War Department filled in the waters between the key and the mainland and turned it into an active Navy air base. Hangars, concrete ramps and barracks were built to house as many as 1,400 Navy "bluejackets" during the war.

After the war ended, the key lay dormant for almost a decade. A hurricane went through the mothballed facility in 1926 and left it rather torn apart. On August 21, 1929 New York, Rio and Buenos Aires Line began scheduled operations from the Key to South American using Consolidated Commodore flying boats. A year later, after a long legal battle, NYRBA's owner, James Rand, agreed to sell the airline to Pan American. This sale took place on August 19, 1930. Pan American then began moving its operation from the land based airport at Thirty-sixth street, which is the present site of Miami International Airport.

Pan American immediately began to improve the facility. They started by building the present steel bulkhead, adding 13 acres of space, and raising the base by three feet. Next, the U.S. government began dredging a channel 700 feet wide and one mile long. This was a first for the government to dredge a channel for aircraft. Groundbreaking and dedication for the seaplane base took place





ABOVE: Aerial view of Dinner Key showing one S-42 at the terminal and one preparing to taxi out for departure. In addition there is an S-43 "baby clipper" on the left side of the photo and another S-42 parked beside an S-40 outside the hangars on the right.

pilot who had just landed from Panama, reported the aircraft as being tail-heavy. Mechanics checked the plane and discovered the stowaway.

Of historical note what might possibly be the first air-sea rescue operation in history took place between Havana and Dinner Key. Captain Edwin C. Musick, a certified Master of Ocean Flying, landed his Pan American Clipper in the Florida Straits and saved a fisherman clinging to his overturned rowboat which had blown out to sea.

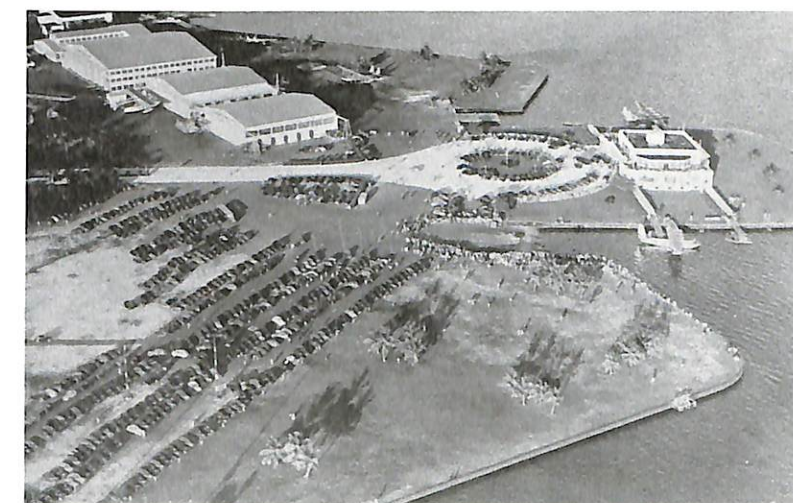
The Pan American flying boats carried on a brisk business at Dinner Key for 10 years. Then gradually the trend for over-water air travel began to shift to land-based passenger aircraft and business at Dinner Key began to slow down.

However, operations again picked up with the outbreak of World War II. Activity at the Key increased in many ways. An adjacent U.S. Coast Guard facility was taken over by the Navy. They brought in PBY Catalinas and Martin Mariners to supply U.S. bases in the Caribbean and Latin America. The Navy also built a huge hangar in which to repair their flying boats.

Pan American continued flying some over-water routes on government contract. Some of their older Sikorsky flying boats were used by the Navy as "flying classrooms" to give new recruits practical experience in celestial navigation.

However, due to wartime restrictions, many operations had to be carried out in secret. One of the most famous operations and probably the last one of any glory for Dinner Key involved one of the more important persons that went through the Key. Due to the secrecy of the mission, it was not made public until many years later. Early on January 11, 1943, a train arrived at the small pine frame station at Coconut Grove. A man was carried from the train to a waiting vehicle and sped away under heavy military guard to Dinner Key. There he boarded Pan American's Boeing 314, the "Dixie Clipper" and with a sister ship, departed under the cover of darkness. On board the "Dixie

BELOW: Late afternoon aerial view of the Dinner Key terminal and hangars. Two Sikorsky S-42 aircraft are docked on either side of the terminal. Another S-40 sits in front of the hangars at the top while two S-40s are parked at the rear of the hangars.

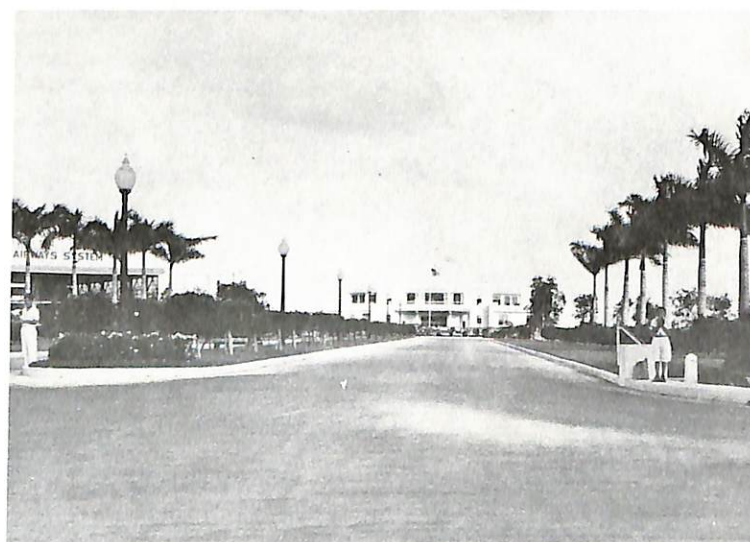


The main floor housed the curved ticket counter, operations area, immigration, customs and public health offices. A post office and Air Express and baggage office were also located on the ground floor.

The Terminal Building was set up to handle four flying boat operations at the same time. Two berths on each side of the building, with covered walkways, connected the building with the aircraft. These covered walkways were the forerunner of today's "jetways." The main canopy contained an inner canopy that telescoped on rollers to the aircraft at dockside. The docks floated and were swivel mounted, about 10 feet from shore, to accommodate the angle of the flying boats. This is basically the same type operation in use today on the "jetways" at modern airports.

The new Terminal Building was designed to handle 1,500 passengers a day, but the most it ever saw was 600. This was true of the rest of

BELOW: The roadway leading up to the new Terminal Building. Note the plantings of palm trees and the other plants in the center median. Very attractive.



the design of the building. The dock areas were also designed to handle much larger aircraft, if and when they might come along.

Dinner Key became a great Sunday afternoon attraction for people in the area. Pan American's Public Relations Department called it "a rendezvous for presidents, princes, and movie stars." Indeed it was, because such people as Charles Lindbergh, Will Rogers, George Bernard Shaw, Vivien Leigh and Clark Gable, all went through Dinner Key at one time or another, plus many, many others just as famous.

As many as 25,000 spectators would show up each Sunday in some 10,000 almost uniformly black autos to watch the Clippers fly in and out of Biscayne Bay. On one Sunday alone, the city of Miami had to assign 21 traffic officers just to handle the Dinner Key "spotters."

This new facility at Dinner Key was the most modern in the country and the first constructed exclusively for commercial passenger seaplane service. The seaplane terminals at Rio de Janeiro, San Francisco and New York were all modeled after Dinner Key. An interesting feature of Dinner Key was the marine railway, used to remove seaplanes from the water and to place them back in again. A rail car with a platform 40 by 60 feet, capable of carrying any type of seaplane, was used for this operation.

Dinner Key soon gained the reputation as the "jumping off place for the world." The world's largest aircraft, the Sikorsky S-40, wider than a pullman car, stood ready to take on passengers for Havana, Jamaica, Central and South America. Dinner Key was the "Aerial gateway between the Americas. Advertisements showing passengers boarding the Clippers carried such captions as, "These air travelers will sleep in South America tonight!" or "One hundred minutes to Havana" or "Rio in just 5 days!"

It's possible that the first aerial stowaway was discovered at Dinner Key. The Pan American

ABOVE: The houseboat that N.Y.R.B.A. towed from Cuba and used as the terminal at Dinner Key until the present facility was built. In the foreground is the Aero Car used to transfer passengers to the landside airport at 36th Street for connecting flights. This photo was taken in 1931.

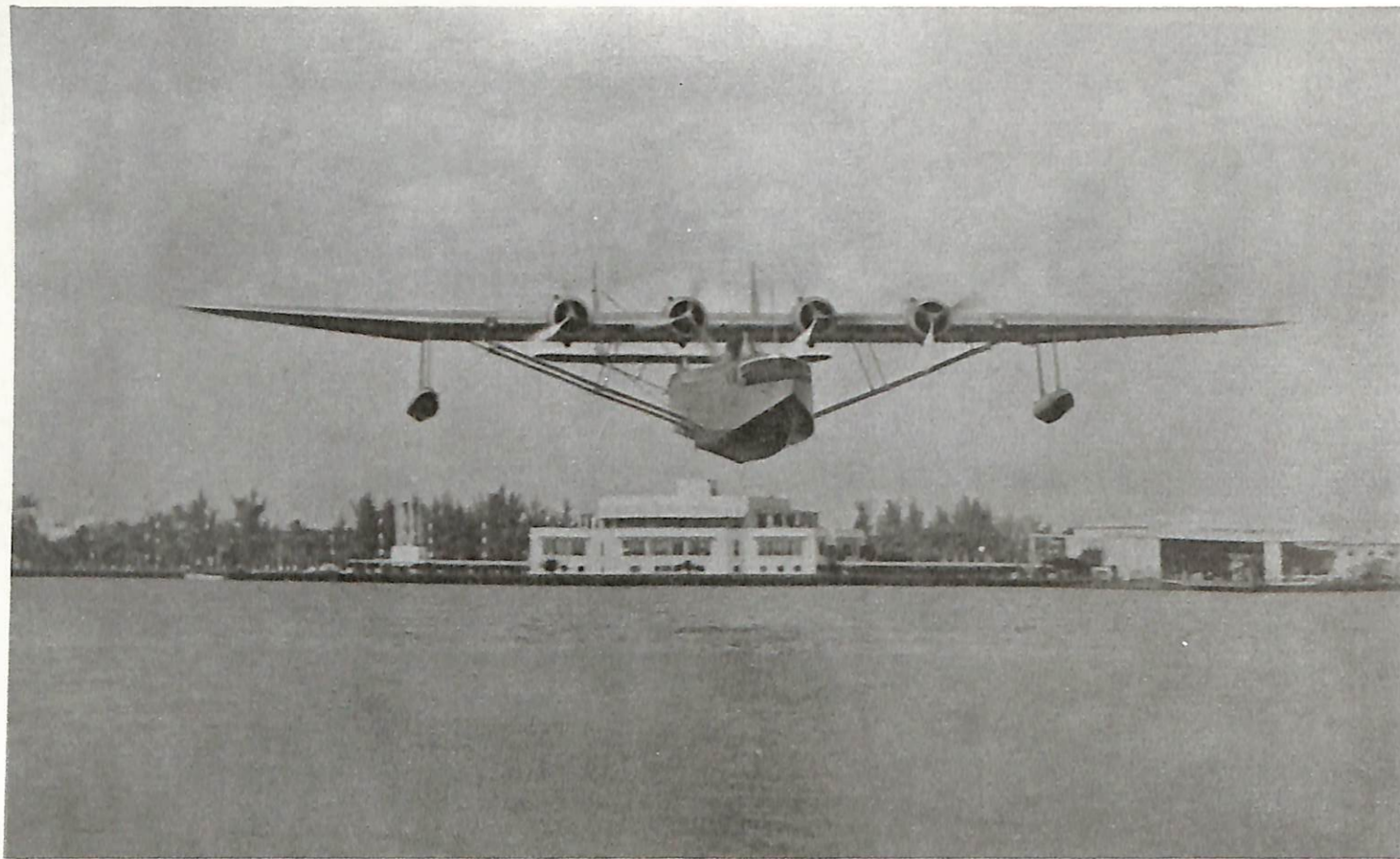
February 21, 1931. Actual construction of the terminal building began in 1933 and the official opening was a year later on March 25, 1934.

Up until the terminal building was constructed, the terminal consisted of an ornate houseboat that N.Y.R.B.A. had towed there from Cuba. Pan American would transfer connecting passengers from Dinner Key to the land based airport via their Aero Car. This could have possibly been the first airport shuttle system in the U.S.--or the world for that matter.

The Terminal Building architects were William Adams Delano and Chester Holmes Aldrich of New York City. Fred J. Gelhaus, Airport Engineer for the Caribbean Division of the Pan American System, and his assistant, B. W. Reeser, came up with the basic design of the building. In 1934 the Terminal Building was described as, "conservatively modernistic--simple yet very satisfying to the eye." It was said to be, "an impressive example of...originality in architectural design and detail."

The Terminal Building cost approximately \$250,000 to build and featured a two story structure, built of steel, concrete, and decorated with Spanish tile, polished wood and stone. It was one of the more elaborate, but yet most efficient terminals of its kind.

Inside the building was a main lobby with a 10 foot globe showing the major air routes of the world. A second floor balcony surrounded the lobby and contained offices for weather and radio equipment and a promenade for passengers to watch the arrival and departure of the giant flying boats. The walls of the second floor balcony contained murals depicting the history of aviation. The ceiling and ceiling beams contained the various signs of the zodiac. The beautiful dining room was also located on the second floor, overlooking Biscayne Bay.



ABOVE: A Sikorsky S-42 lifts off from Biscayne Bay and the Dinner Key Terminal.

BELOW: Passengers deplaning at dockside from a Sikorsky S-42 at Dinner Key.



Clipper" was the President of the United States, Franklin Roosevelt, heading to a meeting with Winston Churchill and other U.N. officials in Casablanca.

Nineteen days later the same Pan American Clippers returned carrying the President and his staff. They were again transferred from Dinner Key to the train station for the return trip to Washington. President Roosevelt was the first President to travel in an aircraft while in office. The Pan American Boeing 314 had started a trend that continued with the B-24 "Guess Where II" and the DC-4/C-54 "Sacred Cow." Today the official name of the Presidential aircraft, when he is aboard, is "Air Force One."

After the war ended things quieted down pretty much at Dinner Key. The Navy withdrew for the second time and Pan American did so shortly after. The last Pan American flying boat arrived at Dinner Key on August 9, 1945 after a four hour flight from Port au Prince, Haiti.

Pan American moved their giant engine overhaul shops to what is now Miami International Airport, along with the rest of their operation. They sold all the Sikorsky Clippers to a South American mining company. Pan Am's maintenance crews removed the comfortable seats and beautiful interior work to make room for bracework and straps to hold down the mining equipment. The mining company sent pilots to ferry the flying boats down to their South American operation--they never again returned to the Key.

Many people in the Coconut Grove area were supposedly glad to see the flying boat operation end. They had come to view the operation as a nuisance and they felt it reduced the value of their property.

Shortly after the flying boats left Dinner Key, Pan American sold the terminal building and grounds to the City of Miami for about a million dollars. Several of the hangars were torn down while the ones remaining are used today for boat storage and maintenance. The two newer Navy hangars were connected to make a large auditorium.

The basic structure of the Terminal Building remains the same today but all the windows and doors have been replaced and most of the interior has been changed. Most of this work was carried out in 1951 during the first major changes in the building. These first modifications were carried out to turn the building into a restaurant.

In 1953 the building was again changed and this time converted into its present use as City Hall. All of the windows were changed again, along with many of the doors. The two story lobby was enclosed during this modification.

Many additional changes took place in 1958 when a one story addition was added to the east or rear facade. Another addition was added on the southeast corner over the second floor dock area. Glass block replaced some of the windows on the second floor during this period.

Today there are still some remnants of the old Pan American Clipper days surrounding the building. The stucco single-winged-globes of

Pan American and some "rising suns" connected at the corners by sculptured eagles, encircle the building. The words, "Miami City Hall" have replaced the original "Pan American Airways System" over the main entrance.

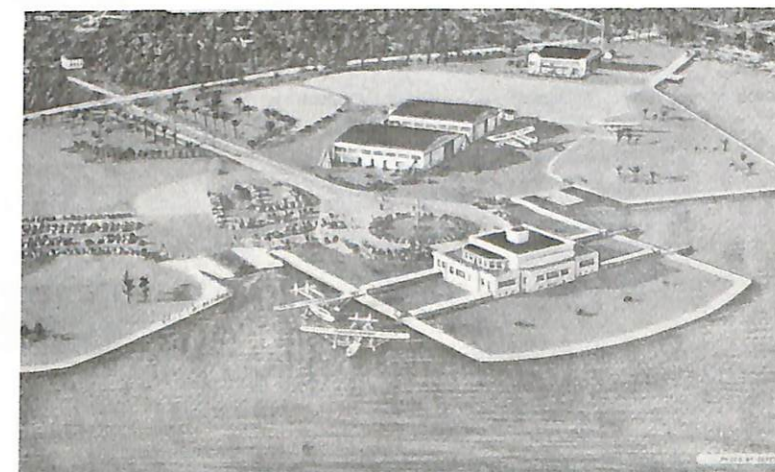
Two of the original covered passageways which led from the terminal to the flying boat docks still remain. The other two were removed during some of the earlier remodeling. All of the murals on the second floor have either been covered up or painted over. The original clock on the east wall is still in place. Not much more remains however.

Outside the Terminal Building is a road that circles the building, called Clipper Circle, for obvious reasons. The waterfront area is now a large marina for more than 300 pleasure craft. If you are in the area, it is worth a visit, especially for early airline buffs who like to look back and see "how it really was."

One last final thought of the Dinner Key operation comes from a photo I came across showing the area in its glory days. One of the Pan American ramp agents was shown wearing a bathing suit as his uniform. Apparently Dinner Key was one of the few airports in the country where that was standard procedure. This was necessary since part of the operation of docking and launching the flying boats was carried out in the water. There are many hot Summer days on the Port Columbus ramp when I think it would be nice to be wearing a bathing suit and be able to wade out into some nice cool water for a bit of refreshment. Those old days at Dinner Key look very pleasant to me.

I would like to extend a special thanks to Club member Keith Arms who supplied me with the information and all the photos used for this article. I also used the following for reference and can recommend all of them for reading more on this interesting subject.

- The Clipper Connection, by Robert C. Mikesch in the April, 1980 issue of AIRLINE PILOT.
- The Air Gateway Between the Americas, published by Spanish Main Publishing Company, 1938.
- Gateway to the Americas, Pan American, June 1933.
- America's City Halls, by Sarah Eaton, City of Miami Planning Department, Miami, FL. September 11, 1981.
- When Dinner Key was Flying High, by Lawrence Mahoney from the Miami Herald Tropic Magazine, issue of February 13, 1977.
- Airlines of the United States Since 1914, by R.E.G. Davies.



# STICKER CHATTER

by  
DON THOMAS

Pan American and the DC-3. These actually are easy to write about, and easy to illustrate. Pan Am had plenty of stickers during its history, although since its financial difficulties starting in the 1970's, printing of stickers, along with other expenses, has been drastically curtailed. As for the DC-3, many airlines featured it on their stickers. But not Pan Am

Pictured is the earliest label of PAA, now very rare (1), and another small one used on the earliest flights on the West Indies route, the so-called "Lindbergh Circle" (2). Both show the trimotored Fokker, PAA's earliest aircraft. Another label, much rarer than the others, is a "Passenger's Baggage" label with the PAA logo on one side and "UNITED STATES LINES, European General Agents" on the other (3). PAA's timetables also featured the Fokker in 1927 and 1928 (4). (Note the original PAA logo.) Also its brochure for the first Rail-Air-Sea Cruises to the West Indies pictured the Fokker on the cover; train to Miami (Atlanta Coast Line), plane to San Juan (PAA), and steamer to New York (Porto Rico Line).

One of the more colorful baggage labels of PAA (5) shows the Sikorsky S-40 at the dock loading passengers. This plane, with its twin booms holding the tail section, was also shown on the smaller air express and airmail labels of PAA, which also came in Spanish and Portuguese (6).

The S-42 was the workhorse for PAA for many years on the West Indies and Latin America runs, and on survey flights over the oceans. Although the China Clipper got the credit for the first mail flight across the Pacific to Manila, the surveys were done in 1935 with an S-42 with extra gas tanks. The S-42 is not pictured on any PAA labels, but it is shown on a Panair do Brasil express label (7). It is, however, well illustrated on the colorful HAVANA-NASSAU folder pictured (8), and on brochures such as "Flying Clipper Cruises to Rio," and "Clipper Cruises to the West Indies."

The big Boeing 314s which were used on the Transatlantic and Transpacific schedules were pictured on a PAA decal (9) and on a nice air express label of Panair do Brasil (10), as is the ticket envelope used in the 1940's (11). Of course the big brochures for Transpacific and Transatlantic services featured the B-314s on their front covers.

Land planes were occasionally shown on Pan Am labels: the DC-4 in 1945 (12) and the Boeing 707 in 1958 (13). The Boeing 747 is pictured on the large oval Japanese-printed label (14) and on a smaller Pan Am label which came in several colors (15).

Pan Am used cardboard drink coasters to advertise the introduction of daily 747 service between New York City and California (16), and also service from NYC to Los Angeles, Auckland and Sydney (17). Many types

of airmail labels or etiquettes were used by Pan Am and subsidiaries. Two early ones are illustrated (18 & 19) #18 is a "standard" etiquette, while #19 was marked "Transatlantic Air Mail. The others are marked "Pan American World Airways" (19A), "Via Pan Am Jet" (20), and "Via Pan Am's 747" (21). The next item, the "Sleeperette" sticker (22) advertised the double-decked B-377 Stratoclipper.

A beautiful set of seven labels show Pacific scenes. Besides Hawaii (23), there is Alaska, USA, Australia, Orient, Philippines and New Zealand. The old TRANSPACIFIC label (24) also comes as TRANSATLANTIC, PACIFIC SERVICE, ATLANTIC SERVICE, BERMUDA, ALASKA SERVICE, ENLAZANDO las AMERICAS and LIGANDO as AMERICAS. Closing out the Pan Am labels are three amusing FRAGILE labels used for Latin American freight (25).

As for the DC-3, although no labels of PAA showed this aircraft, two PANAGRA labels did (26 & 27). However, a stylized DC-3 was shown on front and back covers of a HAVANA-NASSAU folder of PAA dated July 1, 1941 (28).

Most major U.S. airlines have used the DC-3 at one time or another. Starting with the beautiful oval label of AMERICAN AIRLINES (29), we illustrate some of the others: BRANIFF (30), CENTRAL (31), COLONIAL (32), DELTA (33), FLYING TIGER (34), HAWAIIAN (35), INLAND (36), NORTHEAST (37), PENINSULAR (38), TWA (39), PENNSYLVANIA-CENTRAL (40), SOUTHERN (41) and UNITED (42). CANADIAN COLONIAL (43) and Maritime Central (44) also had DC-3 labels.

Since there are so many foreign labels which feature the DC-3, we will leave it to another issue to picture them.

## NEW ISSUE NEWS

EASTERN AIRLINES has come across with three new issues which you see illustrated. Two are scarce; the Chicago item, which it seems only one was given to each employee in Chicago, and the silver star item which came out in Miami. Eastern did send me a supply of the "Now ship Eastern to Latin America." I will send one to any member who sends me a SASE.

CONDOR, a subsidiary of LUFTHANSA, is using a new A-310 label. The label has a silver border and aircraft, yellow tail and on a white background. Airbus Industrie has a similar label showing their new Airbus A-320.

DELTA's latest is "Delta to HAWAII--The Newest Bird to Paradise." (Also available in bumper sticker.) It may be still available at Delta's west coast offices. Look for a "Delta to Paris" which should be available the first of April when new service starts.

UNITED Flight Attendants - "50 Years 1930-1980" is a "new" small label apparently used five years ago. It just showed up in an exchange from overseas!

More New Issue News next time. When you come across something new, please send me a copy for the files and future catalog up-dates. Better send along several, I want one for my collection as well!

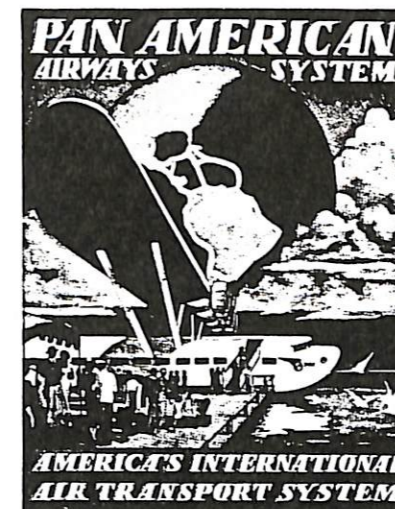
Until next issue, happy collecting!



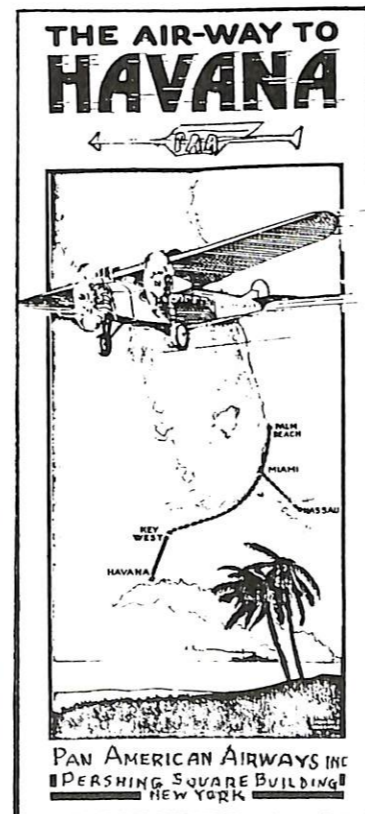
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(5)



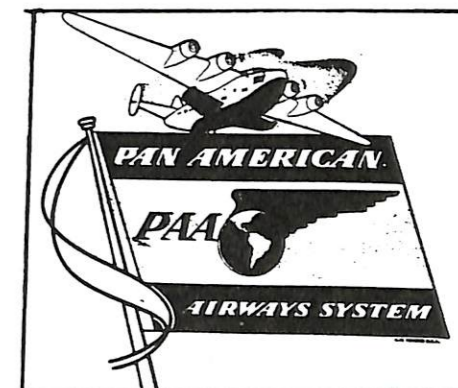
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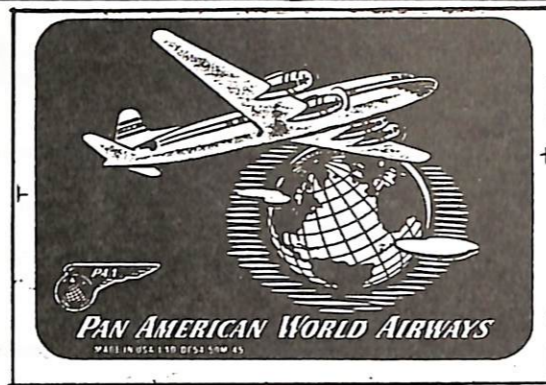


(7)

(3)



(11)



(12)



(13)



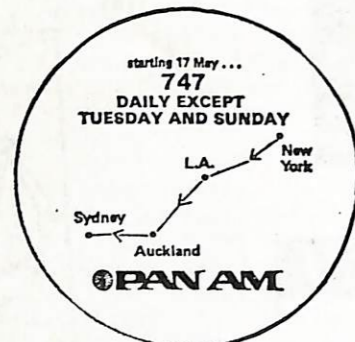
(14)



(15)



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(17)



(18)



(19)



(19A)



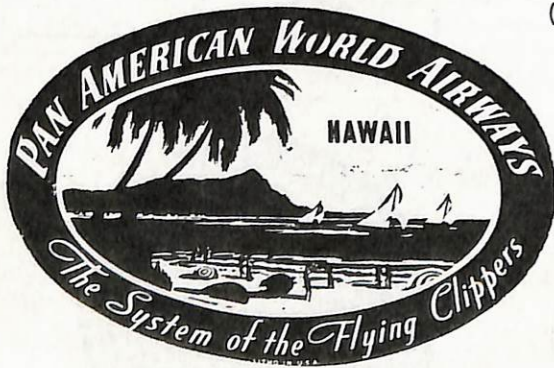
(20)



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(25)

MISCELLANEOUS PAN AM

LABELS 1928 - 1950





(26)



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(30)



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(31)



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(33)



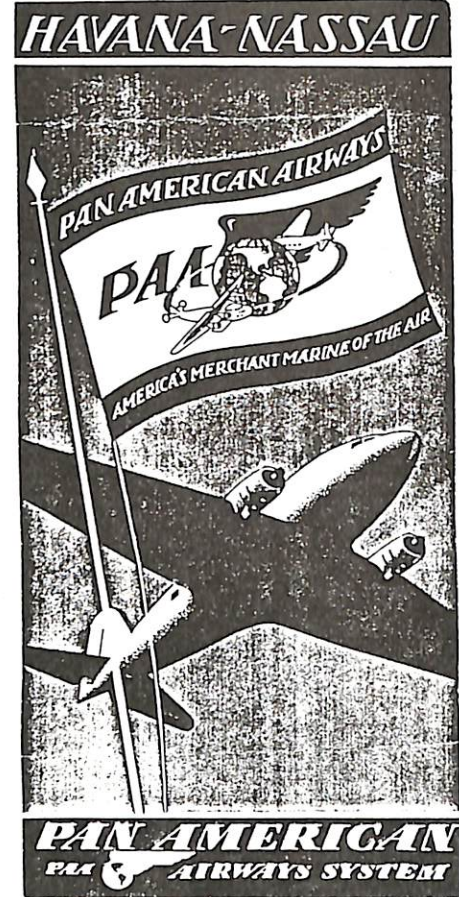
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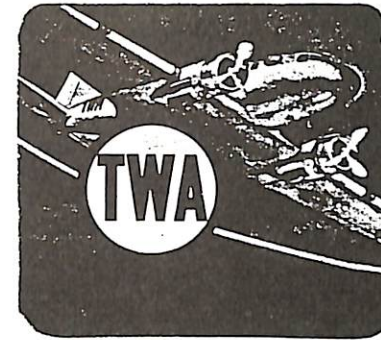
(40)



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(43)



(44)



MONITORING THE OCEANIC AIR  
TRAFFIC CONTROL SYSTEM

by  
Steven G. Thomson

Have you ever wondered how air traffic is controlled over vast expanses of water such as the North Atlantic? An aircraft operating from New York to London will be out of VHF communication and also out of radar range very shortly after departure. It will be in contact with ATC on VHF while over land, but after clearing the Canadian coastline, will be handed over to Gander Oceanic. Since VHF radio is only "line of sight" it becomes useless for communication and navigation after 150 to 250 miles, even at cruising altitudes. All communications are then made over high frequency or "HF" radio.

HF has been with us a very long time and some of you may recall reading in Ernest K. Gann's book, "Fate is the Hunter" of the crew of his wartime, Greenland bound C-47 reeling out a very long "snake" antenna from the tail of the aircraft so they could use their radio. In modern aircraft, such as the 747, the HF antennas are the long probes extending from the rear of the wingtips. The Boeing 707 and 727 have fin mounted probe antennas, while the DC-8, DC-10 and 767, etc., have integral fin leading edge antennas. Some types, such as the 737 and Hercules, have long upper fuselage to fin wire antennas.

The key difference with HF is that the signal reflects off the upper atmosphere and back down to the earth. This allows reception over very great distances. I have a digital shortwave receiver (Model DX 400) that I purchased from Radio Shack. With a simple outdoor wire antenna I can easily pick up both aircraft and ground communications from New York, Gander, San Juan, Santa Maria in the Azores and sometimes even Shanwick Control, U.K., Africa, Panama, Cuba and Honolulu. The quality of reception can vary greatly due to time of day, sunspot activity and even precipitation. But generally, the best reception is in the evening which also coincides with a larger volume of traffic leaving the east coast bound for Europe.

If you have been an avid VHF listener, you will find listening to HF a little noisier at first, but as you gain experience, you will be able to tune in your favorite frequencies that are almost noise free. On the flight deck of all overwater aircraft, just below the placard with the civil registration, is a four letter "Selcal" code. A Selcal is a chime and light on the flight deck which can be activated by ATC. They can signal a particular aircraft and this alerts the crew they are wanted by ATC. This allows the radio to be turned way down over those long over water stretches.

Since no radar can be used over water, ATC relies on the position radioed from the aircraft itself for separation. Because of this, horizontal spacing between aircraft at the same altitude is usually 30 nautical miles. The air routes in the Caribbean to the east coast are fixed and the reporting points calculated by latitude and longitude are given names. Aircraft flying these routes would use Loran, Omega or Inertial Navigation.

On the North Atlantic, the air routes are not fixed, but can be changed every 12 hours if required. The air traffic control centers at Gander, Newfoundland and Shanwick Control in the UK set up nine transatlantic routes to take best advantage of winds. As these routes are not fixed for more than 12 hours, the reporting points are not named as such, but are at every 10 degrees longitude. Responsibility for air traffic control over the North Atlantic is divided between Gander, New York, San Juan, Santa Maria and Shanwick ATC. An aircraft reporting its position will call the facility responsible for the area in which it is flying. This position report will include other information, such as altitude, fuel remaining, temperature, wind and Selcal code. As well as being used for air traffic control, this information is relayed to the airlines Flight Operations.

A typical position report for the North Atlantic on 5598 KHz would be as follows: San Juan, San Juan, West Indian 900, Position. Position 18N 56W at time 0147Z, flight level 330. Estimating 20N 55W 0203Z. Next position 27 N 50W. Estimating London Heathrow 0820Z. Fuel remaining 155.0 (thousand pounds). Selcal HM-FJ. San Juan would read this all back and the aircraft would not call back until its next reporting point at 55W.

Frequently messages between the aircraft and the airline operations are relayed back and forth. It can get very interesting when the destination weather goes down and the airline's flight ops are relaying alternates and modifications to the actual flight plan. When a crew runs into a more serious problem they may request a "phone patch" directly to their maintenance department. I recently heard a conversation between an Eastern Airlines A300 on the ground in San Juan and their maintenance base in Miami. It came in loud and clear even though I live just outside of Toronto, Ontario.

Once and a while it can get very interesting. My friend, Ray Cormack from Ottawa, Ontario, called me on December 31st and told me to tune in to 6577 KHz as the hijacking of AA Flight 626 (STX-JFK) was in progress. Thank goodness this doesn't happen to often.

The Concorde has three supersonic routes between the east coast and Europe that are fixed, as the wind at 59,000 ft. is usually comparatively light and conflicting traffic even lighter! A typical position report from the Concorde would be as follows: New York, New York, Speedbird Concorde 188, position. Position Sierra November 60°W at time 2227Z, flight level 510, climbing. Next position Sierra November 50°W at 2250Z. Wind 260 at 100 kts, temperature -57 degrees, Selcal BD-CM.

I find HF listening a fascinating addition to my favorite hobby, and it sure breaks up those long winter months when its too cloudy and gray to take very many new slides.

# Safety on Board / DC-3

(PART 1)

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Attempting to tackle the task of Safety Cards used on the DC-3 over 50 years with so many different carriers proved to be an endless endeavour. However, since the choice of Safety Cards was so vast, I believe that many fine examples have been produced that can certainly give justice to this famed airliner.

Over the next few pages, we will examine the more unusual Safety Cards that have provided valuable (often very inadequate) important information to thousands of DC-3 passengers.

The most interesting variety of DC-3 Safety Cards come from Europe...so what better place to start. As you will see, early Safety Cards were in the form of "Fleet" Cards; that is to say that they covered the entire fleet of airliners used by that airline on one brochure. As mentioned in previous articles, "Fleet" cards were banned by FAR121.571 in 1967 and although only applicable to U.S. air carriers, most foreign carriers also adopted this new ruling. Naturally, by 1967, most DC-3s had been retired from front line service with the larger European airlines.

IBERIA-LINEAS AEREAS DE ESPAÑA used a bland (Light green accents) leaflet that is among the most prized of any collection for one good reason: How many Bristol 170 Safety Cards can there possibly be? This leaflet shows not only the Bristol 170 and DC-3; add to them the Super-G Constellation, Douglas DC-4 and Convair 440. Figure 1 illustrates this leaflet, circa the late 1950s, and on close inspection one can see that the DC-3 and CV-440 were both overwater equipped with "Balsas Salvavidas" (Life Rafts). The Super-G Connie was naturally the flagship of Iberia for Intercontinental flights and also was equipped with rafts, but they were stored in the top of the wings.

Figure 2 shows the combination DC-3/DC-4 card used by the Spanish charter airline SPANTAX. This card was used until retirement of the aircraft in the late 1960s. Printed on heavy

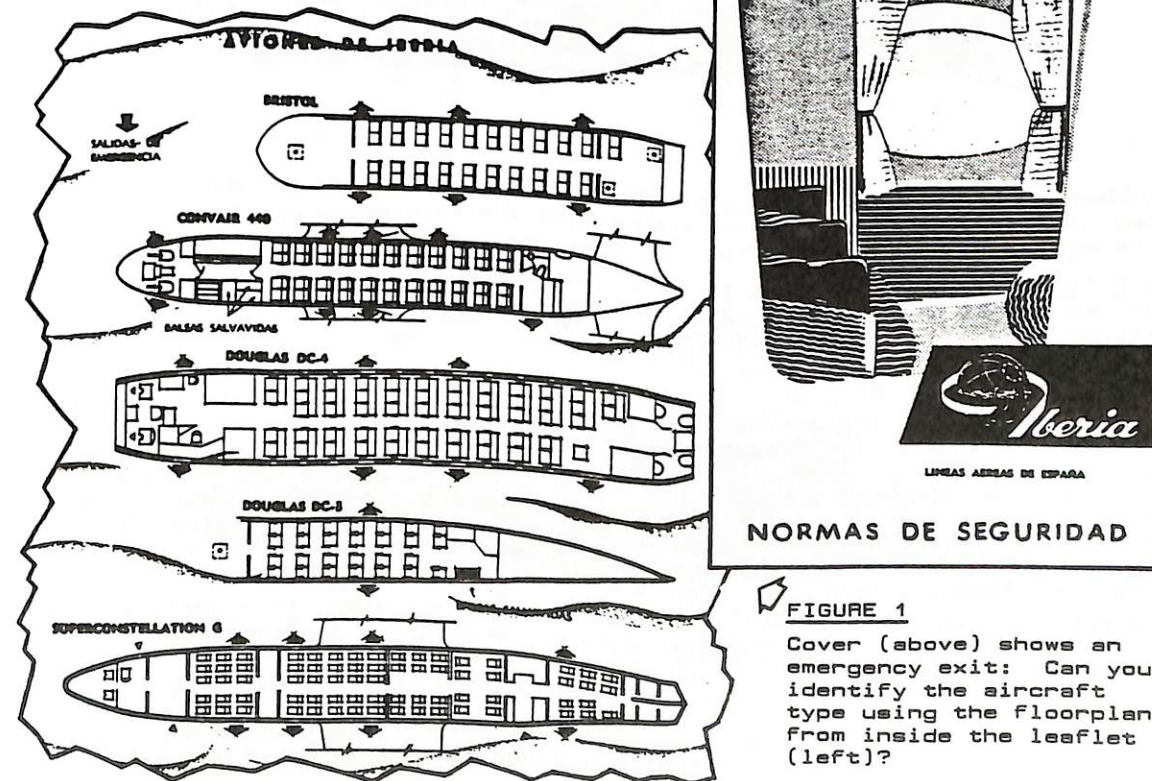
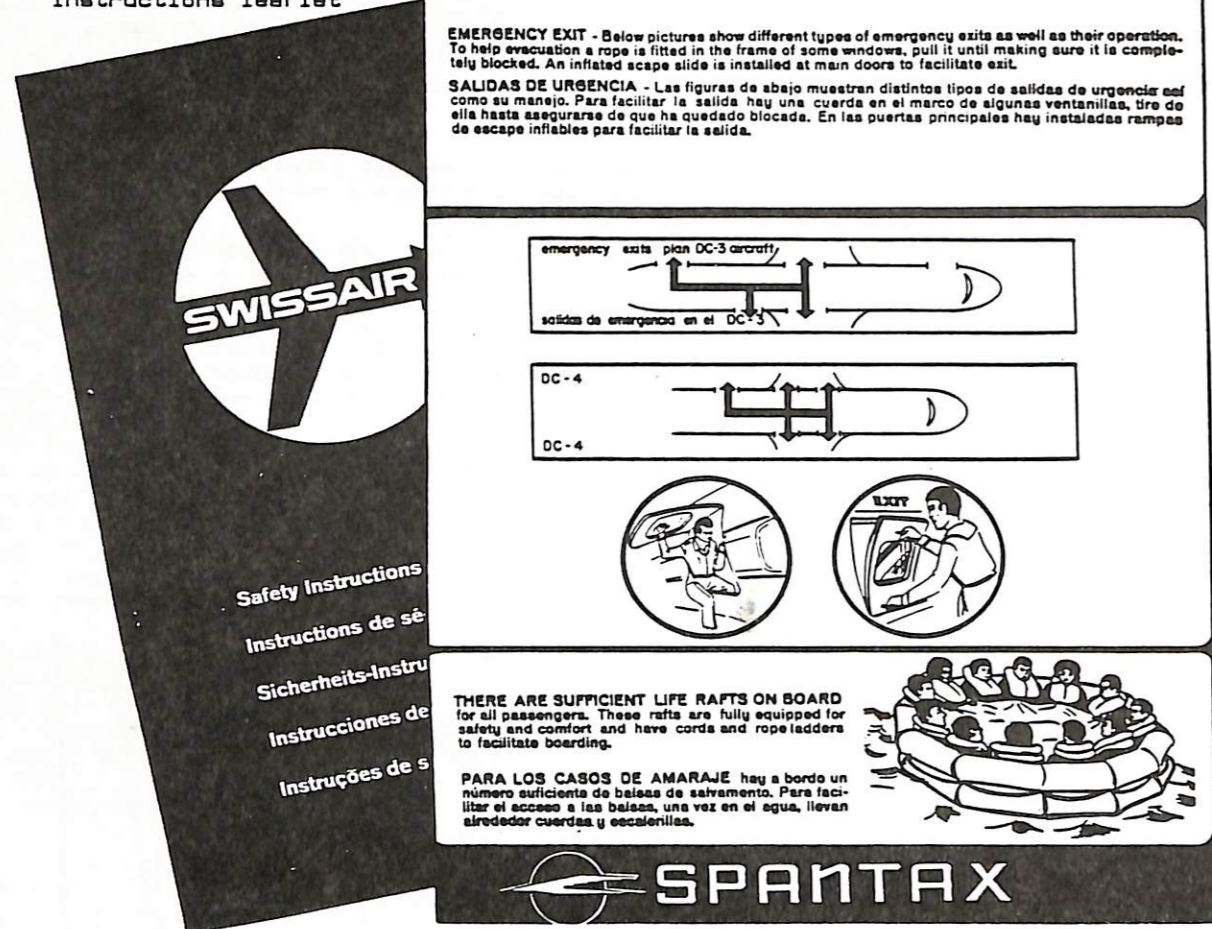


FIGURE 1  
Cover (above) shows an emergency exit: Can you identify the aircraft type using the floorplans from inside the leaflet (left)?

FIGURE 2  
Spantax DC-3/DC-4 Card

FIGURE 3  
1950s Swissair Safety  
Instructions leaflet



cardboard with red and black ink, the card was laminated. This format was used until recently by Spantax. Note that the main doors are provided with a "escape" (escape) slide. That obviously only applies to the larger DC-4.

SWISSAIR was always a leader in Safety Card detail, this very old gray-blue leaflet being no exception. Although exit operations are not detailed, the leaflet contains accurate floorplans with all emergency equipment locations for DC-3, DC-4, Metropolitan, DC-6B (IBA/IBE), DC-6B (IBI/IBO/IBU/IBZ) and DC-7C. Refer to Figure 3.

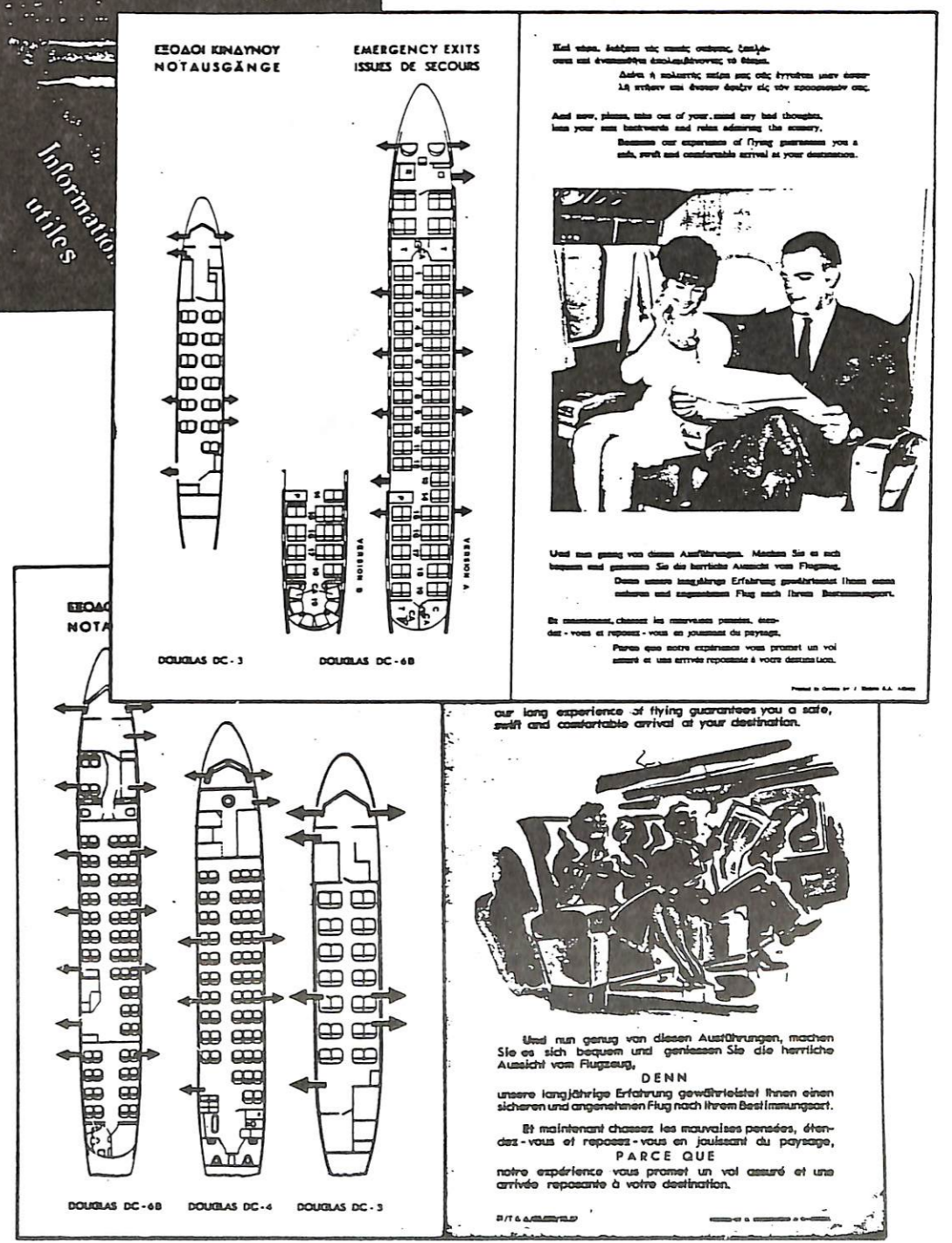
OLYMPIC AIRWAYS of Greece produced three "Useful Information" leaflets that included the DC-3. The oldest is dated 10/59 and is obviously an expensive publication since it used every imaginable color on its excellent drawings. Showing floorplans for the DC-3, DC-4 and DC-6B, it was revised for these three aircraft with a light blue "cloud" cover entitled "Bon Voyage". The third, and final, issue also used this cover but deleted the retired DC-4. Figure 4 shows the 1959 cover with dark blue diamond pattern and inside detail of both the first and last DC-3 leaflets.

The French domestic carrier T.A.T. used a small white booklet combining their entire fleet at the time: HS-748, Nord 262 and DC-3. Accented with blue and red ink, this booklet only illustrates operation of the DC-3 window exit although the cabin door is show on the floorplan. See Figure 5.

One of my favorite older Safety Cards is the colorful leaflet used by S.A.S. Form number 1386 apparently indicated any Safety Card since it is still used



FIGURE 4  
(Left) Illustration of 10/59 Leaflet  
(Below Center) Detail of last issue of "Bon Voyage" leaflet showing only DC-3 and DC-6B (including all coach and version with aft lounge).  
(Bottom) Detail of 10/59 leaflet that includes the DC-4.



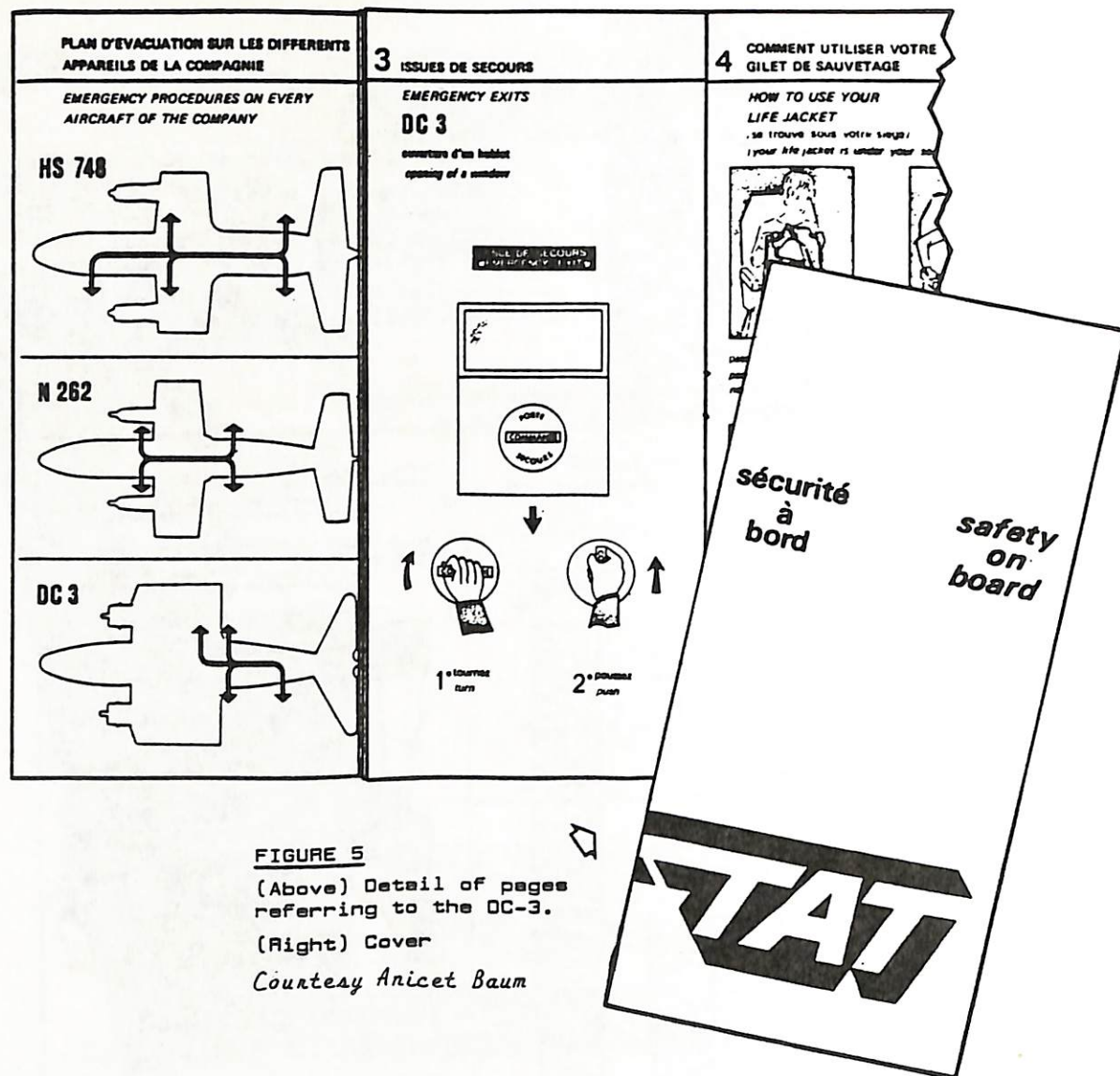


FIGURE 5  
 (Above) Detail of pages referring to the DC-3.  
 (Right) Cover  
 Courtesy Anicet Baum

currently on all S.A.S. Safety Cards (with :\_\_ to indicate the single aircraft to which it now applies). The older card shows exit paths for the DC-3, Scandia, DC-4, DC-6 and DC-6B while the last issue of this colorful format also adds the Metropolitan and DC-7C). Figure 6 shows the beautifully illustrated front/back of the leaflets while the inserts show the page of each issue that indicates exit location.

The last European DC-3 card that shows a unique approach is the small paper leaflet used by NOR-FLY. The cover, with a safety pin holding a pink tag noting "Safety on Board", contains life vest and bracing illustrations from an early 1960s S.A.S. Safety Leaflet. The floorplan and exit diagrams are the original art of Nor-Fly as shown in Figure 7.

Moving on to the Dark Continent, three highly unique Safety Cards were found. Figure 8 shows those used by AIR AFRIQUE, EAST AFRICAN AIRWAYS CORP. and now re-named AIR RHODESIA. Both Air Afrique and East African used these cards into the 1970s and showed something that I consider quite nice: the Flight Attendant models used for life vest instructions are Black. Naturally, the model used on the Air Rhodesia DC-3 card was White.

AIR PACIFIC, The Airline of Fiji, used a very nice leaflet for the Heron, DC-3 and HS-748. Detailed in bright blue and orange, the leaflet uses black & white photos of donning an RFD life vest. Refer to Figure 9.

The Indonesian Flag-Carrier GARUDA provided a laminated card that covered the C-47A, DC-3 and Conqair 340/440. Figure 10 shows one side of this card detailing the location of the life vests. Note that on DC-3 and Conqair aircraft one would find the vests in the seatpocket in front of you while the old C-47 had "bench" seats with vests in a pocket above cabin windows.

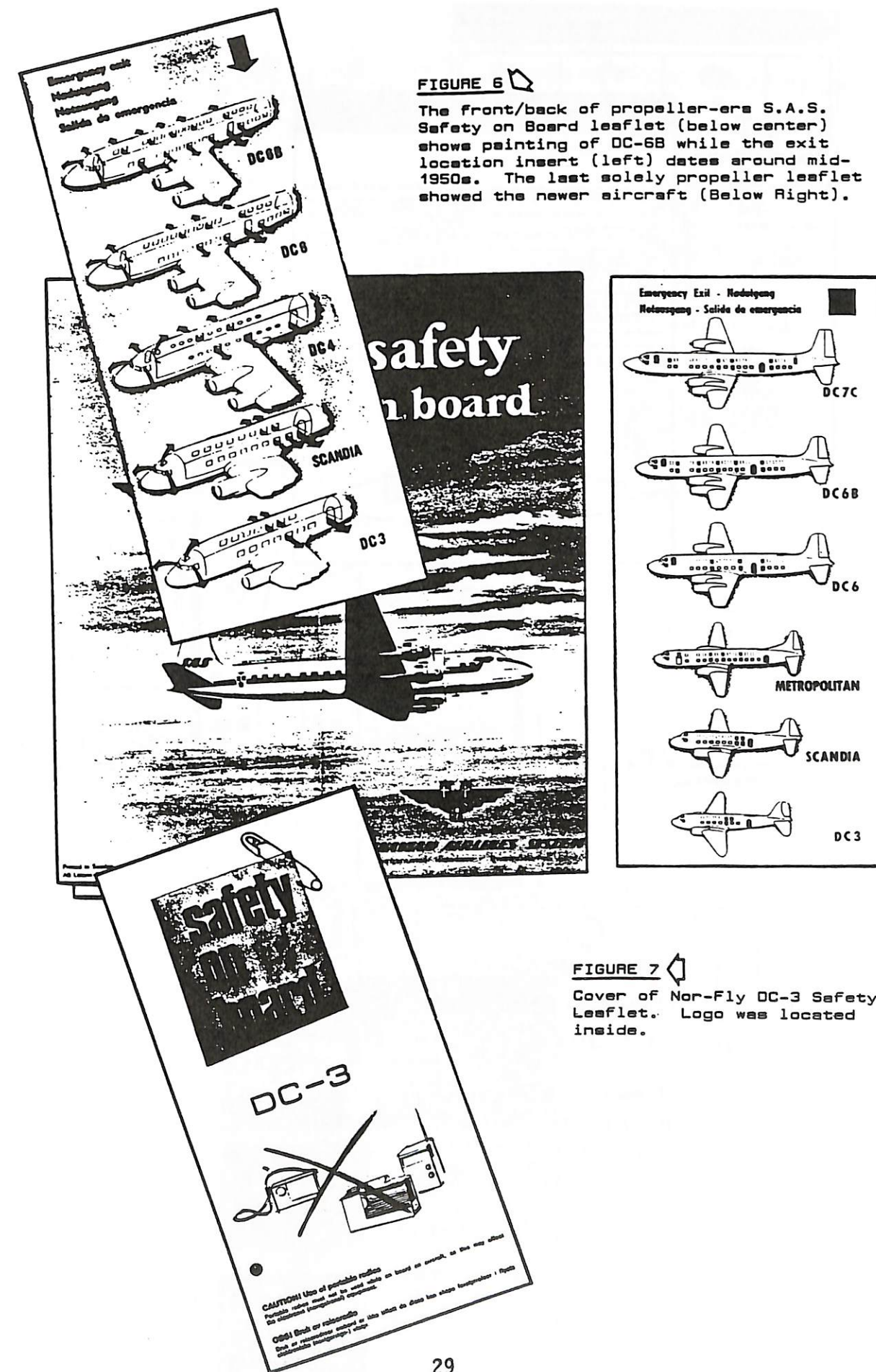


FIGURE 6  
 The front/back of propeller-era S.A.S. Safety on Board leaflet (below center) shows painting of DC-6B while the exit location insert (left) dates around mid-1950s. The last solely propeller leaflet showed the newer aircraft (Below Right).

FIGURE 7  
 Cover of Nor-Fly DC-3 Safety Leaflet. Logo was located inside.



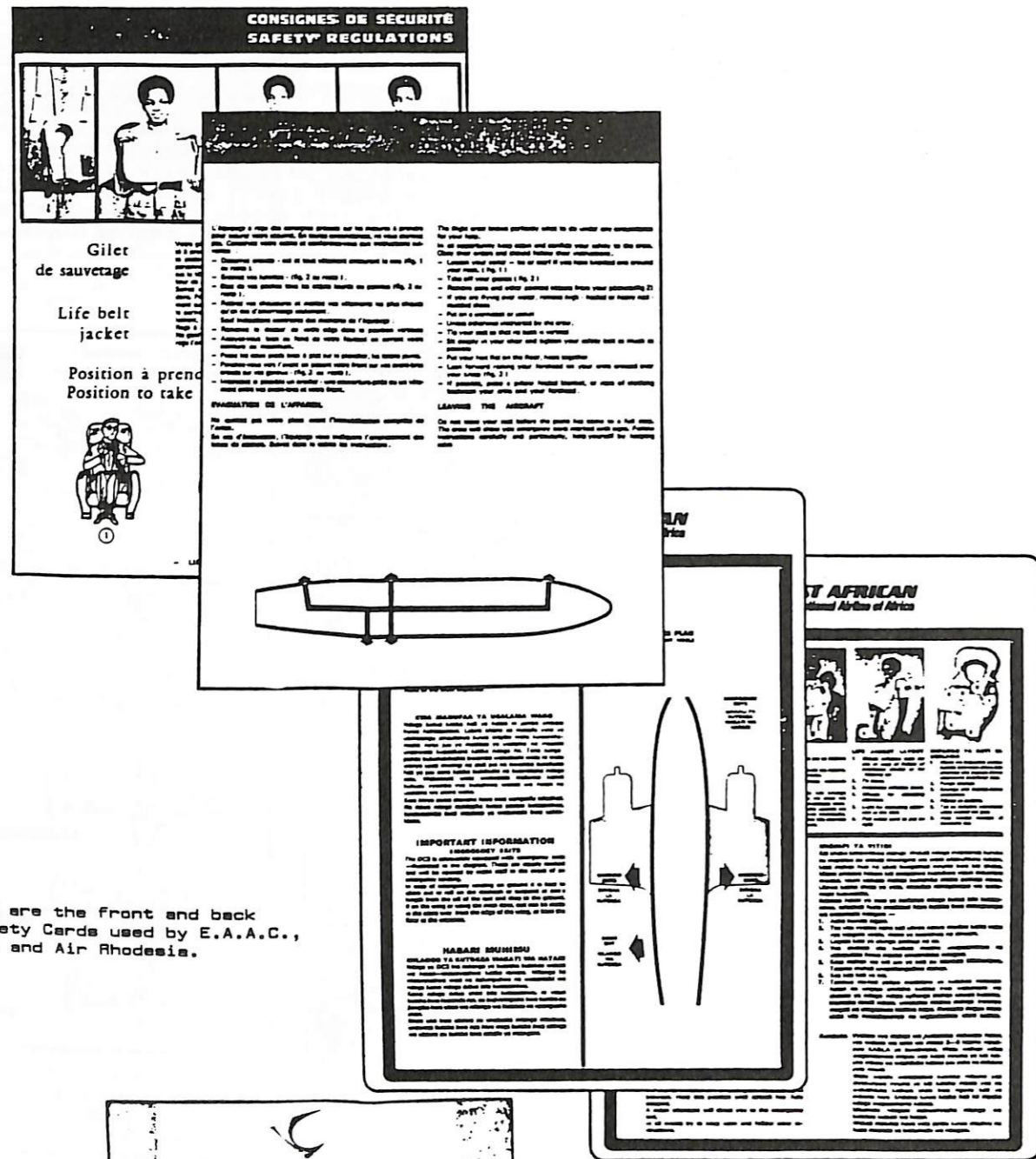


FIGURE 8  
Illustrated are the front and back of DC-3 Safety Cards used by E.A.A.C., Air Afrique and Air Rhodesie.



FIGURE 9  
Cover and internal detail of Air Pacific.

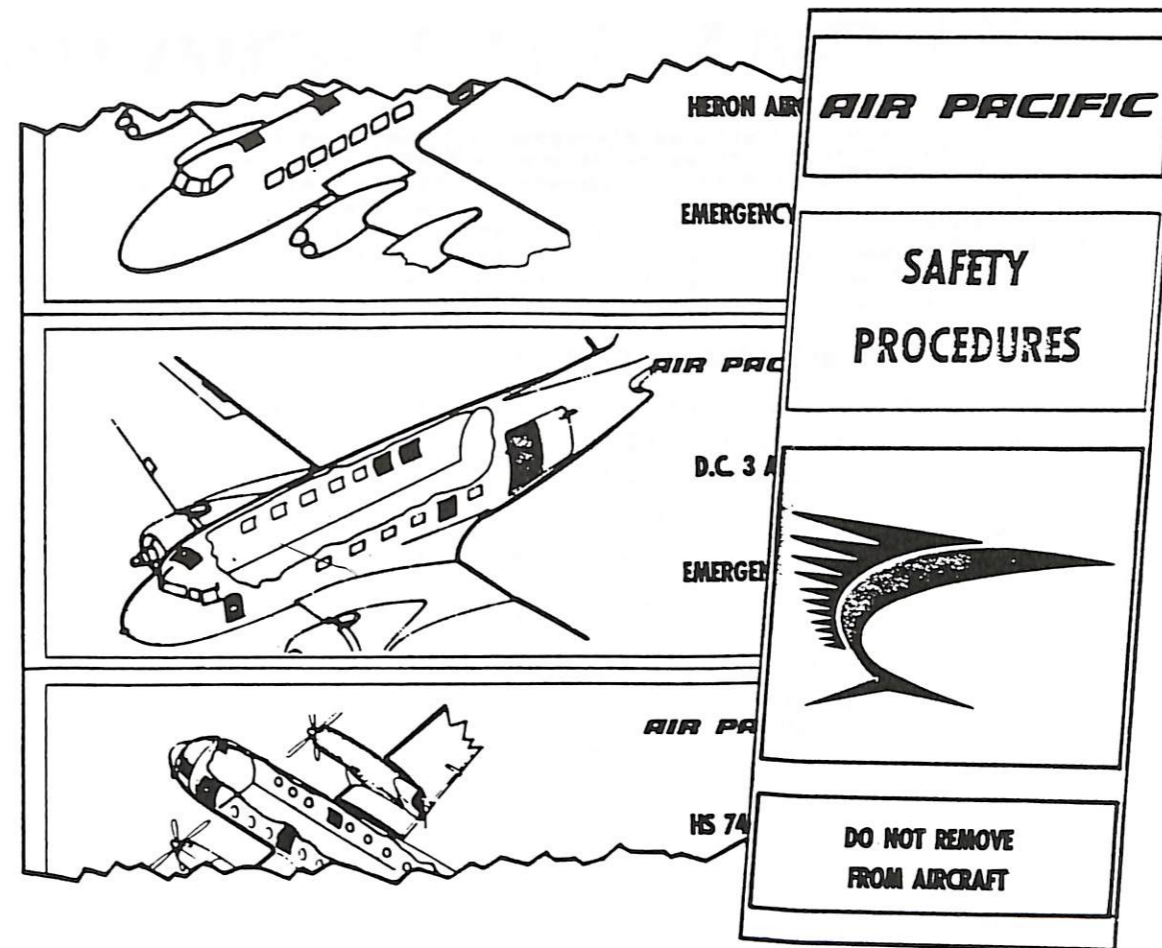


FIGURE 10  
Front of Garuda's combined Convair and DC-3/C-47A card. The floorplans are on the back of card.

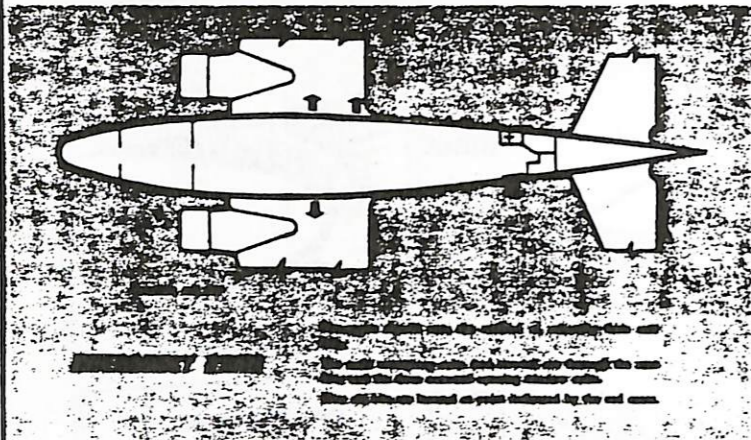
The final Safety Card that will be discussed in this issue is that of TRANS-AUSTRALIAN AIRLINES. These cards are laminated with heavy-gauge plastic and highlighted with light blue and red titles. Although the cards give little detail other than donning of the life vest, T.A.A. did invest considerable money into DC-3 Safety Cards: A total of 10 different DC-3 Safety Cards were available. Differences in window exit locations and First Aid Kits let each aircraft (or two aircraft) have their own

individual identity as shown below in a list of known examples:

- (1) VH-SBA/VH-SBI
- (2) VH-SBB/VH-SBC
- (3) VH-SBD/VH-SBF
- (4) VH-SBG/VH-SBJ
- (5) VH-SBK/VH-SBL
- (6) VH-SBO/VH-SBW
- (7) VH-AEQ
- (8) VH-TAI
- (9) VH-TAJ
- (10) VH-TAK

### PASSENGER EMERGENCY CARD—DC3 (VH-TAK)

PLEASE DO NOT REMOVE FROM AIRCRAFT



#### EMERGENCY LANDING INSTRUCTIONS

IF YOU ARE INSTRUCTED TO PREPARE FOR EMERGENCY LANDING, PLEASE KEEP CALM AND CARRY OUT THE FOLLOWING INSTRUCTIONS:

1. Passengers should loosen seatwear, remove glasses, dentures and high-heeled shoes and empty their pockets of sharp objects before the emergency landing is made.
2. Extinguish all cigarettes and do not use lighters or matches.
3. Ensure that your seat-back is in the vertical position (if adjustable type) and fasten your seat-belt.
4. Note the position of the nearest emergency exit.
5. When you receive the "brace signal", lean forward cradling your head with arms crossed in front of the forehead. (The Air Hostess will instruct you on the form of bracing signal to be used.)
6. Be prepared for more than one impact.
7. As soon as the aircraft has come to rest, one of the crew members will issue instructions for leaving the aircraft. Obey these instructions implicitly.

I am quite sure that Safety Cards existed for many other operators in Europe, Africa, Asia and Australia for such carriers as Air France, Air Niugini, East-West, B.P.A., National Airways Corp. and others. I have exhausted my collection of non-U.S. DC-3 Safety Cards in this article, but should anyone have access to any cards not addressed in this article, feel free to submit them to me for future articles.

The Summer 1985 issue will be devoted to DC-3 Safety Cards used in the United States, Canada and the Caribbean. To spark your interest: Ozark, Canadian Pacific, West Coast, Trans-Texas and Delta are among those that will be covered.

If I can provide anyone interested in the DC-3 with further information, samples or photocopies of Safety Cards for that aircraft, please drop me a line. Until next issue, Safe Flying!

FIGURE 11

Sample of a T.A.A. DC-3 Safety Card. Note that this aircraft has the window exits centered overwing due to the panoramic windows at general location of standard DC-3/C-47 window exit location just aft of the wings.

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# AIRLINE HAPPY HOUR

by  
AL S. TASCA

I would like to take this opportunity to thank all of those who wrote to comment on my first article, and especially those who took the time to send me information and/or sticks. It was greatly appreciated.

Being that I do not know of any sticks used during Pan Americans early years, this article will be devoted to some current sticks available to the collector. This material was sent in by some Club members. Your continued support will be appreciated.

If you have any favorite items that you would like seen featured in this section of the LOG, please be sure to send it in. If you do not want to send the actual item, please make a good, sharp Xerox copy. Please include such information as actual size, color, and possible time period and class of service.

#1 Illustration: Here is a stick/pick combo put out by Eastern for their latest frequent flyer program during October of 1984. These should become real collectors items, as they were only used for about a month. The stick is 5" long, with the banner extending out 1 and 1/2". The pick is 4" long with the banner extending out 1". Both are dark (inosphere) blue with white raised block writing/logo. Both the stick and pick are flat and one sided, and the stick has a bubble end.

#2 Illustration: This is a stick/pick combo from British Caledonian. This set has two different sized picks that I know of. The larger one was used as a sandwich pick, and I'm assuming that the smaller one was used in a mixed drink. The stick is 7" long while the picks are 4 and 1/4" and 3 and 3/4" long. All are dark blue with raised gold writing/logo. The stick is flat with a round shank and bubble end while the picks are flat. I was told that they were used in all three of their classes of service.

#3 Illustration: This stick has no writing on it, and only the engraved logo tells you that it's Thai airlines. It is 6 1/4" long and two sided. The shank is convex on both sides and it has a bubble end. It is hard to describe the color, but I would call it a reddish purple. This stick has been used since the mid-1970's in their Royal First, Royal Orchid executive and Economy classes.

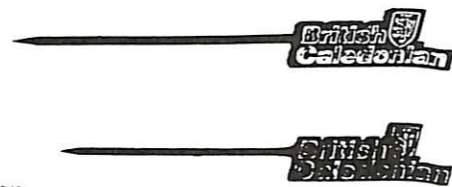
#4 Illustration: Here is a Thai Orchid theme coaster used in all their beverage services. It is 3 and 1/4" in diameter, and is white in color with the reddish/purple name/logo and design. Also shown is one of their 4 and 1/2" square cocktail napkins which is white with the name and logo in the same airline colors.



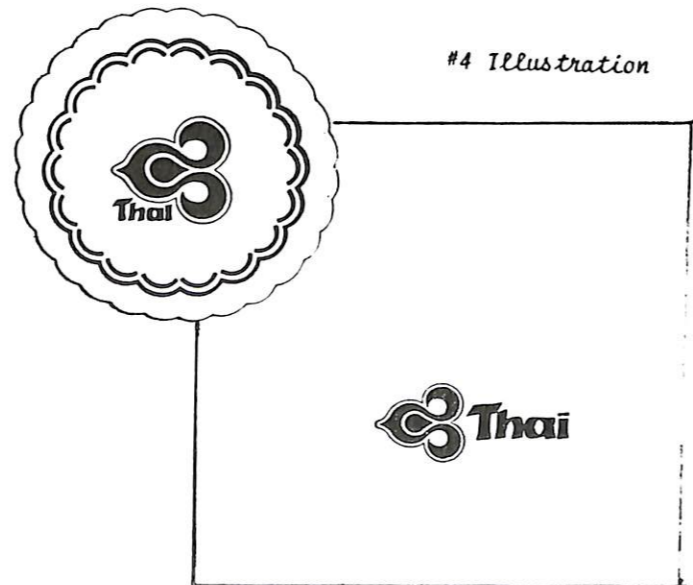
#1 Illustration



#2 Illustration



#3 Illustration

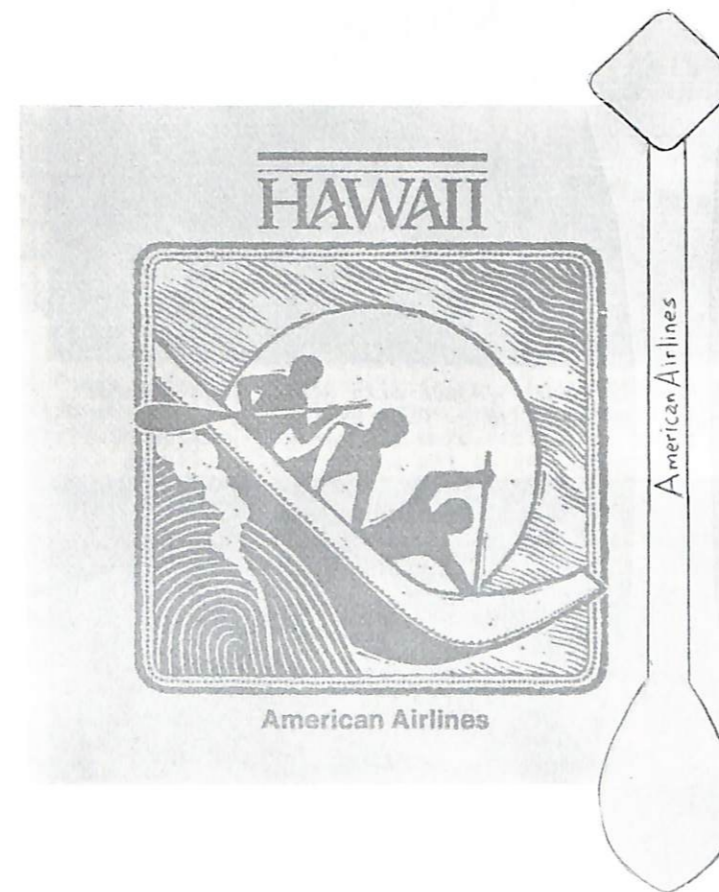


#4 Illustration

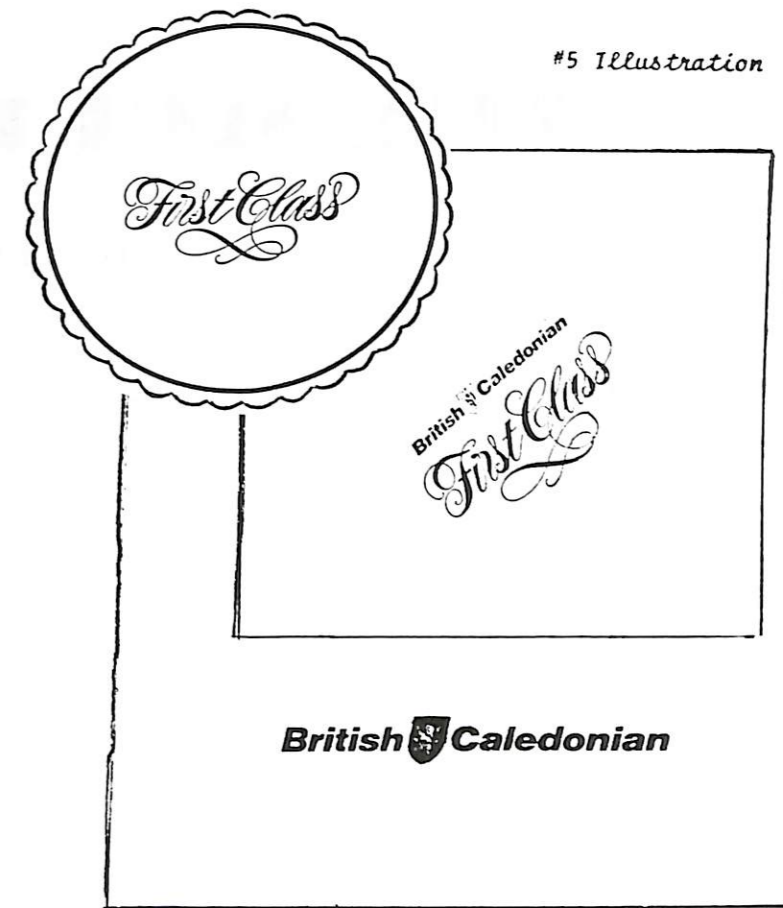
#5 Illustration: This 4" coaster from British Caledonian is white with gold writing and design and was used in their Super Executive and Economy classes. The white 5" cocktail napkin with the First Class writing, name and logo was used in their economy class and the 6 and 1/4" white napkin with the dark blue name and blue and yellow logo was used in their First and Super Executive classes.

#6 Illustration: Several years ago American started service to Hawaii and used the stick and napkin illustrated. The napkin is white with a blue design, and is 5" square. The stick is the same shade of blue, has the same design on the diamond at the top of the stick as appears on the napkin, has American Airlines printed in raised letters on both sides of the round shaft. The stick is 6 and 1/2" long with a "paddle" bottom.

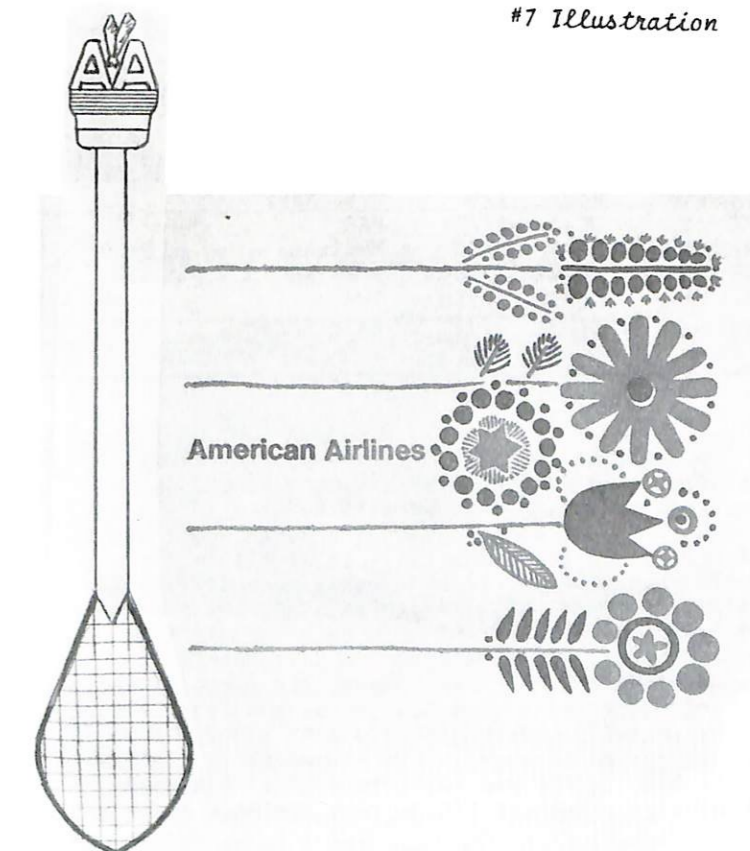
#7 Illustration: I believe this napkin and stick were used on American Airlines service to Australia a number of years ago. The colors on the napkin, which is 5" square, is blue and orange. The stick is 6 and 1/4 inches long, with a ribbed, round shaft and "paddle" bottom. The top of the shaft contains the American Airlines logo.



#6 Illustration



#5 Illustration



#7 Illustration

# THE MODEL SHOP

by  
DAVE MINTON

For modeling the DC-3, there are a large number of kits from which you might choose. Listed below are those known to me. However, in addition to those listed, there are also several C-47 kits, which is one of the military versions of the DC-3. Generally, all of the C-47 models and all of the DC-3 models are basically the same kits, with either additional parts to effect the conversion, or, in the case of some kits, the conversion is ignored completely. Most of the kit makers, such as Italiarie and Testors, provide separate door assemblies for the DC-3 or C-47 kits. Some of the makers, such as Nitto and Entex, provide two separate fuselage halves. Some makers, such as Starline and EKO, make only the DC-3, and you would have to convert to get a C-47. Other makers, most notably Monogram in 1/48 scale, provide only a C-47 kit, and you will have to convert to get a DC-3. In the next issue I will explain how to do this conversion.

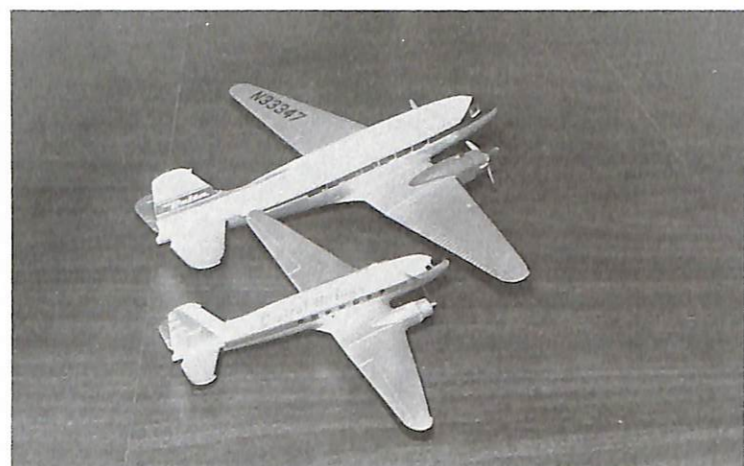
Monogram	DC-3	1/90	TWA	\$25.00	-
Airfix	C-47	1/72	Silver City	15.00	-
ATP, Inc.	DC-3	1/100	EAL (meatball)	12.00	-
Atma	DC-3	1/90	Varig/FAB	30.00	-
ERTEL/ESCI	DC-3	1/72	TWA/Sabena	11.00	+
Entex	DC-3	1/100	North Central	12.00	-
ESCI	DC-3	1/72	TWA/Sabena	8.00	+
EKO	DC-3	1/150	Spanish AF	5.00	+
IM	DC-3	1/100	Sabena	7.00	-
Italiarie	DC-3	1/72	various	10.00	+
Kadar	DC-3	1/100	Sabena	7.00	-
Lincoln	DC-3	1/100	Sabena	6.50	-
Monogram	DC-3	1/90	Bonanza	35.00	-
Monogram	R4D	1/90	U.S. Navy	7.00	-
MPC	DC-3	1/72	PAA	7.00	-
Necomisa	DC-3	1/90	Mexicana	9.00	-
Nitto	DC-3	1/100	NJA/TWA	9.00	+
Starline	DC-3	1/150	TWA	6.00	-
Testors	DC-3	1/72	Eal/PAA/WAL	8.95	+

In addition to the above, there were several versions of the Monogram TWA kit, which were issued in various guises. These were kits MGP 4, MGP 5, MGP 6 and MGP 11, all of which are worth about \$50.00 each. None of these kits has been available for an awfully long time. Basically, they were different versions of travel kits, somewhat along the same lines as the old Revell gift sets. Many other kits are the same model, but repackaged in different sets or with different markings. Thus, for example, the Lincoln, IM(International Modeling), and Kadar Kits were all exactly the same model, with exactly the same useless decal sheet. The ATP model is the same plastic kit, but it was boxed in a nicer box, and came with an excellent ATP Eastern Airlines decal

sheet. All of the Monogram kits were the same model, and the Necomisa kit is also the same one, being made by Monogram's subsidiary in Mexico. The Italiarie and Testors kits are the same, but are packaged with different decals. The decal which comes with the Italiarie kit provides about six or so different European logos, such as Swissair and Air France, and which are sometimes partly useable! There are no cheat lines with this decals sheet however. The decal with the Testors kit is much nicer, and provides complete markings for PAA, WAL and EAL. The Nitto and Entex kits are also the same, except for different boxes and decals.



A Starline 1/150 DC-3 model with decals from the ATP Viscount. Model/photo by Dave Minton.



A 1/100 I.M. DC-3 with Micro-Scale decals next to the Starline Model. Models/photo by Dave Minton.

I would like to thank Bob Keller, Starline Discount Hobbies, for his assistance in completing the above listing. Bob also mentioned to me that he will soon have Gate 66 back on schedule, and wishes to thank all of his subscribers for their patience. Also, he sent a copy of his latest catalog, and you will all be happy to hear you can now call in your order using Visa or Master Card. The phone number is (714) 826-5218, hours are 10:30 a.m. to 6:00 p.m., Monday through Friday plus Saturday. Closing time on Tuesdays is 1:30 p.m.

I am going to make a few comments on the various DC-3 kits listed above. In the next issue, I will discuss the C-47 kits, and how to convert one of them to a DC-3, in case you are interested. In particular, I will convert the 1/48 Monogram C-47 to a DC-3, in a "Model Movie."

The EKO/Starline kit, in 1/150 scale, and the ATP, IM/Kadar/Lincoln kits in 1/100 scale are molded from pretty dense and brittle plastic. The surface detail is not particularly good on any of them, compared to the Nitto/Entex kit, which is also in the scale of 1/100. The Sabena decal sheet in the IM/Kadar/Lincoln kits is totally useless. I have never been able to get one to separate from the backing paper. The EKO kit came with Spanish Air Force adhesive type of stickers, which were already applied to the model. The decals provided with the ATP kit and the Starline kit, on the other hand, were excellent, and made up for the difference in the finished product. The decals which came with the Nitto and Entex kits were also good and easy to use. The Entex model came with the last North Central markings to be applied to a DC-3 for that company. While not an outstanding decal sheet, it was useable. In addition, Micro-Scale has released a decal sheet which allows you to model any of the 1/100 kits in either Delta, Western or Eastern Provincial markings. The Micro sheet is very good, but if you do the Delta version, it can be difficult to get the red decal to show over the dark blue engine nacelle.

As for fit, assembly, overall appearance, and so forth, the Nitto/Entex kit is much the better in 1/100 scale. The trailing edges are thinner, surface detail is better, engines are more realistic, as is surface detail. The Starline kit is the same as the EKO kit except it comes in parts, while the EKO kit comes fully assembled. About the biggest problem with it is getting the wings to fit to the fuselage, the wing and fuselage being basically the only two parts in the kit. I carved out the fuselage until it would easily accept the wing. You could file the wing joint down, but it would be much harder.

The overall assembly of the Testors/Italiarie kit is adequate, not exceptional. One of the biggest problems with the kit is the door area, which is optional for either the dual cargo doors of the C-47 or the airliner version. For the airliner version, only the airliner door is provided, part 20A. The fuselage itself, part 20, requires that you cut out the additional window, which is imprinted in the plastic. But, because the fuselage sections are somewhat prone to warpage, the door section doesn't fit very well. As a result, there may be a need for filling and sanding, which is somewhat awkward on this particular area. To help relieve this, you might try gluing that particular joint in sections, being careful to align and clamp each of the sec-

tions in place until the joint has dried. I also found that a lot of putty was necessary on the bottom fuselage joint, but otherwise the kit assembly was simple and straightforward. Once completed, the model looks pretty good.

One the new goodies front, there are several interesting things now available. The Heller 1/72 DC-6, which comes with either SAS or Firefighter markings is out for about \$13.00. Pay attention to which version you get, as the window arrangements are reputed to be different. It is announced that the kit will be released in American Airlines markings in the relatively near future. Other decals you may want to think about trying on this model are the J&L Western markings from the 1/72 L-188 kit and the Northwest markings from the J&L DC-7C kit. Both of these latter decals are still available from ATP for about a dollar a sheet. Also new is the Revell of Germany 1/144 A-310 Airbus, which can be obtained in Lufthansa, KLM and British Caledonian markings for about \$17.00 each. Although not an outstanding kit, compared to the Airfix A-300, it appears to be both more accurate and more detailed. Finally, from Matchbox, the DHC-6, in 1/72 is now available and looks like a nice offering.

From ATP, Inc., comes some new decals. Several are window decals for the Atlantic DC-6 and Connie but there are some new liveries as well. In particular, for both 1/144 and 1/200, there are markings for the American West Airlines Boeing 737-100/200. These decals look like there are up to the usual ATP standards. From Big-D-Cal is a new sheet for the new Braniff colors as seen on the Boeing 727. This decal looks extremely good as well. Review samples were provided courtesy of ATP, Inc.

I have not had any response from any of you guys out there concerning the contest, so I think, at least for the present, leave the rules and the categories unchanged. If you do have any comments or suggestions, please be sure to get them in as soon as possible, so we can include them in time for the contest. And if you expect a response from me, please be sure to include a SASE. Until next issue, happy modeling.

## MODEL GALLERY



Revell DC-7, with decals fitted from the new AOA Stratocruiser decal sheet from ATP, Inc. Model/photo from Tom Kalina.



New from Big-D-Cal is the current Braniff markings for the 1/144 Boeing 727-200. Model/photos from ATP, Inc.



The 1/200 Hasegawa Boeing 747 was made using Air Jet decals and the GE engines from a couple of 1/200 Hasegawa A-300 kits. Model/photo by Dean Slaybaugh.



A 1/200 Hasegawa Boeing 737-200 with decals from ATP, Inc. Model/photo by Eugene Jacobi.



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As usual there are many illustrations of time-tables, route maps, logos and service marks, in-flight folders and advertisements.

Books may be ordered from: George W. Cearley, Jr., P.O. Box 12312, Dallas, TX 75225. Price is \$12.00 each plus \$1.00 shipping and handling.

# POST CARD CORNER

by

JON PROCTOR

With the abundance of new post cards continuing, and new producers getting off the ground, we should continue to see a rich supply of examples. "C5 At Heathrow" is one such recent entrant, with an initial run of very interesting cards, in continental size. In West Germany, our friend Udo Schaefer has formed "team-druck" and published nine cards in standard size, all of excellent quality; and a couple of them, shot in Alaska, are nothing short of spectacular. Aviation World has both of these new sources featured on their sales lists.

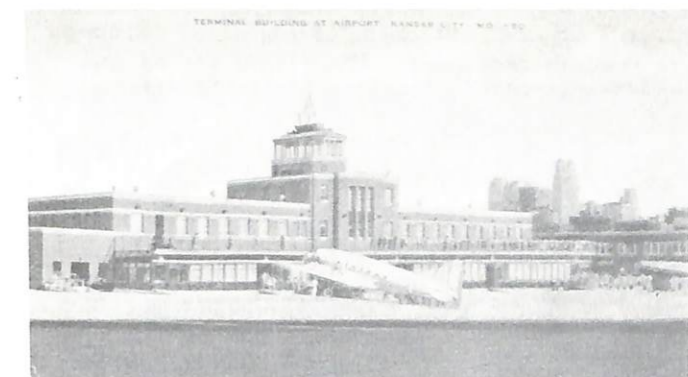
Aerogem cards have produced their second batch of cards, which includes some very nice examples, such as the A300 and the DC-8-62 in Northeastern International (R.I.P.) colors, a Midwest Express DC-9, and an Eastern Electra in the final "hockey stick" colors. Four Colour of New Zealand has recently produced an Eagle Airways Bandit, and seven others are coming on line presently, headed by a Qantas 747-300 in the airline's new livery. Aviation World's latest include both the 737 and 757 of Delta, and 727-200's in the old and new colors of Braniff; the former being in its last "ultra" or "pinstripe" scheme, this one dark green. Also out is a Super 80 of Midway Metrolink. Anybody seen a Midway Express 737 yet?

With all the new airlines coming out, plus many established carriers changing their liveries, the new card pace should not only continue, but even pick up. Such giants as British Airways, Pan Am and Qantas are all changing appearances, as well as Republic. And others are doing some minor mods, like TWA's new pinstripes on the engines of their 767 fleet. The carrier has also adopted the "747 SKYLINER" titles on the nose of their 747 fleet, as the airplanes receive refurbished interiors. Pan Am is experimenting with no less than three different paint jobs, and as of this writing has not yet announced a decision on the winner. With no basic changes in the past 26 years, they are overdue. The new look would have been appropriate for an appearance with the advent of the carrier's "Million Dollar Baby" 747 refurbishment.

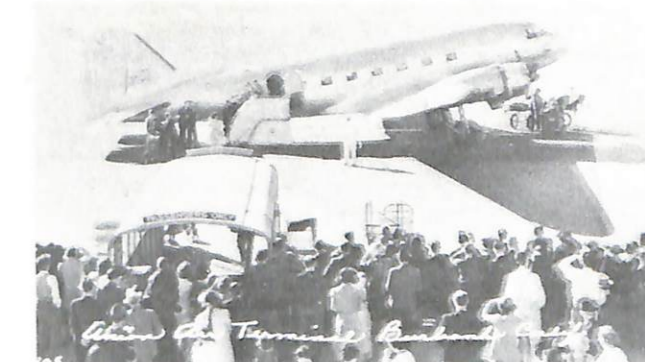
WAHC member Bill Demarest reminds us that the carriers themselves still send out cards on request. Admittedly a risky proposition, it is made easier these days with the advent of the home computer and word processing equipment. Sending out a few at a time on a regular schedule can ease the problem, according to Bill. Among the fruits of his labor are (all airline issues): American Trans-Air 727, Comair Saab-Fairchild 340, Affretair DC-7C (old props never die....), AeroPeru L-1011, TEA 737, AvioGenex 727-200, two each of the Luxair 737 and LACSA 727-200, and an Air Mauritius 747SP. Some of the older issues are still sent out by the carriers such as the 727-100 and IL-18 received from Air Mali.



This DC-3, in the latter "meatball" livery, was used for training, and retired in 1958. APC Publications.



The mysterious AA DC-3 at Kansas City. Harness Greating Card Co. Color linen.



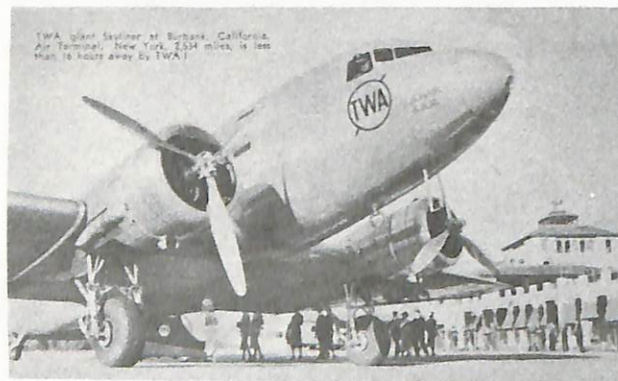
An interesting card, this one was published by a restauranter! It shows a nice view of United's DC-3A N16089, also with a right-hand passenger door. This particular airplane served United from 1937 until 1953. Published by Sky Room Restaurant, Union Air Terminal, Burbank, CA. B/w chrome with post mark of July 21, 1939.



A TWA DC-3 with a right-hand passenger door, shown in its last color scheme, at Wichita. Dextone, color chrome.



A current operator of the DC-3 and proud enough of it to publish this card. PBA offers one of the dwindling chances to ride the "3." PBA issue.

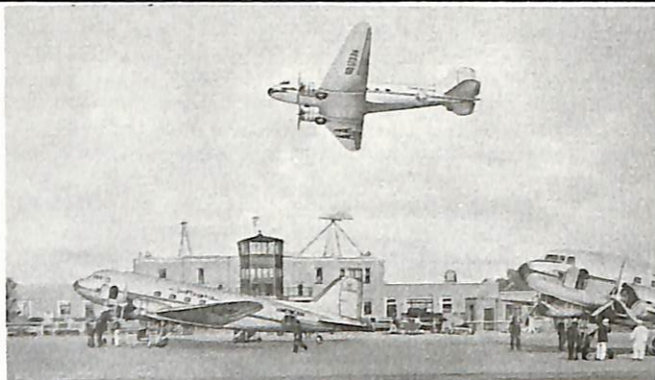


An early example of one of TWA's many DC-3 issues, this one brags about the "giant Skyliner" which could take you from Burbank to New York in less than 16 hours! TWA issue, b/w flat.

When you write to airlines, remember a few basic guidelines for the highest rate of success. Include a self-addressed envelope, stamped if local, or with an IRC (International Reply Coupon), available from the post office. Some go as far as enclosing a small check, for a few dollars. I've done that in the past, and found that very few carriers bother to cash them, because of international banking rules, or the bookkeeping problems involved (although a few do, so keep records!), but most will go to the trouble of mailing the check back, hopefully with some cards as well. Another idea, that works, is to use colorful commemorative stamps when writing for cards. Stamp collecting is a world-wide hobby too, and the person who opens

your letter may be a hobbyist. You may be happily surprised by what comes back. Typed, professional looking letters usually draw the responses.

With the 1985 LOGS centering around the 50th anniversary of the DC-3 and the history of Pan Am, we could print a separate volume of cards to fit the subjects! Pan Am probably has the most colorful history of any carrier; even as a TWAer, I must admit that Pan Am's early flying boats are among the most treasured cards in my own collection. I have 180 different Pan Am cards, of which 26 are flying boats, nine of them airline issues. In this first LOG, I'm including the early PAA props; subsequent issues will feature the larger and later props, early jets, and wide-bodies. By the way, the "Meatball" DC-3 shown was from a photo by WAHC members Allan VanWickler.



American DC-3s are shown near WAHC headquarters, in this early color linen card from Lunken Airport. Tichnor Brothers issue.



A warm weather shot of an American DST, without de-icer boots. American issue, b/w flat.



An Eastern DC-3 "Silverliner" with GREAT SILVER FLEET titles. Natural Color issue, tinted linen.

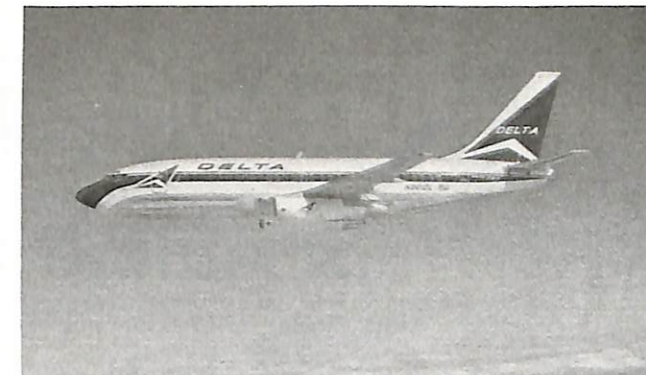
Over 10,000 DC-3s were produced, and I would imagine nearly as many different DC-3 post cards. From the earliest days, right up to the present, carriers have featured the faithful "Gooney Bird" on their own issues, and in the glory days of airport cards, the DC-3s got a major portion of the plane exposure. American Airlines, one of the biggest operators of the "3" did an endless number of cards, and even retouched some shots and reissued them. DC-3s, with the wave of an airbrush became DSTs. American removed the de-icing boots from the leading edge of the wings and tail in warm weather, and cards show the planes with and without, giving a hint as to the time of year when photographed.

Sometimes you can get quite a history lesson from post cards. An example is the card shown of an American DC-3 at, of all places, Kansas City. Since the carrier did not fly into that city during its DC-3 days, I long wondered how one of their planes was so captured. A little over a year ago, the puzzle was explained during a conversation with a very senior TWA flight engineer, who had been a mechanic at Kansas City during WW II. He explained that the military had accidentally acquired five more DC-3s from TWA than were allotted under the war procurement program. In its haste to correct the error, government officials sent five airplanes to TWA which had just been received from American, and still in AA's colors. TWA, like everyone else, was hurting for equipment, and pressed them into service, still in the livery of its arch-rival. Obviously, one was represented on my post card, making it truly unique. I never did find out if these airplanes were ever switched back with American or not, but doubt it, because a later issue of a DC-3 in TWA paint (shown), reflects a right-hand passenger door, and TWA's airplanes (original deliveries) had the left-hand doors; American's were all right-hand. Could this be one of the old AA planes that got caught in the "switch?" If nothing else, it does make both of these cards all the more interesting, and valuable to this collector.

We'll continue with other DC-3s in this years LOGS. If you have a favorite you'd like included, send it to me and we'll toss in as many as space permits; all will be returned. Meantime, good hunting, and happy collecting.



Long-retired "Mother Grinning Bird," a PSA L-1011 sits in storage at Marana, Arizona, still sporting its grin. This has to be one of the lowest time wide bodies in the world. C5 at Heathrow issue.



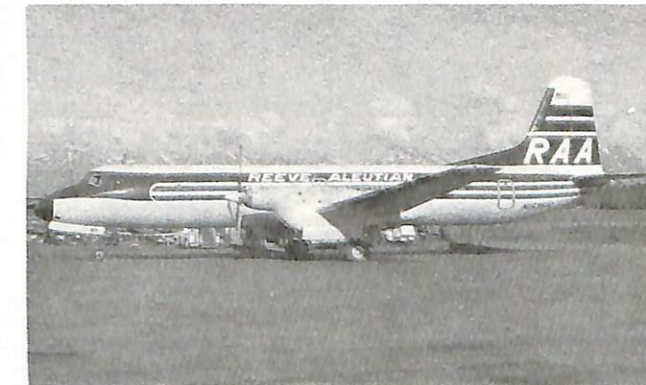
One of Aviation World's newest examples is this Delta 737-232. Color chrome.



American Trans-Air's latest issue, this time of the 727. Color chrome.



An Eagle Airways Bandeirante is shown at Auckland, on this recent Fourcolour issue. Color chrome.



A lovely view of one of Reeve Aleutian's VS-11s, with the Alaska mountains in the background. Team-druck issue, color chrome.

# AROUND THE WORLD

## of Airline Schedules

BY

GEORGE

CEARLEY



"Around the World" this issue features timetables of U. S. trunk carriers which operated the DC-2 and DC-3 in the 1930's and 1940's. Also included are timetables of Pan American Airways, this issue's featured airline.

An added feature beginning with this column is a survey of significant collectible timetables from airlines starting with U. S. trunk carriers.

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SOUTHBOUND—READ DOWN				(AIRPORT TO AIRPORT)				NORTHBOUND—READ UP			
Flite 11 Electra	Flite 7 Electra	Flite 3 Douglas	Flite 1 Douglas	ALL FLITES OPERATE DAILY				Flite 2 Douglas	Flite 4 Douglas	Flite 12 Douglas	Flite 10 Electra
(3) 8:45	(4) 12:45	(2) 8:00 (1) 7:30	(4) 4:30 (2) 5:00 (1) 5:00	Lv. (PT) Los Angeles Ar. (4) 8:30	Lv. (ET) New York Ar. (2) 2:25	Lv. (ET) New York Ar. (1) 11:15	Lv. (ET) Washington Ar. (1) 10:27	Lv. (CT) Chicago Ar. 5:50	(2) 4:40	(2) 6:00 (1) 6:00	(3) 11:45
	(4) 8:30	(2) 8:30 b 1:00	(1) 4:40 9:00	Lv. (ET) BURLINGTON* Ar. 3:20	Lv. KANSAS CITY Ar. 3:00	Lv. KANSAS CITY Ar. 1:50	Lv. WICHITA Ar. 1:40	Lv. OKLAHOMA CITY Ar. 12:35	10:55	a 9:15 8:30	
		3:40 4:00 5:15 5:25	11:40 11:55 1:10 1:20	Lv. AMARILLO Ar. 1:40	Lv. WICHITA FALLS Ar. 1:40	Lv. FORT WORTH Ar. 1:40	Lv. FORT WORTH Ar. 1:40	Lv. DALLAS Ar. 11:15	a 4:50	6:05 6:00	
	(4) 2:00	6:30 6:35	2:25 2:30	Lv. DALLAS Ar. 10:35	Lv. FORT WORTH Ar. 10:15	Lv. FORT WORTH Ar. 10:05	Lv. WACO Ar. 8:50	Lv. AUSTIN Ar. 8:45		4:45	6:35 5:35
		7:50	3:45	Lv. SAN ANTONIO Ar. 8:05	Lv. SAN ANTONIO Ar. 7:55	Lv. HOUSTON Ar. 7:00	Lv. GALVESTON Ar. 6:50	Lv. CORPUS CHRISTI Ar. 6:50		3:58 3:40 3:30	4:25 4:08 3:50
	(4) 3:16	8:50 9:20	4:25	Lv. BROWNSVILLE Ar. (CT) 8:27	Lv. BROWNSVILLE Ar. (CT) 8:27	Lv. Mexico City (PAA) Ar. 1:20			8:40 8:00	3:35	1:55 1:20
6:40 8:05 8:50 9:00 9:18											
4:20	4:10 4:28 4:35	6:20 6:38 6:45	3:55 4:15 4:25								
(o) 3:40	5:50 5:55 6:35	7:33	5:35 5:40 6:20 6:30								
6:00 6:30											

Light face figures—A.M. Time; Dark face figures—P.M. Time; (CT) Central Standard Time; (ET) Eastern Standard Time; (PT) Pacific Standard Time

(1)—Via connecting carrier at Kansas City; (2)—Via connecting carrier at Chicago; (3)—Via connecting carrier at Amarillo; (4)—Via connecting carrier at Dallas

(o)—Via Flite 12 to Dallas; \*—Stop suspended pending airport improvements; #—Via limousine direct from Dallas airport to downtown Ft. Worth

a—Via Transcontinental & Western Air; b—Complimentary meal aloft; c—Light breakfast aloft served at passenger's convenience between Ft. Worth and Brownsville

Schedules of Braniff Airways, Inc., effective November 1, 1937, and showing Douglas DC-2 and L-10A "Electra" service.

An added feature beginning with this column of "Around the World" is a survey of significant collectible timetables from airlines, starting with U. S. trunk carriers. These are selected based upon significant covers (logos, inaugurals, in-flight service, maps, aircraft) and important new services contained in the pages within.

I am beginning with Braniff Airways, Inc. If you like the idea of this column or can suggest major schedules of other carriers to include in this survey, please drop a line to George Cearley, 4449 Goodfellow Dr., Dallas, TX 75229.

#### Braniff Airways, Inc.

- August 1, 1935 - Features L-10A "Electra", "Great Lakes to the Gulf" slogan, and "B-Line" logo.
- December 1, 1936 - Features L-10A "Electra" with service slogan, "Two Motors, Two Way Radio, Two Pilots, Two Rudders".
- November 1, 1937 - Early Douglas DC-2 service with drawing of DC-2 and route map on cover.
- May 1, 1940 - Cover features three hostesses and Douglas DC-3 "Super B-Liner".
- February 15, 1942 - V for Victory slogan on cover for World War II defense effort.
- September 20, 1945 - Route map highlights new Denver-Memphis service.
- May 5, 1946 - Features new DC-4.
- June 15, 1946 - Cover shows new routes to South America granted by CAB.
- December 1, 1946 - Ad inside on "Instant Confirmation of Airline Reservations" pioneered by Braniff.
- December 15, 1947 - Male and female flight attendants on cover - Gene Drake and Jeanne St. John; also this date is a personal favorite of author as is his birthdate!
- June 4, 1948 - Timetable highlights first scheduled flights to South America.
- July 1, 1950 - Cover shows flight crew with DC-4 tail as backdrop; ad inside promotes new service to Buenos Aires in addition to previously inaugurated service at Rio, LaPaz, and Asuncion.
- September, 1952 - Braniff Airways-Mid Continent merger; cover shows MCA logo disappearing and fading behind Braniff logo.
- March-April, 1953 - Silver Anniversary - Features Tom Braniff and new Convair 340 service on cover and ad inside.
- September 27, 1953 - New Braniff-United interchange flights Southwest-Pacific Northwest.
- January 14, 1955 - TWA-Braniff Texas-California interchange.
- August 18, 1955 - Braniff-Eastern New York-South America interchange began on this date.
- February 15, 1956 - New service Texas-Washington-New York; features "Silver Service".
- October 20, 1956 - DC-7C service inaugurated Texas-New York, Texas-Chicago.
- April 28, 1957 - DC-7C service to South America; new service to Bogota.
- June 15, 1958 - 30th Anniversary timetable; features "El Dorado" and "El Conquistador" service marks on cover against backdrop of Western Hemisphere.
- June 15, 1959 - Lockheed L-188A "Electra" inaugural service; ad in back for "Gold Service" to South America.
- January 4, 1960 - First published system timetable featuring Boeing 707-227 "El Dorado Super Jet" service (although service actually began December 19, 1959). An individual 8" x 4" card was published in December for jet inaugural service.
- March 10, 1960 - Features doubled jet service domestically; introduction of jets to South America (effective April 1, 1960).

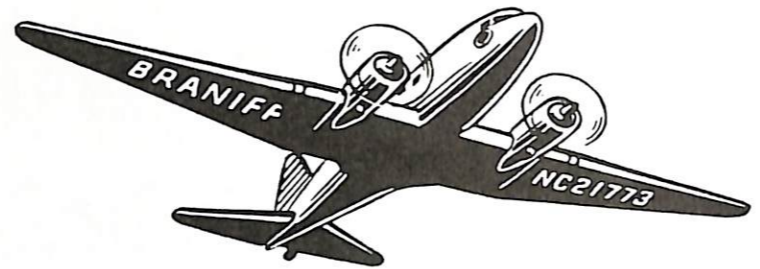
- October 30, 1960 - New U.S.A.-Mexico service effective November 9, 1960, with "Electras" and "Silver Service".
- April 30, 1961 - New Boeing 720 service and first pure jet flights to Mexico.
- July 1, 1962 - Braniff-Pan American Texas-Europe jet interchange.
- November 19, 1962 - Cover features new Idlewild terminal; South America vacation guide inside.
- October 27, 1963 - Features all jet service to South America. Braniff was certainly not at this time lagging behind with an all piston powered fleet to South America as reported in a recent book. In fact, all flights between the two continents were pure jet. Only a DC-7C shuttle service from Lima-LaPaz was operated, as "El Alto" Airport at LaPaz was not certificated for jet traffic by any carrier.
- April 25, 1965 - One-11 inaugural timetable, last timetable of Braniff-Beard era.
- June 1, 1965 - "Braniff International" interim titles are first featured on this cover.
- October 1, 1965 - First timetable with "BI" logo and "Braniff International" titles.
- July 5, 1966 - New 727QC service.
- February 1, 1967 - Braniff-PANAGRA merger.
- June 13, 1967 - New service Pacific Northwest-Texas.
- April 28, 1968 - Braniff "On Time" timetable.
- February 1, 1969 - New South America service from additional U. S. cities.
- March 5, 1969 - Last columnar timetable; features proposed Hawaii schedules, including St. Louis-Honolulu (which never happened).
- July 7, 1969 - New Detroit service.
- October 26, 1969 - New Texas-Florida service.
- Spring/Summer, 1971 - New 747 service to Hawaii.
- January-April, 1972 - Introducing "727 Braniff Place" - new wide body interiors; first in industry.
- Summer 1977 - New Colorado-Oklahoma-Florida service.
- Winter 1977/78 Transatlantic - Uncirculated, but published proposed U.S.-Europe schedules.
- Winter-Spring, 1978 - New Dallas-London service.
- December 15, 1978 - First expansion with deregulation (domestically).
- January 25, 1979 - Additional domestic expansion; Texas-D.C.-Europe Concorde flights.
- June 1, 1979 - New Dallas-Boston-continental Europe service.
- July 1, 1979 - First Pacific service beyond Honolulu (to Guam and Hong Kong initially).
- September, 1981 - "Braniff Strikes Back".
- December, 1981 - Introduces "Texas Class".
- April 25, 1982 - Last published public timetable of Braniff Airways, Inc. A June 1, 1982, GSCAB was printed, however. Note: Braniff company name from November 3, 1930, to its bankruptcy was Braniff Airways, Inc. Braniff International was trade name only and later holding company. Dalfort Corporation, the parent company of Braniff, Inc. (new 1984 Braniff airline), is a direct successor to Braniff Airways, Inc. Braniff International Corporation (the former holding company) was liquidated and is no longer in existence.

exclusively on **BRANIFF EL DORADO SUPER JET**  
the **Different** and **Superior BOEING 707-227**  
the **JET** with the **BIG** engines

**BOSTON-NEW YORK-PHILADELPHIA  
WASHINGTON-TEXAS-LOS ANGELES**

WESTBOUND Read Down			TABLE 1 No Extra Charge on Sleeper Planes			EASTBOUND Read Up		
No. 5 ↑	The Southern No. 1 Daily	Mls.				The Southern No. 2 Daily	No. 6 ↑	
7:30am	10:00am	0	Lv Boston (E.T.)	Ar	9:39pm	9:39pm	9:39pm	
9:24am	11:40am	201	Ar New York (Newark)	Lv	8:06pm	8:06pm	8:06pm	
9:40am	12:30pm	0	Lv NEW YORK (Newark)	Ar	6:53pm	6:53pm	6:53pm	
11:00am	1:09pm	72	Lv PHILADELPHIA (Camden)	Ar	6:15pm	6:15pm	6:15pm	
11:30am	2:04pm	203	Ar WASHINGTON	Lv	5:23pm	5:23pm	5:23pm	
12:50pm	2:16pm	203	Lv WASHINGTON	Ar	5:11pm	5:11pm	4:36pm	
1:21pm			Lv Lynchburg	Lv			3:30pm	
2:38pm			Lv Roanoke	Lv			3:02pm	
3:54pm			Lv Bristol	Lv			2:03pm	
			Lv Knoxville (C.T.)	Lv			12:06pm	
	4:43pm	760	Ar Nashville	Lv	1:01pm	1:01pm	11:00am	
	5:04pm	760	Ar Memphis	Ar	12:46pm	12:46pm		
	6:30pm	967	Lv Memphis	Lv	11:29am	11:29am		
	6:35pm	967	Lv Memphis	Lv	11:24am	11:24am		
	7:32pm	1096	Ar Little Rock	Lv	10:31am	10:31am		
	7:42pm	1096	Lv Little Rock	Ar	10:21am	10:21am		
	9:38pm	1402	Ar DALLAS	Lv	8:37am	8:37am		
	10:01pm	1431	Ar FT. WORTH	Lv	8:14am	8:14am		
	10:07pm	1402	Lv DALLAS	Ar	7:58am	7:58am		
	10:37pm	1431	Lv FT. WORTH	Ar	7:28am	7:28am		
	11:51pm	1571	Lv Abilene	Lv	6:26am	6:26am		
	12:58pm	1681	Lv Big Spring	Lv	5:33am	5:33am		
	2:08pm	1977	Ar El Paso (M.T.)	Ar	2:25am	2:25am		
	2:20pm	1977	Lv El Paso	Lv	2:13am	2:13am		
	3:54pm	2180	Lv Douglas	Lv	12:55am	12:55am		
	4:45pm	2281	Ar Tucson	Lv	12:02am	12:02am		
	4:50pm	2281	Lv Tucson	Ar	11:57am	11:57am		
	5:42pm	2391	Ar Phoenix	Lv	11:07pm	11:07pm		
	6:54pm	2391	Lv Phoenix	Ar	10:55pm	10:55pm		
	7:38pm	2767	Ar LOS ANGELES (Glendale)	Lv	7:30pm	7:30pm		
	9:00am		Lv Los Angeles (U.A.L.)	Ar	6:06pm	6:06pm		
	11:00am		Ar San Francisco	Lv	4:06pm	4:06pm		
	9:10am		Lv Los Angeles (W.A.E.)	Ar	11:50am	11:50am		
	10:00am		Ar San Diego	Lv	11:00am	11:00am		

NOTE—Stewardess service New York-Los Angeles, trips 1 and 2.  
Equipment: Trips 5 and 6 Trimotor Stinson A's.



**BRANIFF Airways**



OPERATED IN THE INTERESTS OF NATIONAL DEFENSE, COMMERCE & THE POSTAL SERVICE.

*Fly*  
**BRANIFF**  
*Super-B-Liners*

American Airlines cross-country schedules effective April 1, 1936, showing DC-3 service.

Braniff advertisements from the early 1940's. DC-3's joined Braniff in late 1939.



**NEW YORK - Cleveland - CHICAGO.. 8 ROUND TRIPS DAILY**

WESTBOUND - Read Down										EASTBOUND - Read Up									
15	15	25	3	11	21	1	Mls.			2	10	4	14	6	22	18			
11:00	10:00	8:30	4:30	2:45	12:45	12:30	8:30	0	Lv NEW YORK (Newark)	9:00	3:18	2:45	4:42	4:25	7:45	10:00			
1:50	12:50	11:20	7:20	6:03	3:20	11:20	405	Ar	Cleveland	6:45	12:32	12:30	2:27	5:15	5:30	7:45			
2:02	1:02	11:32	7:32	6:15	3:32	11:32	712	Ar	CHICAGO	6:33	12:20	12:18	2:15	5:18	7:33	11:33			
3:13	2:13	12:43	8:43	7:26	4:30	4:53	12:43	(CT)	Lv CHICAGO	3:45	9:20	9:30	11:15	11:30	2:30	4:45			

See Table 6 below for flights serving Philadelphia and Toledo. †—Daily except Saturdays, Sundays and Holidays.  
● — Non-Stop Super De Luxe Skylounge Mainliner (Douglas) — Extra Fare \$2.00 each way. ○ — 21 Passenger Mainliner (Douglas) — No extra fare.

**Oakland - SAN FRANCISCO - Fresno - Bakersfield - LOS ANGELES - San Diego**

SOUTHBOUND - Read Down										NORTHBOUND - Read Up									
6	10	22	8	12	16	18	Mls.			19	1	9	17	15	23	3			
2:25	5:40	4:40	1:10	11:40	9:10	6:40	0	Lv Oakland	11:44	12:30	2:50	5:29	6:20	9:20	3:00				
2:35	5:50	4:50	1:20	11:50	9:20	6:50	12	Ar S.FRANCISCO	11:34	12:20	2:40	5:19	6:10	9:10	2:50				
2:45	6:00	5:00	1:30	12:00	9:30	7:00	176	Lv (Mills Field)	11:24	12:07	2:30	5:09	6:00	9:00	2:40				
3:52	7:07				10:37		280	Lv Fresno	10:22			4:07			1:38				
4:44	7:59				11:29			Lv Bakersfield	9:30			3:15			12:46				
			3:20					Lv Santa Barbara		10:22									
5:24	8:39	7:00	3:57	2:00	12:09	9:00	375	Ar LOS ANGELES (Union Air Term.)	8:45	9:40	12:30	2:30	4:00	7:00	12:01				
6		22	5	12		7	Mls.	Lv LOS ANGELES	19		12	15	14	3					
5:40		7:10	4:15	2:05		9:30	375	Lv Long Beach	12:25		3:55	6:40	10:40						
			4:40			9:55	404	Lv San Diego	12:05		11:30	6:20							
6:30		8:00	5:10	2:55		10:25	499	Lv San Diego	7:45		11:05	3:05	5:45	9:50					

W—Via Western Air Express. †—Daily ex. Sun. & Hol. Non-stop mileage between Mills Field, San Francisco and Union Air Terminal, Los Angeles is 328 miles.  
○ — 21 Passenger Mainliners between Oakland and Los Angeles — No extra fare.

United Air Lines timetable from February 1, 1937. United had inaugurated its DC-3 service on January 1st that year. In February United began special 14 passenger sky lounge service with a \$2.00 extra charge for flights on this "roomier" plane.

**TWA**  
THE LINDBERGH LINE

NS AND TICKETS  
INTER 5-1800

*Fastest... Shortest* COAST TO COAST

On August 1, 1934, TWA introduced transcontinental DC-2 service with 18-hour flights between New York-Chicago-Kansas City-Albuquerque-Los Angeles. This timetable shows a DC-2 and was effective November 1, 1935.

**EASTERN AIR LINES**  
SPEED!  
TIME-TABLES AND FARES

NEW YORK  
WASHINGTON  
ATLANTA  
CHICAGO  
NEW ORLEANS  
MIAMI

VIA ATLANTA  
VIA ATLANTA

NEW YORK 80 MINS WASHINGTON  
NEW YORK 8 1/2 HRS MIAMI  
NEW YORK 8 1/2 HRS NEW ORLEANS  
CHICAGO 8 1/2 HRS MIAMI  
CHICAGO 7 1/2 HRS NEW ORLEANS  
NEW ORLEANS 13 1/2 HRS MIAMI Includes 6 1/2 hours layover in Atlanta.

NEW SERVICES—NEW FARES • EFFECTIVE MAY 5, 1935

Eastern purchased a fleet of fourteen DC-2's and placed them in service in late 1934 on a route between New York and Miami via Washington, Charleston, and Jacksonville.



# BRANIFF Airways

GREAT LAKES TO THE GULF

**MAIL • EXPRESS • PASSENGERS**

Braniff Airways purchased its DC-2's from Transcontinental & Western Air in 1937 and they entered service in June that year. Braniff's first hostesses served in these planes and were trained by Braniff's first female employee, Bobby Turnbull, with the help of TWA's senior hostess.

EFFECTIVE FEBRUARY 1, 1944

# PENNSYLVANIA CENTRAL Airlines



NAVAL AIR TRANSPORT SERVICE

Toward the fighting fronts . . . planes of the Naval Air Transport Service fly by day and by night, in clear skies and storm clouds. PCA is proud of its role in training NATS pilots.

In December, 1943, Pennsylvania Central (predecessor of Capital Airlines) opened the Naval Transitional Flying School at Roanoke, Va. PCA trained student pilots there for the Naval Air Transport service.

# AMERICAN AIRLINES INC.

Cover of April 1, 1936, American Airlines timetable which introduced the DC-3.

# UNITED AIR LINES

Presents the new **★ MAINLINERS ★**

BUILT FOR UNITED BY DOUGLAS

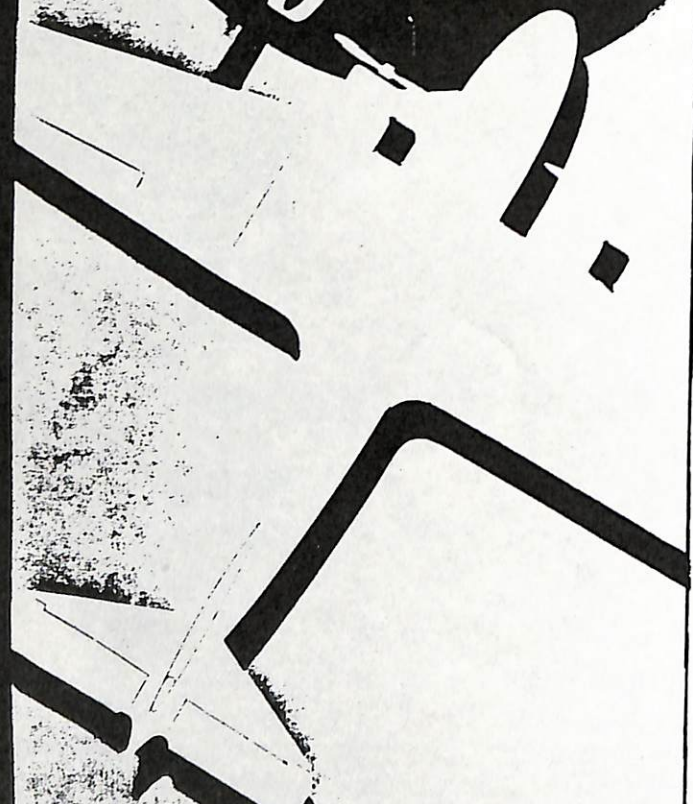
Now—SKYLOUNGE MAINLINERS  
World's Most Luxurious Planes  
NON-STOP CHICAGO-NEW YORK

Cover of United's February 1, 1937, timetable featured the DC-3 and new Sky Lounge service with 14-passenger DC-3's having swivel chair seats for an extra fare.

EFFECTIVE SEPTEMBER 1st

# TWA

*first*



**TRANSCONTINENTAL**  
WESTERN AIR, INC.

TWA introduced the DST on July 1, 1937, between New York and Los Angeles, and August 15 that year added the DC-3 day plane known as the TWA Skyclub.

# UNITED AIR LINES



**FLY THE MAIN LINE**  
The Pioneer Coast-to-Coast Airway

Effective December 1, 1937

United inaugurated DST sleeper flights in July, 1937, five months before this United Air Lines timetable featured an artist's drawing of the DST in flight.

EFFECTIVE JUNE 1, 1944  
(SUBJECT TO CHANGE WITHOUT NOTICE)

# EASTERN

*Air Lines*



**BUY WAR BONDS**

Eastern Air Lines added DC-3 dayplanes beginning in 1936 and in 1940, introduced DST sleeper transports.

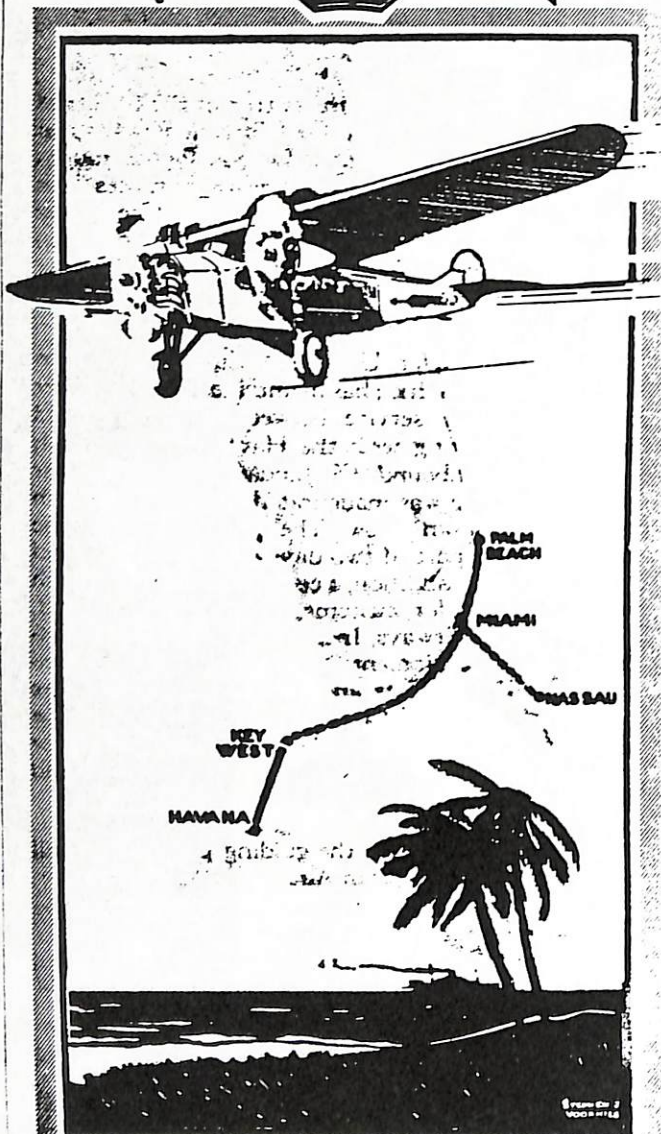


**CHICAGO · MILWAUKEE · MADISON · ROCHESTER**  
**ST. PAUL · MINNEAPOLIS · DULUTH · FARGO · WINNIPEG**  
**BISMARCK · MILES CITY · BILLINGS · HELENA · MISSOULA**  
**BUTTE · SPOKANE · PORTLAND · SEATTLE**

**SHORTEST...FASTEST**

Northwest took delivery of its first DC-3's in April, 1939, and these soon entered service between Chicago and Seattle. Northwest's first flight attendants served on these planes.

# THE AIR-WAY TO HAVANA

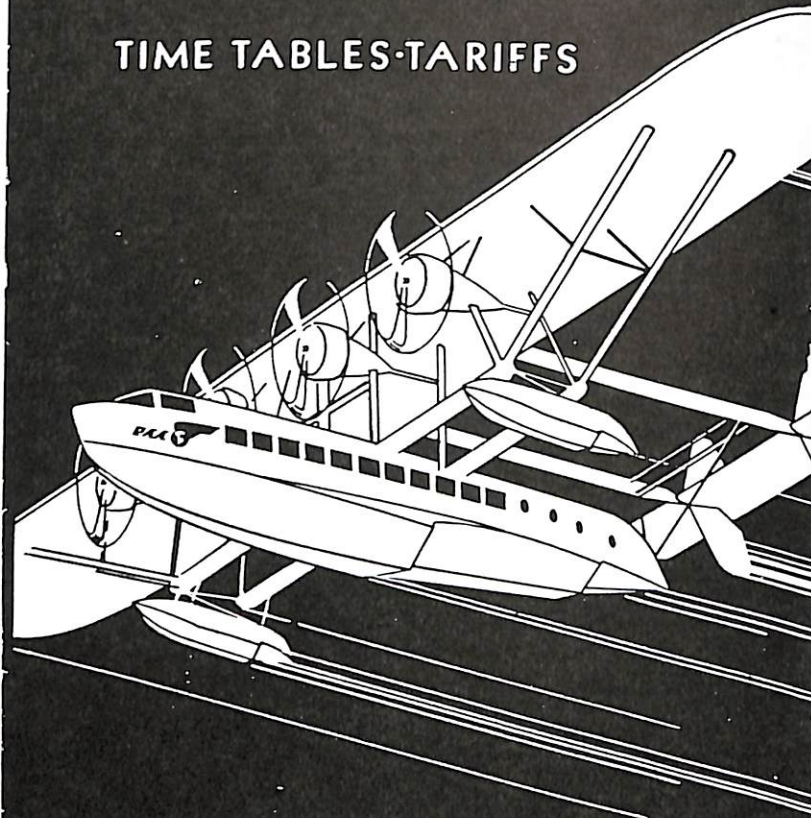


**PAN AMERICAN AIRWAYS, INC.**  
**1 PERSHING SQUARE BUILDING**  
**NEW YORK**

Pan American Airways began its first service on October 1, 1927, by carrying mail between Key West, Florida, and Havana, Cuba, in a Fairchild FC-2 float plane. The first passenger service began January 16, 1928, using a Fokker Trimotor like the one shown here.

# PAN AMERICAN AIRWAYS SYSTEM

TIME TABLES • TARIFFS



HAVANA  
 NASSAU  
 MEXICO  
 PANAMA  
 WEST INDIES  
 CENTRAL &  
 SOUTH AMERICA

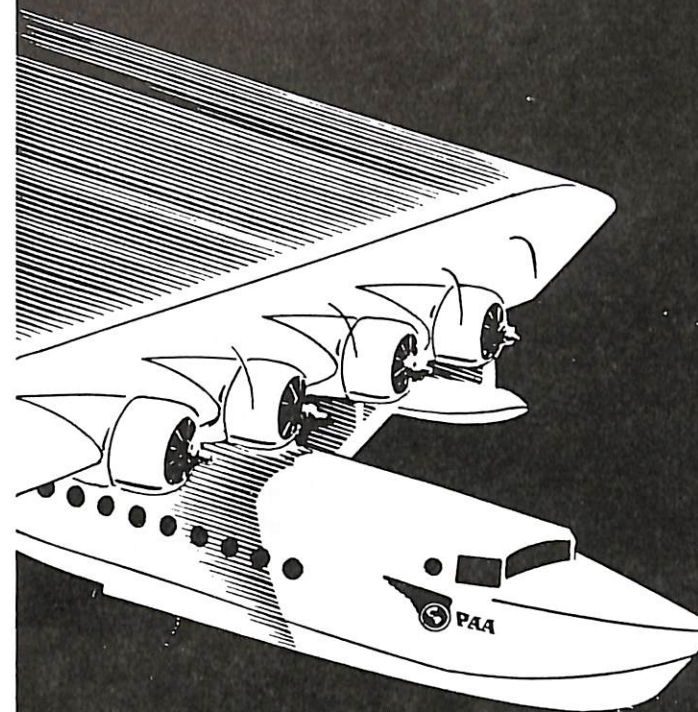
**PASSENGERS • MAIL • EXPRESS**

Corrected to Jan. 1, 1933

The cover of this January, 1933, timetable features a Sikorsky S-40 twin-boomed four-engine flying boat which joined Pan American in 1931. The plane carried 40 passengers and a crew of six and was the first Pan American airliner known as a Clipper.

# PAN AMERICAN AIRWAYS SYSTEM

TIME TABLES • PASSENGER TARIFFS



HAVANA  
 NASSAU  
 MEXICO  
 WEST INDIES  
 CENTRAL &  
 SOUTH AMERICA  
 ALASKA • CHINA

**PASSENGERS • MAIL • EXPRESS**

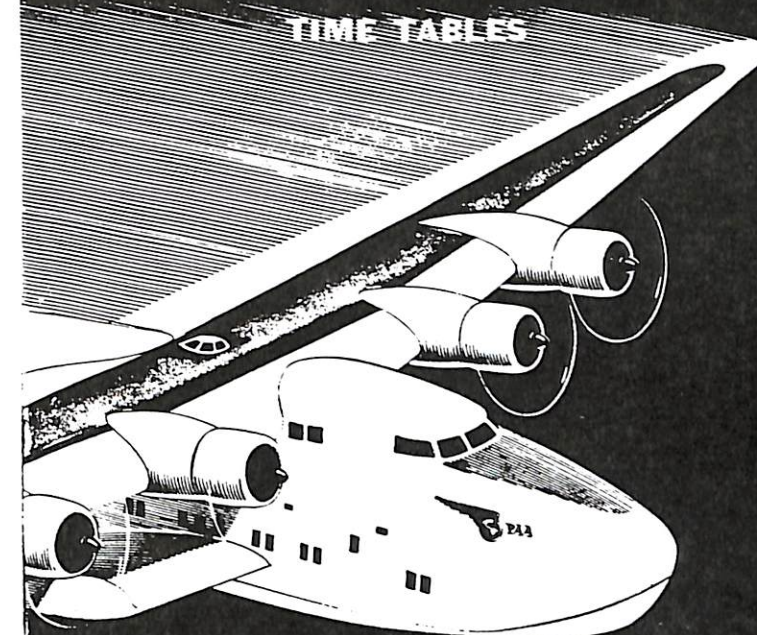
Corrected to November 1, 1935

This 1935 Pan American timetable shows an artist's rendering of the Sikorsky S-42 flying boat. It carried 32 passengers over longer ranges than the S-40. It entered service between Miami and Rio de Janeiro on August 16, 1934.

# PAN AMERICAN AIRWAYS SYSTEM

& ASSOCIATED LINES

TIME TABLES



BERMUDA • CUBA • NASSAU  
 WEST INDIES • MEXICO  
 CENTRAL & SOUTH AMERICA  
 HAWAII • PHILIPPINES  
 CHINA • ALASKA

Corrected to January 15, 1938  
 Subject to change without notice

A Boeing 314 Clipper Flying Boat is featured on the cover of this 1938 timetable. In 1935 Pan American began seeking a flying boat to succeed the Martin M-130 China Clipper and signed a contract with Boeing in Spring 1936. It was twice as powerful as the Martin and had a passenger capacity of 74 with a crew of eight. It had sleeper berths for 40 passengers, separate dressing rooms for men and women, a well stocked bar, an aft bridal suite, and combination lounge/dining room. The plane was divided into two decks. Passengers occupied four soundproof compartments on the lower level with seats for ten in each. The flight crew sat on the upper level. Behind the upper level flight deck were cargo storage areas. The first Boeing 314's entered service a year later in early 1939.

# WINGS & THINGS

by  
DICK KORAN

Those of us who collect the pieces of cloth, metal badges, and other odds and ends that are formed into the winged insignia of flight can not help but ruminate about the early airplanes and the pioneer airlines of the world. Our thoughts are sure to turn to the DC-3, the "machine (that) has done more to bring the world of nations closer together...its wings...a shining symbol of the great leap forward in transportation," as expressed by Douglas J. Ingells, author of "The Plane That Changed the World." My thoughts easily dwell on the American Airlines Flagship fleet--and the DST, the Douglas Skysleeper Transport.

When we review the long list of the world's airlines who flew the Douglas DC-3, Pan American World Airways is one of those who helped change the world. Reflecting on the DC-3, I have sentimental memories of my own flying time in the military version of that sturdy plane, the C-47 "Gooney Bird." And, when I think of Pan American, "Clipper" Flying Boats fly through my imagination, heading for Hawaii, Wake Island, or Lisbon!

So, with the beat of the Wright "Cyclone" engines in my ears and Bill Masland's exotic Pan American Clipper stories coming through, too, I set out to photograph the PAA wings I have in my collection, along with some great PAA Ferries items from member Don Thomas for this issue. I am also including the Ports-of-Call pilot wing which arrived too late for inclusion in the last issue of the LOG, as well as a patch worn by Nomads flying club. I'm also showing a patch sent to me by member Ed Young of Burbank.

**DOUGLAS AIRCRAFT M-2 RESTORATION PATCH:** Issued in 1976, this patch marked the 50th birthday of the Douglas M-2. The patch is white with light blue edging, heart, and wings. The light blue heart was taken from Donald Douglas' coats of arms.



The Douglas patch was issued by Harry Gann, who coordinated the restoration of the Douglas M-2 1926 Mailplane for the Smithsonian's National Air and Space Museum. Issued in 1976, the patch marked the 50th birthday of the M-2 Mailplane along with its restoration. The Douglas M-2, with Western Air Express markings, is on the floor of NASM's Hall of Air Transportation next to the rotating beacon light. The M-2 bi-plane was built in the mid to late 1920s as a replacement for the venerable DH-4s flying the mail at that time.

The light blue heart on the patch's white field was taken from Mr. Douglas's coat of arms. The winged heart was the logo of the Douglas Company before it became the Douglas Aircraft Corporation in 1928!

As I write, Ed Young is recuperating in the hospital from two serious operations. His wife indicates that he is in good shape and on the road to recovery. Since it is a little difficult for Ed to make any comments here about Douglas and his father, "Brig" Young, I will do it for him as some of these "tidbits" may or may not appear elsewhere in the LOG. The following has been gleaned from Ed Young's "A Man of Aviation's Golden Age--Brig Young" (American Aviation Historical Society JOURNAL, issue of Spring 1977). Any discussion of the DC-1, DC-2 and DC-3 aircraft and history should include this sort of personal information, especially since one of our own members has been so closely involved. Ed's collection of "wings and things" built over many years, was started by his father in 1916!

The elder Young began collecting pins in 1916 while employed at the Wright-Martin Company in Los Angeles. Donald W. Douglas was a young and recently hired Chief Engineer at the same plant. Brig Young devoted many long hours working hard to expand his knowledge and experience in systems and installations from the the frantic days of World War I, to the early 1930s, crossing paths with many of the early aircraft pioneers. He spent these intervening years with the early Douglas operation, working on O-2 Army Observation planes and the M series mailplanes for WAE and the U.S. Post Office. He "moonlighted" with others working to build Leland Bryant's "Angel of Los Angeles" for the Oakland to Honolulu Dole Race. Later he was part of the cadre of the Hodkinson Aircraft Company and the HT-1 (Hodkinson was wiped out in the 1929 stockmarket crash). Brig was brought back to Douglas only to be lured away by ex-Douglas engineer, Jack Northrop, to work on the twin-boom "flying wing" and a little later on the six-passenger Alpha low-wing monoplane of metal monocoque fuselage design. Brig Young was responsible for final assembly of the Alpha. In the early 1930s, Douglas was getting involved with the DC-1 and Brig "went over the hills to Santa Monica again...this time for keeps."

Having had experience on the DC-1, Brig was put in charge of the DC-2 installations and assemblies. With world-wide sales to airlines, coincidental with increased deliveries of DC-2s, Brig mounted a 17-year accumulation of aeronautical lapel insignia on a 14 x 16 frame in his office. Soon, DC-2 delivery pilots and others began vying with each other to add to the display, and in a few years time, the collection grew from 30 items to over 400 pins. Brig Young worked at Douglas until he passed away in 1943--his experience expanding as did his collection. Interesting how collections begin--and are carried on.

Don Thomas mailed his items for inclusion in this column. Thanks, Don! From his letter, Don offers the following information, "I enclose my PAAF wings, hat-badge, and small pin which I guess we were supposed to wear on civilian clothes. Also a cloth patch for shirts. I also have the one from PAA Africa like the one you illustrated. I also enclose my Naval Air Navigators wings, a little tarnished, which were authorized for air navigators and air navigational instructors about 1944." (They were actually authorized in March of 1945.)



**PAN AMERICAN AIR FERRIES:** Don Thomas' PAA Ferries Flight Radio Officer's wing badge. This halfwing is marked 1/10K gold and has the center shield done in dark blue enamel with gold letters "PAA Ferries Inc." and gold continents. The "lightning" mark just below the small shield is also dark blue enamel. A pin back is used for wear on the uniform.

An earlier letter in 1984 from Don mentioned his prior contact with member George Hester (PAA Africa). "Yes, I had letters from George," Thomas said. "It seems I flew to Brazil a couple of times from Liberia in 1942 with him when he (Hester) was piloting a Boeing Clipper and I was a passenger returning from a ferry trip." I hope that LOG readers have acquired the Summer 1984 issue of the AAHS JOURNAL with Don's 15-page plus article, "Flight Radio Navigator, Adventures With Pan American Air Ferries--1942." A great piece of history from the Pan American camp.

As a reminder to the reader, some of the other Pan American wings have appeared in previous issues of the LOG and I will recap them here. Photographs of the PAA Ferries pilot wing, one star, and the PAA Africa pilot wing, one star, appear in the Winter 1983 issue of the LOG, pages 18-19. Some comments on the two wings are in the column along with quotes



**PAN AMERICAN AIR FERRIES:** This hat badge was worn by Don Thomas during his service with PAA Ferries. A gold wreath surrounds the shield that has a dark blue enamel center with gold letters and continents. The badge has a single screwback post for wear on the uniform hat. It is 1/10K gold and has no other markings.



**PAN AMERICAN AIR FERRIES:** This Sterling lapel pin was also sent along for inclusion in the LOG. It has dark blue enamel on the shield design and is screw back for wear.



**PAN AMERICAN AIR FERRIES:** This uniform patch has dark blue thread forming the letters and insignia on a tan cloth backing. This item was also worn by Don Thomas during his service with PAAF.



**U.S. NAVY AIR NAVIGATOR:** A wing insignia, designated "Naval Aviation Observer (Navigation)", was approved toward the end of WW II concurrent with the authorization for navigators in the Navy to wear the wings. The gold wings have a silver compass rose set on crossed anchors and were worn by Don Thomas. After PAA Ferries was dissolved late in 1942, Don was offered a commission in Naval Air and was sent to Naval Air Navigation School at Pensacola NAS, Florida. At that school, he was involved in training air navigators in a PBY squadron and saw some action hunting submarines in the Gulf of Mexico.



**PAN AMERICAN:** In use from 1960 to 1979, this pattern Pan Am wing is a gold badge with a pin back for wear. The "Pan Am" is light blue enamel and the bar has three stars in gold. The star and wreath on the wing signifies the wearer is a Supervisory of Check Captain. It has the Balfour hallmark and is 1/10 10K gold filled. Captain R. McCracken, a retired Pan Am Chief Pilot, gave me this wing.



**PAN AMERICAN:** The present pattern wing, in use since May, 1979, is a design quite different from the wings of the earlier years. The raised surfaces of the wing are polished gold and the lower surface has a matte finish. "Pan Am" and the bar with three stars are medium blue enamel--the wing has a LGB hallmark and is 1/10K gold. It uses two screw backs for uniform wear. This wing is also from retired Pan Am Chief Pilot, Captain R. McCracken.

from retired Pan American Captain Bill Masland. In the Summer 1984 LOG, the PAA Africa items sent by members George Hester are shown on page 50. Comments on the PAA Africa pieces are on pages 48 and 49.

A few other wings are also depicted with this column including an Air Mongol piece I've had in my collection for a few years. I got it from deceased member and friend, Ivan Bogusovsky. While reading the February 1985 issue of National Geographic, and the articles, "Time Catches Up With Mongolia," I came across a great photograph of a female pilot wearing her "wings" on her Air Mongol uniform hat! A great photo of the uniform and insignia, "Wearing her wings, Osorgarow realized a childhood dream of becoming an airline pilot." The photo is a full front shot, showing the uniform and insignia from the waist up. This picture is on page 248. Another photo of a crew member below the tail of an AN-24PB turboprop is on page 261. In Mongolia, runways as we know them are non-existent. "Here and elsewhere, the hard, level earth provides crude but adequate landing strips

in lieu of paved runways, found only in Ulan Bator," the article relates. Ulan Bator is the capital of the Mongolian People's Republic. And, the photo, for the first time, shows how the badge is worn!

Included with this issue are the pilot wings of Interflug, the East German air carrier, mailed from their Berlin-Schonfeld Flughafen, along with a few cloth uniform items. I am also showing for the first time the Los Angeles Airways, Inc. pilot wing I acquired a few weeks ago. I believe this wing to be from the late 1940s era, and would appreciate any information any member may have to share about this item. It is a Sterling wing and is hallmarked "Enternmann Co."

Again, may I suggest to you wing collectors, please drop me a line about some wing or wings that you would like to share with the other collectors. We can work out some way of getting it to me for the photography and I'll see that it gets back to your favorite display fram. Until then, blue side up!



**PORTS-OF-CALL TRAVEL CLUB:** This silver finished wing, with stylized globe and dark blue logo mark, arrived too late for inclusion with the article on the Denver travel club in the last issue of the LOG. This wing is a standard Gemsco "blank" with the logo affixed by a Denver badge and trophy operation. Clutch backs are used for wear on the uniform.



**NOMADS TRAVEL-DETROIT:** Photo of this patch worn by members was also late for inclusion in the last issue of the LOG. The all-white patch has a silver edging and dark blue Viking-style boat and the name "Nomads."



**AIR MONGOL:** Mongolian Air Transport has a badge that is gold finished metal with a large, light blue enamel center, accented by the National crest.



**INTERFLUG:** German Democratic Republic Airlines, the state-controlled airline of East Germany, was formed in 1955 and has routes over a large intercontinental system. The wings, along with a selection of yellow thread and black cloth insignia, were sent to me from their offices at Flughafen Schonefeld in East Berlin. The wing has a gold finish overall with some red enamel (thin) in the center of the logo and in a small area of the national crest. Two screwback posts are used for uniform wear. There are no markings on the back of the metal wing, however, it was in a nice plastic presentation case with Veb Pravema markings from the East German insignia manufacturer.



**LOS ANGELES AIRWAYS, INC.:** Wing was acquired recently and is a fine example of the wing-makers art. Hallmarked Sterling, the wings also carry the mark of Entenmann Co. located next to the pin clasp. A small propeller appears in the center of the field of stars at top of the shield. The name, "Los Angeles Airways, Inc." is done in dark blue enamel.

## SLIDE SELLERS:

We have learned of two new slide services which offer original slides for sale, ALAS and ASIS. ALAS claims to be the "world's first and only K25 slide service offering exclusively Latin American subject." Their initial listing includes a group of 25 shots for \$50.00. Further information is available from:

ALAS  
1502 Farhills Drive  
Killeen, TX 76542

From Germany, ASIS (Airline Slide and Information Service) offers "slides, photos and information." A list and sample slide can be obtained by sending two International Reply Coupons (IRC's) or \$1.00 U.S. to:

ASIS  
Airline Slide and Informations Svc.  
Am Speckamp 15  
D-4030 Ratingen 4  
West Germany

Finally, Aerogem, well known for their extensive lists of original slides, now is selling duplicate slides, of vintage and current aircraft, as well. Additional details are available from Aerogem at:

Aerogem  
P.O. Box 290445  
Davie, FL 33329

# THE SLIDE COLLECTOR

by

GEORGE HAMLIN

## LOVE FIELD -- 1973:

For our vintage feature this issue we are taking a look at Dallas' Love Field, immediately prior to the opening of the DFW Regional Airport in early 1974.

Before the opening of DFW, Love Field was THE principal airport for airline activity in the Dallas/Ft. Worth area, in addition to being the headquarters and operating hub for (then) intrastate carrier Southwest. An observation deck which provided a good vantage point for much of the activity taking place at DAL helped make a visit in December, 1973 (just before all operators except Southwest moved to DFW) worthwhile.

Colorful Braniff, which had its headquarters and maintenance base at Love, put on quite a show, of course. At this point in the carrier's multi-liveried history, its fleet (with the exception of N601BN, the "Big Orange" 747) displayed the four types of two-tone colors which later would be promoted as the "Flying Colors" look. These schemes, introduced in 1971, replaced the solid pastel colors dating from the 1960's, and preceded the "Ultra" colors introduced in 1978.

While all of Braniff's service, except for the Honolulu trip with the 747, was operated with 727's, other carriers had a greater variety of equipment. Love Field hosted numerous four-engine narrowbodies of American and Delta--707's from the former, and DC-8-50's and -61's from the latter. At the time, of course, this was commonplace, but now, as of January 1 this year, a rarity in this country.

Other bits of color were provided by Continental's golden-tailed aircraft, including several examples of the DC-9-15F fleet. Texas International exhibited Convair 600's--in both its old and newer "Lone Star" schemes--as well as its own DC-9's, which today wear Continental colors and titles.

All things considered, Love Field back then provided an excellent airliner show, although one with only a brief run remaining prior to its removal to a new (and less accessible) location. We hope that the photos are enjoyable.

## FILM TYPES:

This may strike some of you as an odd subject for the column, inasmuch as virtually everyone seems to use Kodachrome (either 25 or 64). Indeed, the lack of a Kodale processing mount may cause even Kodachrome slides to be less desirable as traders.

Nonetheless, we do hear preferences for other film types, from time to time. This may be related to efforts by other film manufacturers, particularly Fuji, to upgrade the quality (with respect to sharpness and finer grain structure) of their slide films.

Kodachrome has been the standard in our hobby for so long that it sometimes is difficult to keep in mind that image quality, as opposed to brand name, is what we are after. In point of fact, Kodachrome is outstanding in this respect, however, even with improvements in other brands. As further developments occur, however, it does make sense to be aware of them, and, possibly, to re-evaluate our position if there are significant changes.

We would be interested in hearing your thoughts on this subject, particularly from anyone who uses slide films other than Kodachrome on a regular basis.

## PHOTOS:

We hope that you enjoy the interesting selection this time--thanks to those who contributed. Until next time, good shooting/collecting, and remember to send us some interesting shots for use in the LOG.



These first six photos were taken by Georg Hamlin at Dallas Love Field on December 27, 1973. Above we have a red and orange Braniff 727-227, N425BN, passing a two-tone green 727 in the background.



A Continental DC-9-15RC, N8917, (later N9358 of Hughes Air West and AeroMexico's XA-BCO) taxis away from the gate.



Delta DC-8-50, N805E, is pushed back from the gate amidst a group of American 707's and a DC-10.



Still in the "old" TI scheme, CV-600, N94205, passes the Braniff maintenance base.



An example of TI's largest equipment, a DC-9-30, which is departing from the terminal area.



Dennis Andrews sent in this nice shot of Virgin Atlantic's 747, G-VIRG, landing at Newark.



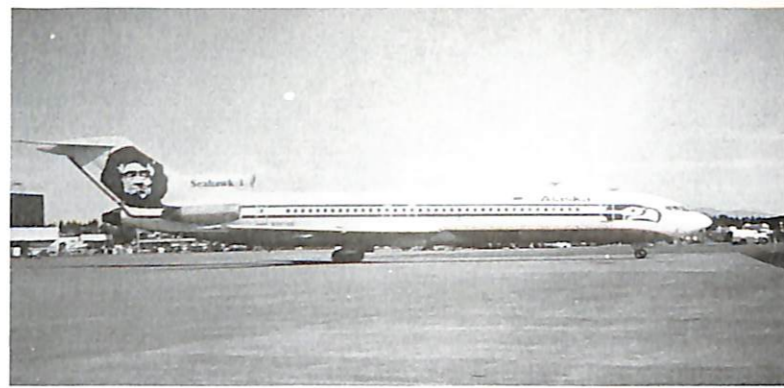
Two other TI Convairs pass in front of a Braniff 727.



Phil Glatt caught Pan Am's N748PA with new titles at MIA.



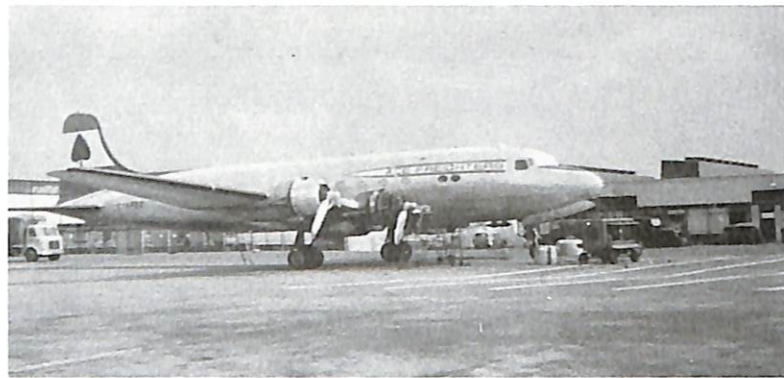
Midway Express 737, G-BGVJ, at Miami, also shot by Phil Clatt.



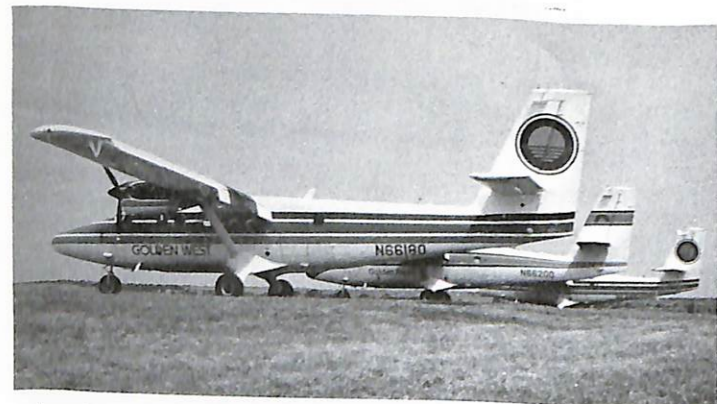
"Seahawk One," alias N297AS, of Alaska Airlines, shot at Seattle on October 19, 1984 by Bryant Petit.



Ex-TWA L-1011 operated by Five Star, in basic TWA livery. Photo by Jerry Stanick.



Here is an "oldie but goodie" a C-54 of Ace Freighters having an engine worked on at an undisclosed field. International Museum of Air Lines photo.



An interesting lineup of Golden West DHC-6's taken at Decatur, TX by Bob Share.



PANAGRA DC-3 taken at La Paz, Bolivia. This is a very interesting photograph, to say the least. Photographer again unknown.



Sudan Airways' colorful 707, ST-AIX, "Blue Nile" at Frankfurt on October 12, 1984. Shot by Bryant Petit.



Northeast Convair 880 taken by an unknown photographer, possibly Joe Turner. Nice shot of an early "Yellowbird."

# CONTENT DELETED DUE TO PRIVACY CONCERNS

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# THE BOOK SHELF

The "Book Shelf" presents two reviews this issue on books that we believe you will want to add to your aviation library. Both books are from the pen of Mr. R. E. G. Davies, one of the truly outstanding aviation writers in the world today. Both books are currently available, so be sure you get your copy as soon as possible. The printing on the Continental book was a limited run, so don't wait very long to order, or you will be out of luck.

**Continental Airlines: The First Fifty Years 1934-1984**, by R. E. G. Davies, Pioneer Publications, Inc., 1984, hard cover, \$32.50. Review by Jon Proctor.

Ron Davies and Mike Machat have teamed up to produce a top-notch book which commemorates the 50th anniversary of Continental Airlines. The cover illustration and airplane profiles were done by Mike, and are magnificent. His cover painting is similar to the one done for John Wegg's *Finnair history (Finnair-The Art of Flying Since 1923)*, and features sixteen different color profiles of various airliners, from the original Varney Speed Lines Lockheed Vega, right up to present Continental aircraft. Comparison profiles also show the evolution of Lockheed, Convair and Boeing airliners flown by the company. Ron Davies wrote the book, supplying much of the wit and dry humor for which he has become well known; his style of writing provides interesting and easy to read text; the book is hard to put down before completion. Included are Ron's unique route maps, which help to illustrate the rapid growth of Continental, and in one case, its rather dramatic negative growth.

Several features of this book make it a required volume for the enthusiast's library. Of course the colorful story of Continental in itself makes for good reading. But this time the reader is taken through the full and complete background of the carrier, right up to the present. The explosive days of deregulation and radical surgery which Continental endured in late 1983 are graphically relived, including management's decision to file for reorganization under Chapter 11 of the Federal Bankruptcy Code. Author Davies actually found himself writing this portion of the airline's history as it happened. Drastic and controversial actions were taken by a very controversial man: Frank Lorenzo, and whether you agree with him or not, you will probably find this section of the story to be the most fascinating.

Also covered in detail are the earlier and happier days of Continental, under Robert Six, plus separate chapters on Pioneer, Trans-Texas and Air Micronesia. Ron hand picked the photographs used in the text of the book, and several are real treasures. Did you know that Lockheed Hercules aircraft flew in Continental's colors? There are two photos of them in the book. *Subsidiary Continental Air Services* is also described, an operation during the Viet Nam war which operated some thirteen or fourteen different types of aircraft in the Far East.

Following the actual text of the book, brief stories are told about 43 product support companies who have

done business with Continental over the years. Included are such giants as Pratt & Whitney, Douglas Aircraft Company, Standard Oil and 3M. An interesting insight to the behind-the-scenes activities of the airline are provided, along with some spectacular photos of airliners of Continental and other carriers, plus military shots. Douglas included a lovely photo of a Trans-Texas DC-3, which appears to be parked at Albuquerque.

The book measures approximately 9 by 11½ inches, and the hard-back cover is done in gold. High quality slick paper stock is used, and the dust cover could actually be framed. It features Mike Machat's beautiful fleet painting of fourteen Continental and predecessor aircraft in formation. His color profiles head up each chapter within the book, and provide accurate historical information on each color scheme. The fact that only 5,000 copies of this volume were printed (over 4,000 went directly to Continental) means this collector's item will be difficult to find in the future. I consider it to be a gem in my own personal book collection, and highly recommend it.

Although priced at \$32.50, Aviation World, by purchasing a quantity order from the publisher, is able to offer it to WAHC members for \$29.95, including shipping by Special Fourth Class book rate (add \$5 for First Class/Priority shipping). Order directly from: Aviation World, Inc., P.O. Box 188, Bethel, CT 06201-0188.

**Airlines of Latin America Since 1919**, by R. E. G. Davies, published by the Smithsonian Institution Press with the permission of Putnam, an imprint of the Bodley Head, 9 Bow Street, Covent Garden, London, 1984, 698 pages, illustrated, hardback. Price is \$47.50. Review by Marion C. Pyles.

Ron Davies has done it again! This book is the most comprehensive work on South American aviation in over four decades. *Airlines of Latin American Since 1919* will make a nice addition to any aviation library. It's an excellent companion to Ron's *Airlines of the United States Since 1914*, which was first published in 1972. This book is also available from the Smithsonian in its updated version.

The book is nicely arranged for the reader. Beginning in Mexico, the reader slowly works his way South in each succeeding section. I say slowly because there is so much information to grasp as you read. The development of aviation in Mexico is fascinating, as it is with each country visited.

Central America and the Caribbean follow Mexico in order. Here again the material that Mr. Davies puts forth takes a while to retain. Many names and places that are not really common to U.S. readers will be uncovered. It will be helpful to have a map of the area your reading about in the book close by. Although this may not be necessary because the author

has provided many maps and charts to help the reader move from one point to another. Also the photos selected for this book are outstanding. The photos are worth the price of the book, even without the text.

After leaving the Islands of the Caribbean, we get to the heart of the book and that is the continent of South America. Starting with the Guianas located on the Northeast coast and working our way around the continent, we will read about many airlines and locations that will dream up thoughts of mystery and intrigue. From the first flights of Societe des Transports Aeriens Guyanais (T.A.G.) to the current operations of airlines and airliners all over South America, you will find one interesting plot after another. If you read this book, and retain the knowledge, you will never miss another question on the Aviation World quizzes at the banquet of the Airliners International conventions. At least on questions on South America!

Each country of South America is covered. From the time aviation first started, up to present airline operations, nothing is left undone. You meet the people who started and operated the first airlines, as well as the people who laid out the airports and did all of the "dirty" work that was necessary to do, in those early years of aviation. As mentioned early on, this book abounds with charts, maps and photos. In the appendix, you will find listed numerous airlines and the aircraft that they operated, along with their registration numbers and any "names" that they carried. All in all, I would say that Mr. Davies has really done his homework on this book, and it is all to our benefit. There will probably never be written such a comprehensive book on South American aviation again. Truly a work of love that Ron Davies can be very proud of. A big thanks to you Ron for working so hard on a books that all airline enthusiasts will be using as reference material for years to come.

As you can gather from my enthusiasm, I highly recommend that you obtain this book for your aviation library. It is also recommended that you obtain Ron's book, *Aviation in the U.S. Since 1914*.



## Continental Airlines: The First Fifty Years 1934 - 1984

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 Viscount 745  
 Douglas DC-3  
 Douglas DC-4

PAN AMERICAN  
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 Douglas DC-10

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 Douglas DC-10  
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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.

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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.

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Please send your membership renewals and new membership forms to the following: European goes to Fred Hems; all other will go to Club Headquarters in Cincinnati, Ohio. When sending in new memberships and renewals, please use the correct U.S. dollar amount. Please do not send foreign (to the U.S.) money for your membership or checks drawn on other than U.S. banks. If you are joining the European Branch of the Club, please send Mr. Hems the equivalent of \$12/\$20 US in British pound notes. If you have any questions about method of payment, please contact Club Headquarters.

**CHANGE OF ADDRESS--IMPORTANT**

Members MUST report any change of address promptly to the Membership Co-ordinator in order to receive their copy of the LOG. The Postal Department WILL NOT forward permit mail. If we do not have your correct address you will not receive your LOG. In addition to not forwarding your copy of the LOG, the Postal Department destroys your copy of the LOG. To have another mailed to you, you must forward \$3 to cover the cost of mailing you a second copy. There will be NO EXCEPTIONS to this charge. Please keep the Club current on your address. Send all address changes to Marion Pyles, AMF Box 75034, Cincinnati, Ohio 45275.

**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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# AIRLINERS INTERNATIONAL

## CONVENTION

We are pleased to announce that the ninth annual AIRLINERS INTERNATIONAL convention will be held in the San Francisco Bay Area this year, hosted by the Bay Area members of the World Airline Hobby Club. Date for this years meeting is June 27, 28 and 29. The place is the Red Lion Inn, located close to the San Jose Airport. Everyone is invited!

We certainly hope that you will be able to join this annual gathering of commercial aviation enthusiasts. This event includes a multitude of displays and contests, featuring every imaginable form of airline memorabilia--aircraft models, schedules, postcards, luggage tags, glassware, china and silverware, hat badges, wing insignia, books, slides, photos, stamps and even airsick bags! Buying and trading of items of memorabilia will be continuous on the convention floor. For the duration, slide and movie presentations will also take place. The highlight of the meeting is the closing banquet on Saturday night with trivia quizzes, contest awards, door prize drawings and a featured guest speaker.

The Red Lion Inn overlooks San Jose International Airport (SJC) and is located a short distance from the passenger terminal building. A courtesy shuttle is available between the terminal and the hotel. For those flying into San Francisco International (SFO) or Oakland International (OAK) airports, the hotel can be reached in about 35 minutes by ground transportation. For those arriving by car, the hotel is easily reached via U.S. 101 from either direction by taking the Terminal Exit.

We have several tours in the works presently, including NASA Ames Research Center, United Airlines maintenance base and a possible scenic flight in one of PSA's newest aircraft - the BAe 146 "Smileliner."

San Jose is one of America's fastest growing cities which offers a variety of things to do. Some of the many attractions in the area include Marriott's Great American theme Park, Marine World, Africa USA, the famous Winchester Mystery House and Mission Santa Clara. Of course, America's favorite city, San Francisco, is but a short 45 minute drive from San Jose and includes the Golden Gate Bridge, Alcatraz Island, Fisherman's Wharf, the Cable Cars and much more. Additional information regarding things-to-do places-to-go will be available with your convention package.

This year we have lowered the registration fee for family members in response to numerous suggestions. Spouses/children will have open access to the display areas and will be issued I.D. badges. Only heads of families paying full registration will receive "booty bags" and door prize tickets. Additionally, all banquet ticket holders will receive tickets for the banquet door prizes.

For additional information and registration forms write to the following address:

AIRLINERS INTERNATIONAL 85  
P.O. Box 3212  
San Mateo, California 94403-0212