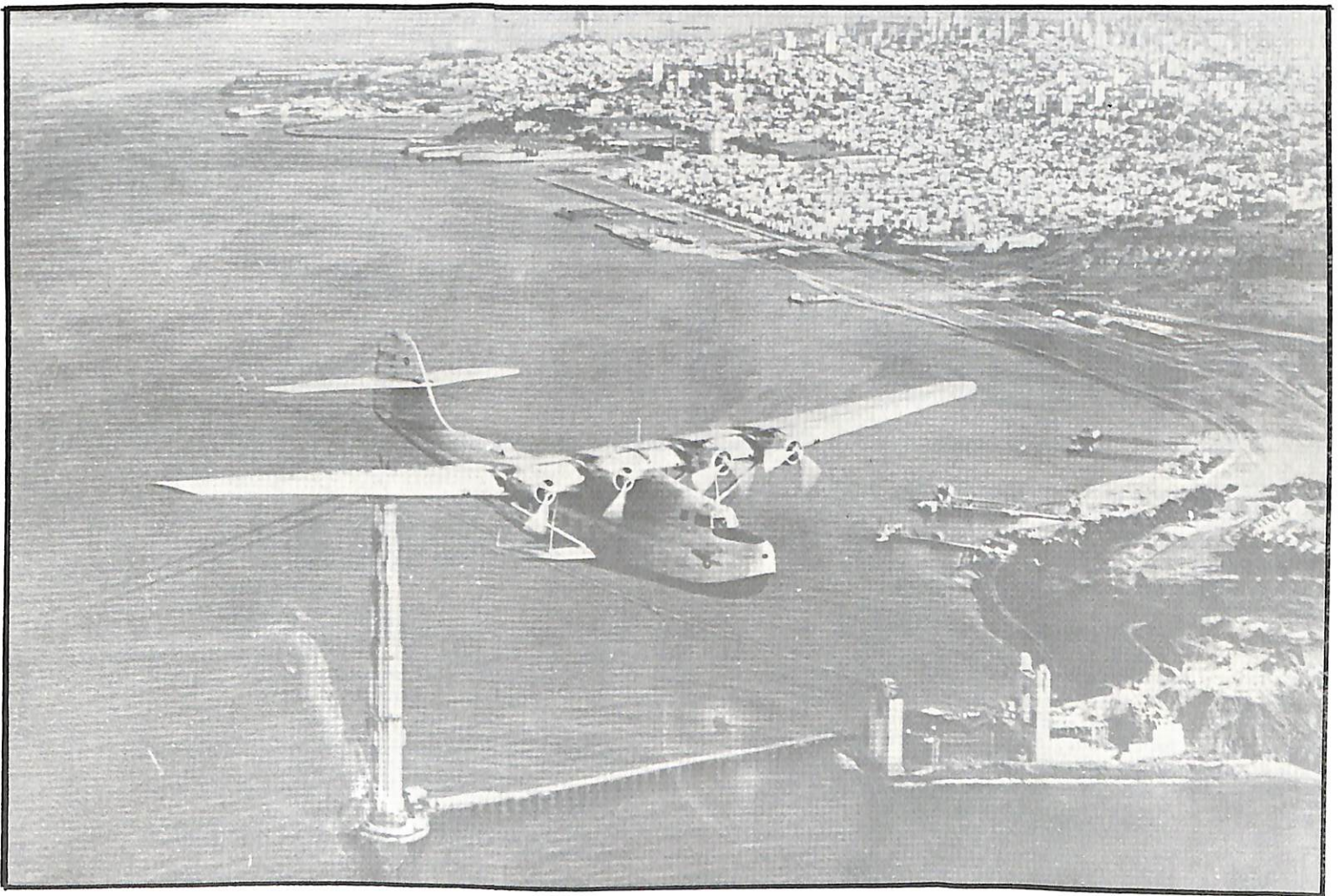




# CAPTAIN'S LOG

VOL. XI NO.2



FLYING OVER THE INCOMPLETED GOLDEN GATE BRIDGE, A MARTIN 130 "CHINA CLIPPER" EXTENDS PAN AMERICAN'S WEB TO THE ORIENT WITH MORE SPEED AND GREATER COMFORT THAN EVER AFFORTED BY ANY OTHER AIRCRAFT IN THE CARRIERS FLEET.

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THE FLIGHT EXCHANGE

The CAPTAIN'S LOG will publish members' wants, trades and items they have for sale. These requests 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 USA. Please send such requests on a separate sheet of paper, written or typed so it can be easily read. DO NOT include this material within a letter or on your membership and/or renewal form.

CONTRIBUTIONS WANTED

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

PUBLICATION DATES

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Thank you

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VOLUME XI

NO. 2

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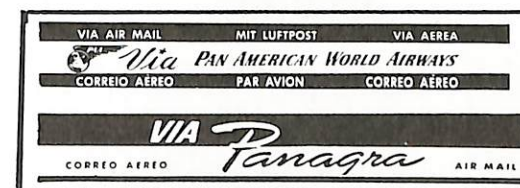
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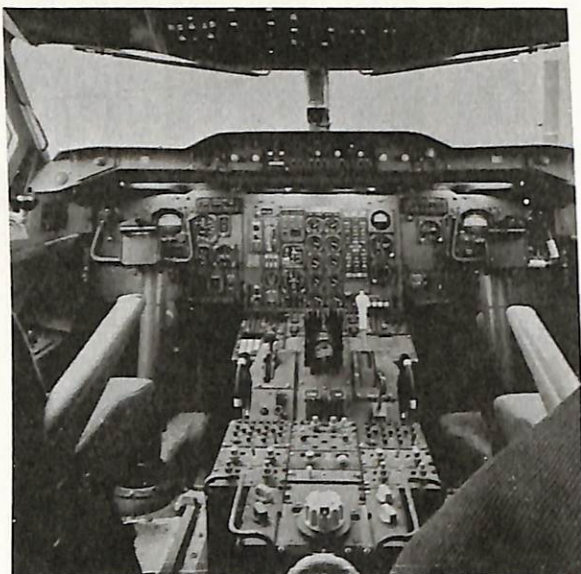


ABOVE: From San Francisco to Hawaii and beyond on Pan American's DC-4. Company issued post card from the collection of Jon Proctor.

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

Members must report any change of address promptly to the Club 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. To have a replacement issues mailed to you, it will cost you an additional \$4.00. There will be NO EXCEPTIONS to this charge. Please keep the Club current on your address.

Club memberships will expire at various times during the course of the year. Check your membership number. The last four digits of this number represent the expiration date of your membership. Example: 0001FIRC1285 indicates that this is membership number 1 and receives LOG via First Class mail and membership expires at the end of December, 1985. You will receive several notices before your membership expires. Please get your renewal in as soon as possible.



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

Since the last issue of the CAPTAIN'S LOG, a number of events have taken place. First off, the Airliners International 85 convention, held in San Jose, was a super success. I never did receive the final count on how many attended, but it had to be one of, if not the largest, meeting that we have every had. Congratulations to Tom Livesy and his committee on doing such a fine job. For those that have not heard, the 1986 affair will be held in Hartford, Ct., and will be hosted by Mr. Bill Demarest. This will be our first time in the New England area and we will be looking forward to seeing you all once again.

Secondly, at the business meeting of the World Airline Hobby Club, held on Friday evening, following the convention business meeting, Club members on hand voted on a major issue. As stated in the last issue, there has been talk about changing the name of the Club. This was discussed at some length by those in attendance and a motion was made and seconded, to change the name of the Club to the World Airline Historical Society. It was the felling of those present that this name will give the organization additional credibility when dealing with other historical type groups. Many also felt that the name World Airline Hobby Club was somewhat childish and really did not allude to what members actually where engaged in. Now that we have a new name, which will be effective on January 1, 1986, we will need a new logo to go along with it. I am, at this time, requesting from you, the members, to send in a design for a new logo that will best express what our organization is all about. An impartial panel of about five Club members will be the judge of the best design. If your interested, please send your designs into Club Headquarters. We hope to have a new logo by the time the next issue of the LOG is printed.

The third event of importance that has taken place since the last issue was mailed out is that starting with the next issue (Vol. XI, No. 3) there will be a new editor of the CAPTAIN'S LOG. Long time member and International Editor, Joop Gerritsma, has volunteered his time and talent to become the

head man in getting out the LOG. Joop is a newspaper man in Welland, Ontario and is well versed in aviation history. I would like for all of you to give your support to Mr. Gerritsma and I am sure he will do an excellent job as Editor of the CAPTAIN'S LOG.

At this time I would like to advise you that our current Membership Co-ordinator, Marion Pyles, will be turning in his computer disks. Marion has a number of projects that he is working on, along with the operation of AIR PIX Photography, that he now finds that he has no free time to do some of the things that he really wants to do. I would like to take this opportunity to thank Marion for all the work that he has done for the Club over the last several years. He has certainly been a big help to me and I am sure I will be able to call on him should I get in a bind. THANK YOU MARION!

The Club now has interest in a Apple Iie computer. The job of Membership Co-ordinator will be taken over by my daughter, Paula and possibly will be assisted by a good friend, Chrissy Carter. Any and all correspondence regarding your membership should be addressed to WAHC, 3381 Apple Tree Lane, Erlanger, KY 41018. I am sure that I will be working with Paula and Chrissy on memberships, so it will not be like I am not doing anything for the Club. In fact, I will probably be busier that before. With my "free" time I plan on working on different ways to get the name of the Club before the general public and working on advertising the Club in various publications around the world. If anyone has some ideas on how we can publicize the organization, please feel free to write and give me some ideas. In addition, I will still be doing the FLIGHT EXCHANGE section of the LOG for Joop, so keep those cards and letters coming!

On the more serious side, once again it is my sad duty to report the passing of two Club members. We, at Headquarters, only recently learned of the death last year of Mort Munson. Mort had been a member for a number of years and was a faithful supporter of the annual convention. The other loss was more recent. Brendan Tiernan of Indianapolis passed away this past June. Brendan was a very avid post card collector and always stopped at Club Headquarters when in the Cincinnati area. He knew where I keep my "good" cards and was always able to talk me out of one or two. At least he "thought" he was anyway. Mr. Tiernan was also a member of the OKI Jetliners, and you can be sure we will miss him at our semiannual meetings.

In this issue we continue with the history of Pan American and the DC-3. We hope you are enjoying this history of one of the great airlines of the world. We will continue with the history in the next issue, along with more on the DC-3.

Once again I am running late in getting out this issue of the LOG. I apologize to all of you and thank you for your patience. It has been a very difficult year for me and all of you have made it much easier by your understanding. You will get four issues of the LOG this year. Hopefully Joop can do a better job than I have been doing in getting the LOG out on schedule. That's about it until the next issue. Until then....

Happy collecting

*Paul*

# PAN AMERICAN AIRWAYS

## Atlantic & Pacific Expansion

by

HAL ROUNDS

In 1931 Pan American Airways had completed their primary South American network. In only four years they had grown from a fledgling enterprise with a 90 mile route and a borrowed plane into an airline with one of the largest route systems in the world. Under the visionary and driving leadership of Juan Trippe, Pan American had outmaneuvered other fledgling airlines to build their Caribbean organization. In South America, Trippe generalled Pan American against a technically advanced and well-financed New York, Rio and Buenos Aires Line to complete a route around the east coast of the continent. At the same time, Trippe had isolated, then acquired, SCADTA, the Colombian airline that was equipped, financed, and led by German interests.

The aggressive growth of Pan American gave it the reputation of being an imperialist tool; but there was a less newsworthy side to the story. The relentless elimination of potential competition on interenational routes was necessary to build a network that was large enough to survive as a stable business on the small mail and passenger potential that existed in those days. Teh acquisition and nurturing of airlines that operated within many of Pan American's client nations provided feeder service to their international services. This fed Pan American's own growth, and it built strong subsidiary airlines which eventually were released to operate as independent participants in the world of air commerce. Avianca, Mexicana, Varig and even the Cuban airline, owe much of their present stature to the early help they got as part of Pan American's family.

Pan American did not plan to run air transport within foreign countries. Juan Trippe instead, wanted Pan American to be the international network that linked all the national lines together. His plan was not limited to the Americas. In fact, evidence indicates that Trippe considered the Americas as just a firm foundation upon which he could build a bigger dream--an international airline that truly spanned the world.

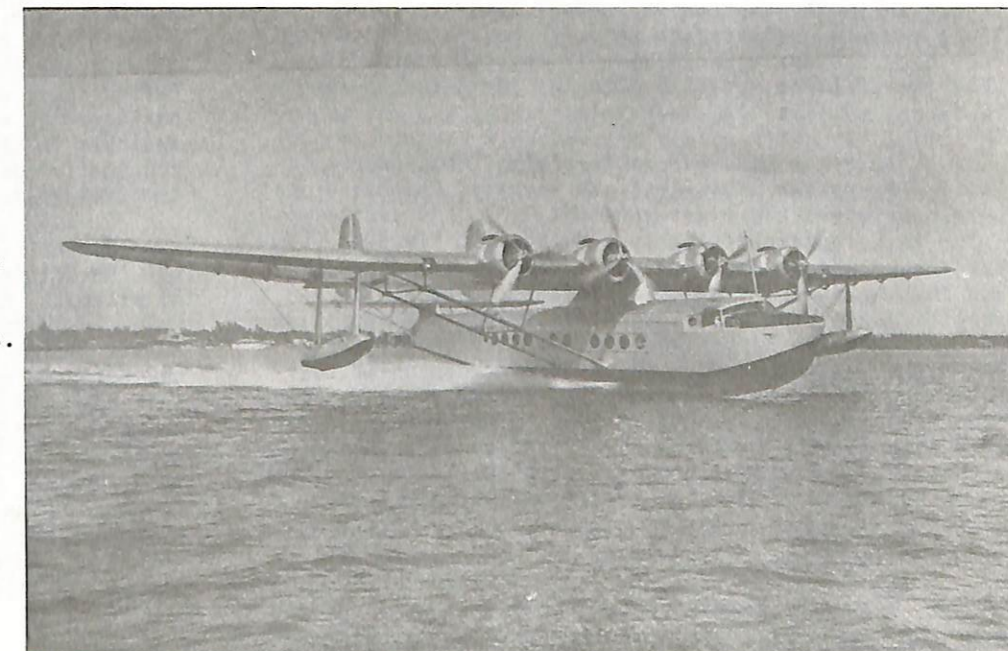
The first clear evidence of his vision was contained in a 1919 edition of the Yale "Graphic." While Trippe was a Yale student, he was editor of the "Graphic" a student newspaper. At that time, the U.S. Navy was planning to

conduct the first aerial crossing of the Atlantic. Trippe wrote an editorial in which he claimed that the upcoming flight would, as he stated, "demonstrate that a flight across the Atlantic Ocean is a perfectly safe and sane commercial proposition and not a gigantic gamble."

Even before Pan American had flown its first 90-miles hop, Juan Trippe had conceived of his airlines one that would span both the Atlantic and Pacific Oceans. It is likely that he had even started to actually investigate what was involved, though he told no one else. Certainly they would have thought he was crazy.

Nonetheless, in 1926, Trippe visited the U.S. territory of Alaska, where he met with a famous arctic explorer, Sir Hubert Wilkins, and with the founder of one of Alaska's early bush airlines, Ben Fielson. In 1928, while Pan American was struggling through its first birthday, Trippe took a boat to

*BELOW: The Sikorsky S-42, built in 1934, became famous for its capacity to carry passengers over great distances. It set 10 world records, and in April 1935 it inaugurated transoceanic air service by flying the first airmail from the U.S. to Hawaii.*



Europe on his honeymoon. He called upon several European government and airline officials and started trying to negotiate for landing rights. That's how he got started on that first Cuban route, so why not try it on the Atlantic? This time he got nothing for his efforts.

There is no telling how much effort Trippe put into trans-ocean preparations during the next three years, while he led Pan American's construction of its Latin American services. In November of 1930, soon after NYRBA was consumed, Trippe met in New York with the heads of the British international airline, Imperial Airways, and of France's Aeropostale. After lengthy talks, the three parties came to an agreement on traffic rights that would serve as yet nonexistent (and unlikely) traffic. France and England would each get one fourth of the future trans-Atlantic traffic. Pan American would get one half!

In July, 1930, Pan American made a separate agreement with Imperial Airways that they would each share half the future air traffic between the U.S. and Bermuda. These agreements would only become effective when both sides had the technical ability to fly useful payloads over the distances involved. In this respect, Pan American was in the lead because it had already contracted development of the "giant" Sikorsky S-40, which would lead to the long-distance pioneer, the S-42.

Pan American was pushing for improvements in aircraft range, payload, and safety as rapidly as possible. Despite this, it was clear that the aircraft of the early thirties would not have the qualities necessary to support direct trans-Atlantic or trans-Pacific service. In order to get to the other side, therefore, Pan American decided to try to go around these oceans, rather than cross them. There was just no excuse to wait for better planes if there was a way to begin service sooner.

So, during 1931, Pan American began a series of tentative steps toward intercontinental service around the oceans to both Europe and Asia. On July 27, Charles and Anne Lindbergh began an epic exploratory flight to the Orient in their custom-built, float-equipped Lockheed Sirius. On their journey Anne operated the communications and navigational equipment, which was created and provided by Pan American. It was the most advanced technology then available. Their adventure started on Long Island, from which they crossed Canada and Alaska in several steps. Then they flew to Russia's Siberia. Next they flew to Japan and, finally, to China.

At that time there were terrible floods on the Yangtze River. Homeless and starving Chinese were everywhere the river touched. The Lindberghs tried to help, airlifting some doctors to Hingwa; but the crowds of "boat people" mobbed their plane, and they were barely able to escape by taking off across flooded fields. They flew to the British aircraft carrier Hermes and were hoisted aboard for the night. The next day, as the British tried to lower the Sirius to the river, the current caught the plane wrong and tipped it over. The Lindberghs were able to jump into the river, and were rescued uninjured. The plane, however, was badly damaged. They, and their plane, had to take a ship back; but they had proved that it was possible to fly "north to the Orient."

In the direction of Europe, on August 1, 1931, when the Lindberghs were only four days along on

their flight to the Orient, Pan American began a service that aimed north around the Atlantic. Under contract to Boston-Maine Airlines, Pan American flew service from Boston to Bangor, Maine. From Bangor, Pan American extended the service on its own to Halifax, Nova Scotia, an international service. The intent was to form a base service that could be extended to Greenland, Iceland, the British Isles and Europe.

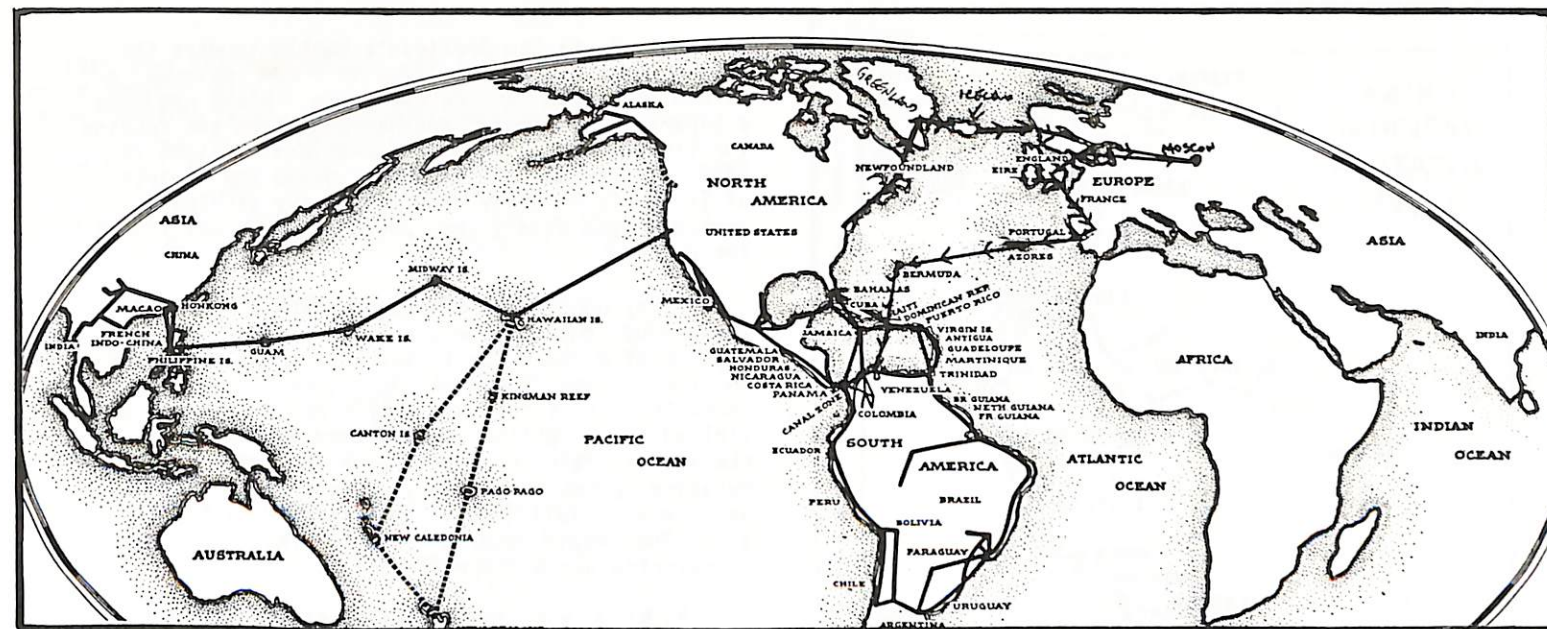
In January, 1932, Pan American achieved a step toward service across the middle Atlantic by gaining rights to land in the Azores. The Azores were Portuguese; but the French Aeropostale line had won exclusive landing rights there. Aeropostale agreed to a Pan American proposal to allow Pan American to share these exclusive rights. This was tremendous progress for Pan American. They still needed planes with more range, right into Portugal, and the go-ahead from the British on service to Bermuda. With these rights they could cross the Atlantic from Canada to the Azores then on to Portugal.

Juggling their attention between the two oceans, the next visible Pan American action was to form Pacific Alaskan Airways on June 11, 1932. This subsidiary bought out two small Alaskan airlines, gaining their mixed fleets of small planes and their arctic operations experience. Pacific Alaskan also got the "Star Route" mail contracts with these lines. To keep these mail routes, they had to periodically bid for renewal against their prime competitors in the territory--dog sled team operators. With lower operation costs, the dog teams often won the bidding. Under Pan American, Pacific Alaskan acquired improved aircraft such as Consolidated Fleetsters. They also opened new service direct between Fairbanks and Juneau. The route system began to take a shape that looked like part of a route between the U.S.A. and the Orient.

The new Fleetsters were used on one occasion to rescue some ice-stranded Russian arctic explorers after their ship had been crushed and sunk in the arctic pack ice.

With these services aimed north and around the Atlantic and Pacific, Pan American had its North American legs ready to support service as soon as they could begin to Asia and Europe. At this time no potential competition existed because of the enormous head start Pan American had created through planning and hard work. By working with Imperial Airways and Aeropostale, Pan American had established partnerships with the destination countries. These partnerships would hopefully give Pan American a foothold in these countries when service would eventually open. It would also prevent any U.S. competitors from gaining a similar foothold.

Competition from other airlines, however, was not the critical threat to success. After a variety of attempts, Pan American recognized that the Soviet Union would not permit enroute landings on the Kamchatka Peninsula. After all, the U.S. government had not granted diplomatic recognition to the fourteen year old communist government, so there was no reason for the Soviets to give commercial rights to an airline from the U.S. Without landing stops on Kamchatka, no planes of that period could reach Japan or China from Alaska. As they awaited the day when that problem might get solved, Pacific Alaska worked on improving services and profits within the Alaska territory.



ABOVE: The route that the Lindberghs traveled on their exploratory flight around the Atlantic is shown above. This was just one of the many different routes that Lindbergh surveyed for Pan American during his years of association with the airline.

Later in 1932 Pan American's Atlantic hopes also ran into trouble. Aeropostale was involved in a financial scandal that went right to the top of the French government. When it was all over, Aeropostale went bankrupt. Without Aeropostale, Pan American had no rights to share into the Azores, and the Portuguese would not transfer the rights to Pan American.

Next, the Bermuda rights lapsed. There had been a deadline for service to start, and since the British did not have the ability to fulfill their mandatory reciprocal rights, Pan American had not been able to begin service.

Then, in Canada, efforts to get landing rights in Newfoundland bogged down. Newfoundland was a necessary stop between Halifax and Greenland on any route around the North Atlantic. Without Newfoundland, flying to Halifax was basically pointless, so Pan American stopped its service to Halifax, and its operations for Boston-Maine Airways.

These setbacks did not stop the determined efforts of Pan American, however. In July 1932, they bought a small company's landing rights in Iceland; and got authority from Denmark to study possible routes across Greenland, which belonged to Denmark. Pan American hired an explorer to visit the Greenland coasts, and they sent the Lindberghs on another exploratory flight. This flight began in the summer of 1933 in the rebuilt Lockheed Sirius. This flight once again showed the excellent planning and the other lessons learned on the flight to the Orient. The Lindberghs surveyed the coasts of Greenland, then flew to Iceland, the Faroes, the Shetlands, Denmark, Sweden, Finland, and Moscow. On the way back, they stopped in Norway, England, Ireland, Spain, Portugal, the Azores, and South America.

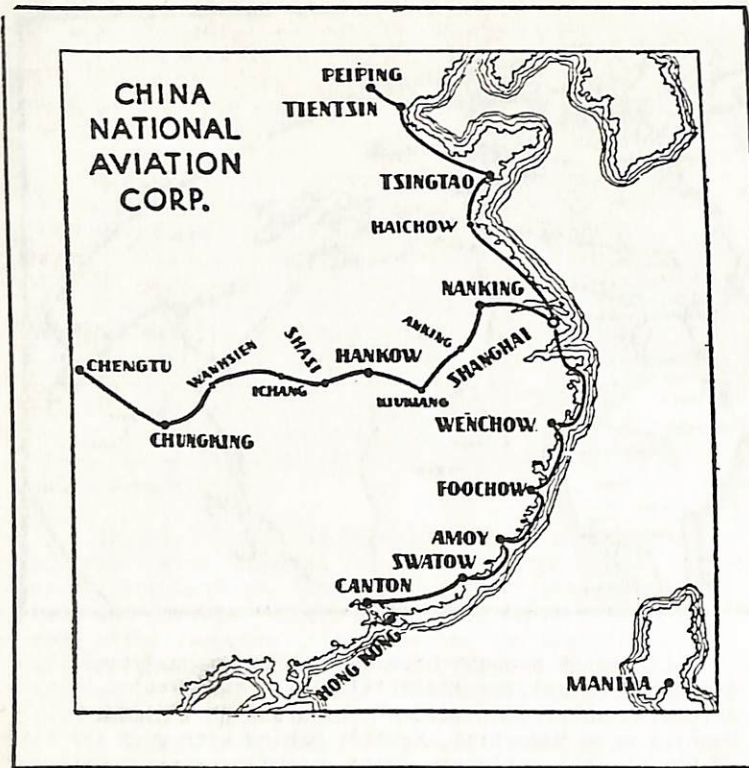
Lindbergh brought back comprehensive analyses of the opportunities and difficulties that would accompany service in each of the areas he visited. Perhaps more important, he left behind with each of his host countries a vivid consciousness of Pan American. Lindbergh's final reports were submitted to Pan American in 1934. By then it was clear that the technical challenges of trans-Atlantic air commerce would soon be met; but the political obstacles were going to take a lot of hard work, and progress would take years.

In 1933, Pan American tried to negotiate landing rights in Japan. The negotiator found the Japanese inflexibly opposed to allowing any foreign airlines to land in or fly over their country. Then, in November, the U.S. government officially recognized the Soviet Union. The Soviets invited Pan American to open a line from Nome, Alaska to Moscow. This appeared briefly to be a great opportunity, but then the U.S. government told Pan American to hold off. They would not let the Soviets deal with Pan American until the matter of Czarist WW I debts to the U.S. were settled.

The pattern of Pan American growth now took a change that perhaps revealed total frustration with the political obstacles they had been mired in. Instead of making the technologically reasonable path around the oceans in short, feasible steps, Juan Trippe assigned Pan American the challenge of building a service straight across the middle of the Pacific, where the political obstacles could be minimized. Here, however, the technical challenges were awesome. Open stretches of ocean 2400 miles long, had to be crossed, ending on small islands. This was at a time when the longest leg in service was less than 700 miles long.

Their initial objective was to start service between the U.S. and the Chinese port city of Shanghai. This location would provide the greatest economic opportunity on the coast of Asia. Here there were political problems once again; but this time there was a way around them.

Shanghai could not be opened to one foreign nation's airlines without also being open to all others, according to a treaty. If China opened Shanghai to Pan American, then they would also be



ABOVE: The air routes of China National Aviation Corporation. Once established in Hong Kong, Pan American felt that they could connect the other cities of China.

obligated to open Shanghai to Japan. In 1933 Japan and China were in the early stages of what would develop into World War II, so the idea of a Japanese airline into Shanghai horrified the Chinese. But Hong Kong, a British colony, was a viable, active economic center. With a good air link to Shanghai it would be perfectly acceptable. Pan American figured they could terminate their trans-Pacific service in Hong Kong, then link to China itself with a Chinese airline, so that no foreign airline had to be given rights into China. There was a domestic Chinese airline, and it just happened to be a joint company with a 45% share owned by a U.S. group of investors. The company was called, in English, the China National Aviation Company (CNAC). When this was translated into Chinese and back into English, it came out like this: The Middle Kingdom Space Machine Family. This translation illustrates the language and cultural gap that Pan American was about to confront.

By 1933, CNAC was wallowing in the oriental business practices that Americans described as graft and bureaucracy. CNAC had a franchise to conduct service between Canton and Shanghai; but they had to start service by July 8, 1933. It did not look like they would make it. The U.S. investors wanted to sell out. Like the U.S. Cavalry, Pan American appeared and, on March 31, 1933, bought the American 45% of CNAC.

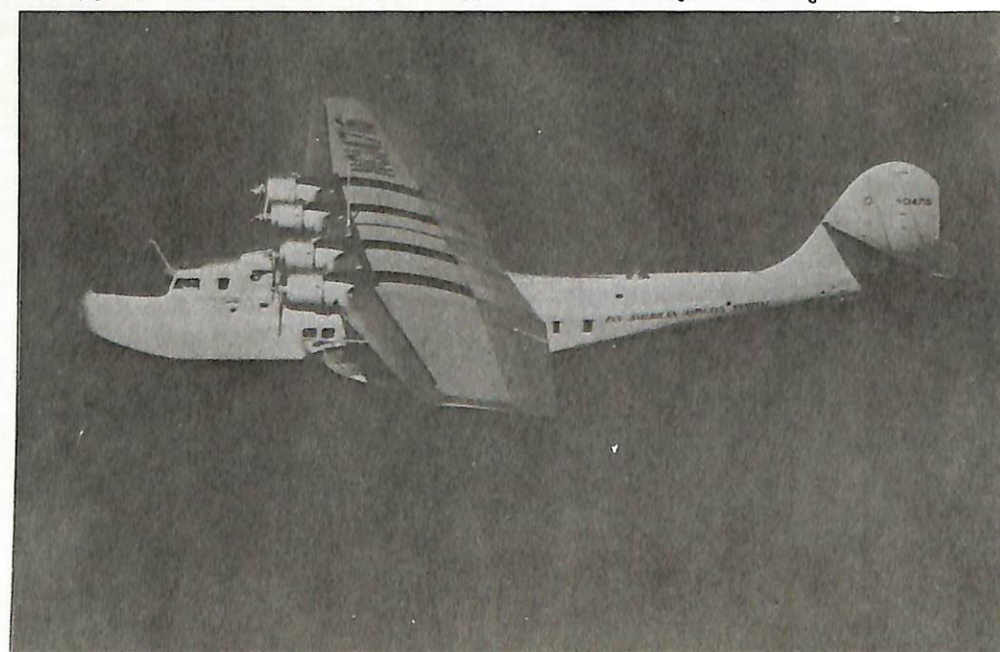
Now it was Pan American's gamble to meet the July 8th deadline. They sent in a new employee, a Harold Bixby, to run the operation. Bixby had been a banker in St. Louis, and had organized the funding for Lindbergh's original trans-Atlantic flight in 1927. That's why the plane was named the "Spirit of St. Louis." Bixby didn't have any airline experience, and didn't know anything about dealing with the Chinese.

Bixby confronted the bureaucracy of the Chinese government, the poor organization to CNAC, the complete absence of airport facilities throughout the country, and the customs that demanded bribes and kickbacks known locally as "cumshaw." Pan American had never yielded to the philosophy of "when in Rome, do as the Romans," and in China they maintained their reputation for never giving a bribe. Bixby, Trippe, and the rest felt that if they started paying cumshaw, they would never be able to stop. But clever maneuvering was not forbidden.

As of July 7, the Chinese postal authorities still would not release any mail for CNAC to carry from Canton to Shanghai. They had to act now, or lose their franchise. Bixby coaxed the postmaster of Canton, who was Norwegian, to give CNAC two sacks of regular mail. These were thrown on the plane, an amphibian alternately reported as a Loening or a Douglas Dolphin, and flown to Shanghai. This filled the letter of the law and saved the contract. It was very reminiscent of the first Pan American flight between Key West and Havana, almost six years earlier. Pan American seemed to come through just in time whenever it was really critical.

Now CNAC had a contractual chance. Making the chance into a successful enterprise would be no easy matter. Bixby tirelessly invented creative tactics which appealed to the greed motives and worked around the obstacles that were set before him. A prime example was how he got the Chinese to support CNAC's (Pan American's) need to establish a route from Hong Kong to Shanghai, to meet the future route across the Pacific. Bixby conducted a publicity flight from Hong Kong to Manila, in the Philippines.

BELOW: The Martin M-130 operated mainly over the Pacific Ocean. It was known as the "China Clipper." A beautiful aircraft.



At that time the Philippines were a U.S. territory, and a logical terminal on any trans-Pacific air route. Flying back to Hong Kong, he got excellent news coverage for history's first Hong Kong-Manila round trip. In the papers he created great enthusiasm for Pan American's plan to offer trans-Pacific service, and for the great business and prestige advantage that service would give to Hong Kong.

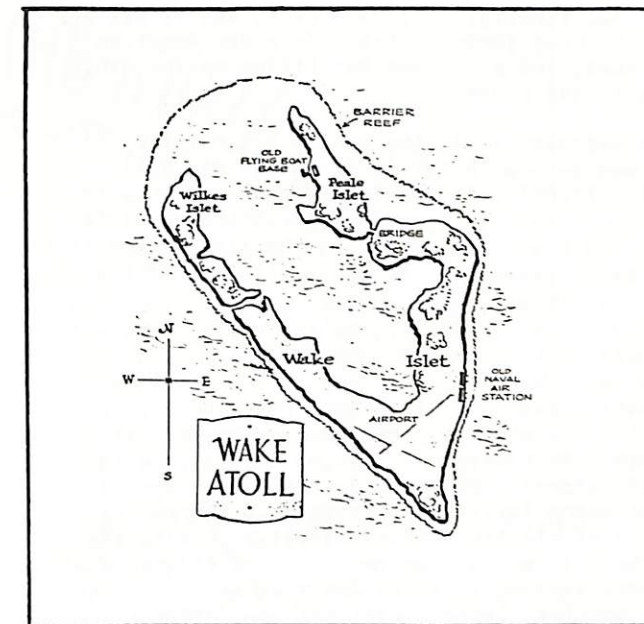
Shanghai's business and political leaders now saw that they were about to be left out of a good thing if they did not get an air route to Hong Kong. Authority to open the Hong Kong route followed in short order. Such maneuverings, hard work in daily operations, and constantly improved aircraft and technology support from Pan American, led CNAC to constantly expanding service, improved safety, and acceptance in the Chinese business community. Now Pan American had a partner which had exclusive rights to enter China, and which was committed to Pan American. It would provide feeder service to the Asian end of the transoceanic service. . . when it arrived.

The problems remaining were to develop aircraft with longer range than ever before, planning a route across untravelled ocean stretches, getting rights to use government owned land, and to create modern communities on deserted islands thousands of miles from anywhere. The first part was well under way. Pan American engineers had drawn up specifications for futuristic airplanes, and had allowed several manufacturers to bid for the right to design and build them.

Both Sikorsky and Martin had accepted the great challenge. The Sikorsky S-42 would carry up to 32 passengers, or it could fly 2500 miles--but not both at the same time. This plane was a major development from the S-40, and would become the main seaplane on long haul ocean and coastal routes in Latin America through the thirties.

The Martin Company was a little slower, but was building a larger aircraft, the M-130. It was truly revolutionary in its range, payload and technological sophistication. The revolution in technology which these planes represented can be illustrated by comparing them to the planes then in use in the U.S. domestic airlines: Ford and Fokker trimotors, and the new Boeing 247's that carried 12 passengers. American Airways had Curtiss Condor 14-passenger biplane sleepers that were entirely cloth-skinned. The Douglas DC-1 was in the design stage, and only carried 12 passengers. The S-42 and M-130 were 43,000 and 52,000 pounds respectively. They were four engine giants with 118 and 130 foot wings; all metal construction with the new flush-riveting technique. The Martin could carry 32 passengers in spacious accommodations, and could also cover over 2000 miles with full payload. They would have to cut some payload to make the 2400 mile distance from San Francisco to Hawaii. With these planes beginning to take shape in the factories, Juan Trippe focussed Pan American's effort on the routes the planes would be flying.

Sometime in the early 30's, Juan Trippe set out to plan Pan American's path across the Pacific. He spent a lot of time in New York's comprehensive library, searching obscure sources of geographic, political and technical information. He saw that Hawaii and Manila in the Philippines were obvious major landing places. Both were U.S. territories, so there was no threat of foreign obstruction. They both were cities with active business environments. But how was one to get from Hawaii to Manila? That

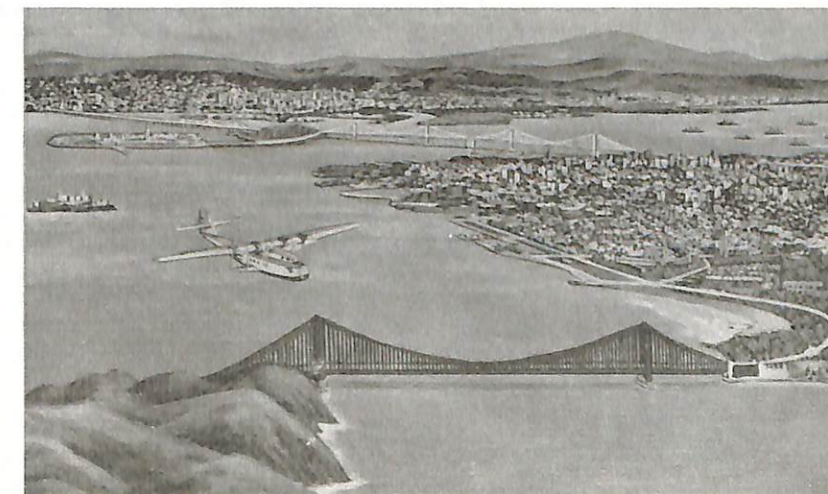


ABOVE: Wake Atoll, located thousands of miles from nowhere, but became one of the most important refueling stops for Pan American in their Pacific expansion.

was a "hop" of over 5000 miles. Even the M-130 would never make that distance. Trippe saw that Guam and Midway were also good stops, and his research found that they, too were U.S. possessions. Guam had a population of 15,000 and had unused U.S. Marine seaplane facilities, but Midway had only a trans-Pacific cable maintenance team. Furthermore, the 2800 miles distance from Midway to Guam was still too far.

But Trippe was thorough, and lucky. In one navigator's map he saw a reference to a pinpoint of land, almost right between Midway and Guam. An uninhabited coral islet less than three miles long by one mile wide, and with a maximum elevation of only 12 feet, Wake Island did have a nice lagoon. This island did not have clear-cut national ownership, so Trippe got busy right away. It was U.S. territory, as it turned out; but nobody had ever paid attention to it. Trippe convinced the govern-

BELOW: The jumping off station for Clippers heading into the Pacific was San Francisco Bay. In this old post card, depicting a Clipper heading west, you can see Treasure Island, Pan Americans seaplane base, located in the upper left hand part of the card.



ment it was strategically important, and it was put under U.S. Navy jurisdiction. Then Pan American leased Wake, and space for facilities on the other islands in the chain.

In February 1934, the entire U.S. airline industry was put on "hold" in the great Air Mail scandal. Franklin Roosevelt was going to show the world how corrupt the previous Republican administration had been, and was using the airmail contracts as the prime example. The contracts for all the domestic airlines were cancelled, because they had been unfairly given to only select bidders who were in cahoots with Postmaster Brown. The Army would fly the mail, Roosevelt decided. After service fell apart, several crashes occurred, and a dozen Army pilots were killed, the Roosevelt administration made hasty arrangements to return the service to the professional airlines. To save face, however, the government insisted on changes in the nominal structure of all the domestic airlines. With the clear favoritism that Pan American had enjoyed it was almost amazing that Pan American was not touched in this massive closet-clearing. Some officials had tried to implicate Pan American. These efforts died early as other officials pointed out that, if Pan American's contracts were cancelled, no other civilian company had the right to fly into the places Pan American served. Also, Pan American had exclusive relationships with the domestic airlines of these countries. Finally, the U.S. Army Air Service would inspire the most hostile imaginable reactions if it tried to carry mail to other countries. Not at all a neighborly gesture!

This crisis passed for Pan American, as just a close call. In early 1935 Pan American officially announced its plans to cross both the Atlantic and Pacific Oceans by filing their intentions with the U.S. government. Slow action on the Atlantic plans ensued, and international dealings with the English led to years of discussions with virtually no results. In the Pacific, on the other hand, the U.S. government quickly approved the Pan American proposals, and action commenced forthwith.

In March a ship called the North Haven, was sent to Midway and Wake with the materials to build two midocean seaplane terminals. A hotel, weather and navigation facilities, a dock, two rescue launches with 1000 mile range, construction equipment, and crews were placed on each island. At Wake they had to dynamite coral heads, one at a time, to clear the lagoons so planes could land and taxi. The North Haven went on to Guam to deliver the navigation, weather, and other facilities Pan American's base there would require. On the way back, she carried several tons of soil. It had been discovered that Wake didn't have any soil--just coral sand--and their plans to grow their own vegetables could not get started until they brought in their own soil! They also had to distill their own fresh water.

The facilities were constructed rapidly (what else was there for the men to do out there?), with the most important items being the radio and direction-finding equipment. The direction-finding technology was entirely new, designed and built by Pan American, and was far advanced over any other such equipment in the rest of the world. Beginning in April, 1935, the specially modified S-42 "Pan American Clipper," began Pacific trial flights. All passenger accommodations were replaced with fuel and test equipment, giving the plane a range of 3000 miles.

The first trial went from the new base in Alameda (across the bay from San Francisco) to Honolulu. After a layover, they flew back to Frisco. The next flight went to Honolulu and Midway, then to Wake and so on. This careful preparation and testing over several months rapidly eliminated the "unknowns."

On October 24, 1935, Pan American won Foreign Air Mail contract 14 (FAM 14). This contract authorized carriage of mail across the Pacific. As in all Pan American's prior contracts, the bid rate was the maximum \$2 per mile.

Also in October, the first M-130 was delivered and christened the "China Clipper." In just a month of testing it was thoroughly "wrung out" and prepared for its inaugural service flight. On November 21, 1935, the stage was set for the next day's "media event," the first trans-Pacific service to the Philippines.

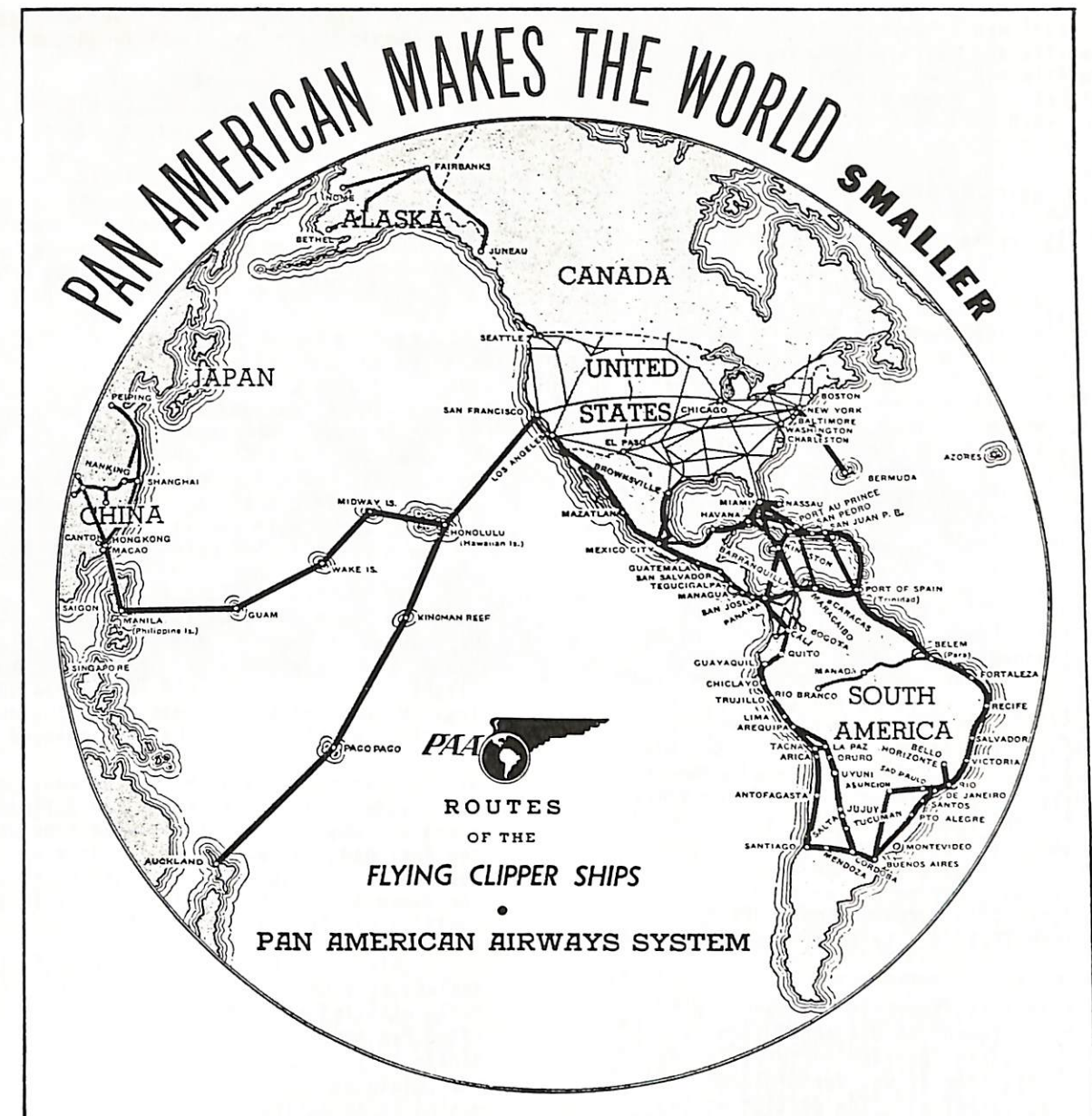
Amid all the tension and excitement, only a few people were aware of the political and military implications of this flight. The route passed between parts of the Pacific that the Japanese had staked out as sections of their growing empire. Guam was only a short distance from the nearest Japanese mandated islands. (These were taken from the German empire after Japan had picked the winning side in WW I.) The U.S. government had chosen not to fortify Guam to avoid offending the increasingly aggressive Japanese. Giving Pan American the rights to erect and use aircraft facilities on Midway, Wake, Guam and the Philippines was a passive but effective way for the government to help prepared these outposts for military use in case the worst international possibilities actually came to pass.

This aspect of Pan American's growth was not lost on the hyper-sensitive Japanese imperialists. They protested the "unnecessary" and "provocative" aerial routes. Of course, the Americans politely ignored these protests.

On the day before the inaugural flight, two Japanese were discovered on board the China Clipper. They had been tampering with the vital navigation equipment. They were detained quietly by the FBI, and nothing further was said of the matter. The story was kept from the press, a customary Pan American policy. After all, how could you attract customers with exciting stories about how your plane might be sabotaged by foreign agents?

The next day, nationwide radio broadcasts carried the stirring speeches prior to the flight. The Postmaster General radioed permission to commence the postal service, and Captain Musick taxied the Clipper out into the bay to take off, there were 1800 pounds of mail on board. Over one hundred thousand cheering spectators watched the Clipper start its long takeoff run and then slow climb. The climb, in fact, was a little too slow. It began to look like the Clipper would smash into the San Francisco-Oakland Bay Bridge. Captain Musick handled the crisis so well that it seemed to onlookers that it had been planned for Musick to fly beneath the bridge. . . which he did! A flotilla of smaller planes were celebrating the occasion by providing an escort for the Clipper and they flew under the bridge too.

The rest of the flight was routine, and the crew marched off the Martin in Honolulu 21 hours later, looking clean, relaxed and fresh shaven. The island hopping flight on to the Philippines continued as



planned, and was greeted by enormous crowds in Manila. The President of the Philippines had even declared the day a school holiday. This was the first time the Martin had ever crossed an ocean, and the first crossing of the Pacific in commercial airline history, yet it was done with a professionalism and thoroughness that made the epic event seem to be "a perfectly safe and sane commercial proposition."

Weekly mail and express service began immediately; passengers were not carried until October 21, 1936, when the M-130 "Hawaii Clipper" opened that service. Service had been started all the way to the Philippines and China. Still, however, there was a gap between these points. The British, who ruled the proposed terminal in Hong Kong, would not allow Pan American landing rights in their colony. This obstacle was finally overcome as Pan American used the fear and greed of the obstructing parties to the best advantage. Arrangements were made with the nearby Portuguese colonial island of Macao, to become the Asian end of the Pan American route. This would be a tremendous opportunity, the Portuguese felt, to draw some of the prosperity of Hong Kong to their own island in the new air age. The British saw the threat, too. Pressured by Hong Kong business interests, they gave Pan American authority to serve

ABOVE: Pan American route map taken from the August 1938 "Official Airline Guide." This in turn was taken from the book *Birth of an Industry*, published by the Reuben H. Donnelley Corp. 1969.

Hong Kong from Manila. Beginning in April 1937, Pan American opened Manila-Hong Kong service with the S-42 "Hong Kong Clipper," which also served Macao on the same route.

Between 1934 and 1936 Pan American was not ignoring their Latin American foundations. This service theatre provided the financial support necessary to fund all the transoceanic efforts that were made. In return, Pan American invested in the aircraft and other support necessary to keep service first rate in this area. The new DC-2 was brought into service in this area in 1934. Lockheed L-10 Electras and Sikorsky S-43 seaplanes were also introduced. These were all twin-engined, all-metal planes that were the latest technological developments. With these and the S-42s for long range service, Pan American began to retire their first generation aircraft, such as the S-38s, Fokkers, Fords and Commodores. At the end of 1936 Pan American had 141 aircraft, all of which were operating near their full capacity on most routes.

The year 1937 was primarily occupied in consolidating the Pacific and operating the American route systems. The Atlantic problem required constant diplomatic efforts. Bermuda service was opened, first with an S-42B trial flight on May 25. This flight, from New York, was balanced with an Imperial Airways C-class flying boat flight. On June 18, weekly service began for both. In August, Pan Am began to run two flights per week, and in November, Pan American also opened service to Bermuda from Baltimore.

Pan American was technically ready to support trans-Atlantic service along the northern route, but could not get agreement from England. The English had not developed truly long-range aircraft. The C-class flying boat was so short-ranged that the "Cavalier," which was used on the Bermuda-New York service, was shipped to Bermuda for assembly, because it could not fly there direct from the British Isles. Without reciprocal capability, England still would not permit the American line to open trans-Atlantic service to England.

The negotiations and the stalemate continued through 1937 and 1938. There was the threat of competition from the Germans, too. The Hindenberg had been flying passengers and freight direct from Germany to New Jersey for one season, when the May 1927 first flight accident ended the service. At that time Germany ceased all commercial dirigible services, including their flights to South America in the Graf Zeppelin. The Germans also experimented with Dornier Wals, which carried mail across to New York in "hops." They landed in mid-ocean for refueling and catapult launching in order to make the whole distance. A more advanced airplane, the four engine Focke-Wulf 200 made a nonstop flight to New York in August, 1938, proving that Germany might soon have the technical ability to provide a commercial service.

Throughout 1937 Pan American had been trying to set up a route between the USA and Australia or New Zealand. Once again, British reciprocity was the roadblock. This time it was for diplomatic reasons as well as technical. The British wanted to get U.S. permission to serve Hawaii in return for U.S. rights into Australia. The U.S. government



ABOVE: Pan American seaplanes operated from several different terminals on the east coast. Pictured here are several Pan American Clippers operating out of Dundalk Marine Terminal, Baltimore, Maryland

would not allow any foreign power the right to fly over Hawaii due to its sensitive and strategic value to U.S. defense.

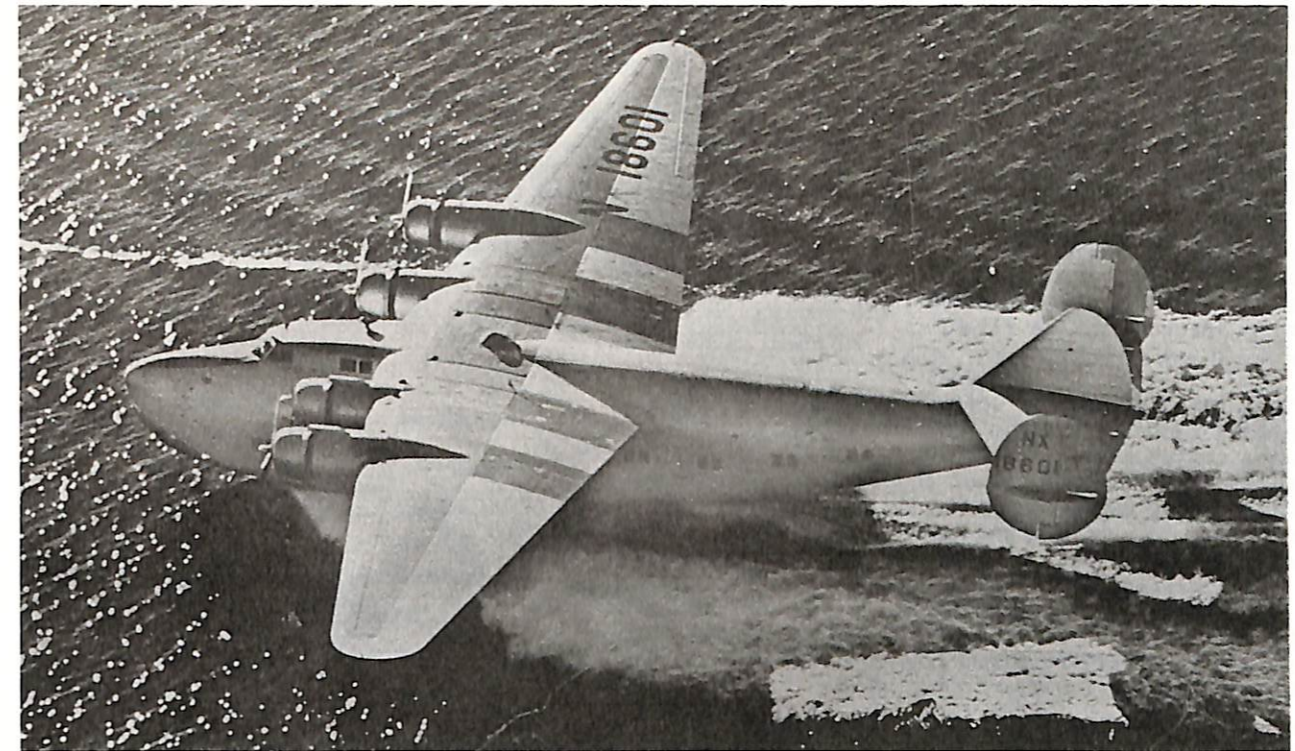
Pan American worked around this problem by opening service to Auckland, New Zealand. This required opening a station on Kingman Reef--a 90-foot wide by 120-foot long peak in the middle of the ocean which was only three feet high at high tide. Its only virtues were a lagoon and that it was a fixed point on the ocean. American Samoa was the other stopping point, although it was a bit difficult to land there due to high cliffs surrounding the bay.

Captain Musick conducted a trail flight along this route in March of 1937 in the S-42B Pan American Clipper. Just a few months later, in July 1937, Amelia Earhart disappeared on her around-the-world flight attempt. Her navigator was Fred Noonan, who had been the China Clipper's navigator on its inaugural flight. He had since been fired for alcoholism. Some people speculate that Earhart and Noonan actually deviated from their published course to spy on nearby Japanese islands, and were caught and killed.

Pan American next built facilities at Kingman Reef and Samoa and got rights to New Zealand. Service began on December 23, 1937. But tragedy terminated this service on only the second revenue flight. Captain Musick had left Samoa on the last leg. He radioed that he was returning due to some technical problems, and then disappeared.

He had told the base that he would dump fuel for a safe landing. Wreckage found floating on the ocean was charred, leading to the conclusion that the fuel had ignited during the dumping. The popular theory was that the dump valve brought the fuel too close to the engine exhaust, creating an eventual ignition of the fuel in flight.

This crash forced Pan American to stop New Zealand services. At this time their fleet was fully utilized and the loss of the long-range modified Pan American Clipper and Captain Musick was particularly damaging. They also wanted a route that could provide better access to Australia. They wanted to negotiate rights to Fiji. Once again, Fiji was British and the answer was "no." The Pan American team then negotiated the rights to fly into Noumea, in French Caledonia, and bypass Fiji. Another island stepping stone was still required due to the distance between Noumea and Australia. There was a small, uninhabited island named Canton in a perfect location for this route. Like Wake, there was some question what nation owned it. This time, however, England decided to stake a claim at the same time. Pan American and the Navy gradually escalated a conflict with Britain over this island. A U.S. scientific team was chased of the island by an Australian cruiser, which left a postal official in a shack. Later, a U.S. team "invaded," and eventually prevailed. The key factor in the U.S. "victory" was another of Juan Trippe's discoveries of little-known facts. It seems there was a law written in 1856 to protect U.S. guano miners. Guano is bird dung which is useful as fertilizer. The law said that the U.S. Navy would protect any U.S. citizen who was exploiting guano on any unclaimed territory, such as an island in the Pacific. Trippe determined that Canton Island had guano, and he would promptly establish a company to mine guano on that Pacific island. With the Navy's encouragement, this approach worked. The U.S. could take claim to the island, and thence forward, control its use. The U.S. came to an agreement that allowed the British to share use of the island;



BOEING Model 314

Pan American purchased six of these flying boats from Boeing. First flight was in June of 1938. The six aircraft were delivered to Pan American between January and June of 1939.

but without exclusive rights, the British presence was essentially pointless.

1938 was a rough year for Pan American's Pacific services. Revenue from mail was modest, passengers were few, and costs were tremendous. Worse, the whole fleet was fully utilized, so there was no way to add capacity on popular routes without abandoning the thin routes that would hopefully provide the volume growth needed in the future.

Then, in July 1938, the Hawaii Clipper disappeared on a scheduled flight. Everything had been normal until the M-130 had only 565 miles to go on the Guam-Manila leg. Between scheduled radio location reports something happened, and no one ever heard from them again. There was suspicion that the airliner had been hijacked and flown to Japan, for several reasons. The Japanese ostensibly wanted to analyze the Clipper so they could build better seaplanes. In fact, two years later, the Kawanishi flying boats emerged and were a tremendous Japanese advance with features that were similar to those of the M-130. There were also several passengers aboard, one of whom was taking something like two million dollars in cash to support Chiang Kai-shek in his fight against the Japanese invasion. Finally, the Pan American service was still a great irritant to the Japanese imperialists, and it was evident that Pan American's services would be greatly hampered if even one plane was involuntarily withdrawn from service.

Indeed, loss of the Hawaii Clipper was a very terrible blow. Nonetheless, services were maintained without backup capability.

There was, by the end of 1938, some hope for fleet expansion. The long-awaited Boeing 314 was about to enter service, by now a year behind schedule. This huge plane was half again as big as the M-130, and had greater range and capacity. Six were on order, and would provide relief and better capacity on the Pacific routes.

1938 also saw the beginning of Pan American's greatest threat. In the years since the 1934 Air Mail scandal, the U.S. government had been working to form a regulatory body to reign over commercial air transport. This was formed in 1938 as the Civil Aeronautics Authority (CAA, later known as the Civil Aeronautics Board or CAB).

There were three main principles which the CAA was created to enforce. First, protect the current airline system so that each line had a reasonably stable operating environment. This would protect investors and customers alike. Second, new routes had to be approved on the basis of "public convenience and necessity." That meant that the CAA would be the sole source of route authority for U.S. airlines. Finally, the CAA was dedicated to establishing controlled competition wherever possible. For Pan American, this meant that all their pioneering airway development would gradually be opened to other airlines.

The CAA took immediate offense to Pan American's exclusive agreements and interlocking services in other countries. In trans-Atlantic services, the power of the CAA would create an immediate opportunity for American Export Airlines, a new prospective competitor sponsored by a major shipping company, but on the other routes Pan American's hard-won advantages would be eroded away more slowly.

The French and English experimental services across the Atlantic in 1938 proved that actual revenue services would be some time in coming. The German revenue services by seaplanes, and the formation of American Export Airlines, however, began to pose an embarrassing threat that Pan American would not be an early participant in trans-Atlantic services. Pan American was doubly bound by the British: Pan American could not use Canada, Bermuda or the British Isles without British agreement, and Pan American had agreed for eight years to not cross the Atlantic on regular service until the British airline was able to start also.

The major breakthrough came in January 1939, when the French government gave Pan American preliminary authority to enter and serve France. The preliminary authority was confirmed in July. Portugal approved the use of Lisbon and the Azores in February. The first of the Boeing 314 giants had been delivered in January, and was christened the Yankee Clipper by Mrs. Franklin Roosevelt. On March 26, the Yankee Clipper made its maiden trans-Atlantic flight, opening the southern route through the Azores and Lisbon, then crossing France and landing at Marseilles on the Mediterranean coast. As with all Pan American inaugurals, the flight itself was uneventful.

As the Pan American rights along the southern route to Europe were being secured, Britain once again was faced with the choice of either opening its doors to Pan American or being left out of the new air paths of progress. Her own aircraft industry was clearly not ready to supply trans-Atlantic planes, so holding out for simultaneous service initiation was pointless. Tension in Europe was growing as Hitler became more confident and aggressive, and it was urgent to establish British air links to the Americas. They finally released Pan American from the simultaneous service starting limitation.

This opened the way for Pan American to open the North Atlantic route, and the initial mail flight by the Yankee Clipper was made on June 24, 1939. Four days later, the Dixie Clipper opened passenger service across the southern route, and on July 8, the Yankee Clipper opened the northern route to passengers.

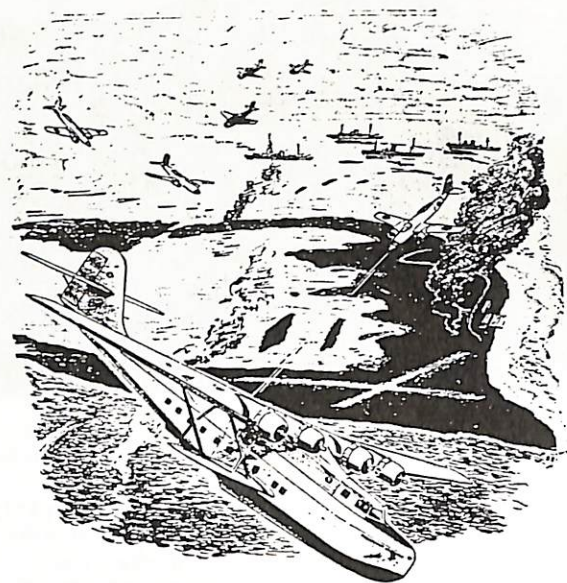
Six Boeing 314s were delivered to Pan American during 1939. Four were allotted to Atlantic service, while the other two were used to fill the shortage of planes on the Pacific routes.

The Atlantic routes were disturbed in September, as the European phase of World War II broke out. As Hitler and Stalin invaded Poland, the U.S. remained neutral and Pan Americans' routes to combatant England and France were cut short in neutral Ireland and Portugal. Due to the threat of Nazi warplanes over the British Isles, even Ireland was soon deemed unsafe, and the north Atlantic route was shut down completely in October.

The spreading war affected Pan American in many ways. Refugees from Europe filled Pan American flights from Portugal, and business on all routes became more active. When, in 1940, the United States made the lend-lease agreement with Great Britain (where the U.S. exchanged 50 destroyers for use of British bases in the Caribbean) Pan American was chosen to contract the construction of U.S. air base facilities on many Caribbean Islands.

As the war spread to affect all the world, the tremendous advances that Pan American had made since its beginnings in 1927 proved to be vital Allied assets. The operating air routes, navigation, weather and communications facilities, aircraft maintenance bases, and business and governmental contracts all through Latin America, the Pacific, and beginning to stretch across the Atlantic proved of great use to the U.S. and its Allies. The German presence in South America was partly neutralized as Pan American helped terminate and substitute for the German airlines operating there. Pan American routes were used

to support the Allied war needs all over the world. The Nationalist Chinese government's main contact with the outside world was via air transport routes and planes of Pan American's CNAC. Unused islands like Midway and Wake became strategically vital, were fortified, and became important battle grounds which cost the aggressors dearly. At Midway, the U.S. crippled the previously superior Japanese carrier fleets. Yet, prior to Pan American, Midway was just a useless chunk of coral, thousands of miles from anywhere.



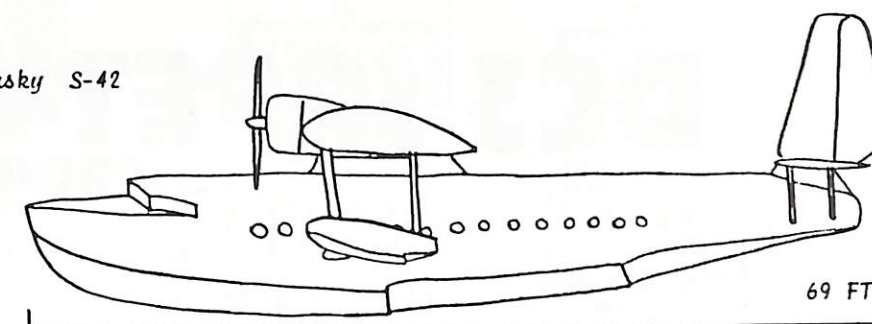
The Japanese attack on Wake Island

When the war finally crashed across the Pacific possessions of the United States on December 7, 1941, Pan American was instantly involved. The Boeing Anzac Clipper was just an hour from landing at Pearl Harbor, and was diverted to another island. It refueled and flew back to San Francisco. The M-130 Philippine Clipper had just left Wake; but it returned, loaded up the Pan American staff, was machine gunned by a Japanese raid, then flew safely back to Honolulu. The S-42 Hong Kong Clipper was destroyed as it sat in Hong Kong. The B-314 Pacific Clipper was in New Zealand. It was felt that there was no safe path for it to return across the Pacific to the U.S., so it turned west and flew, in stages, around the rest of the world back to New York. This involuntary journey was the first round-the-world flight by a commercial airliner.

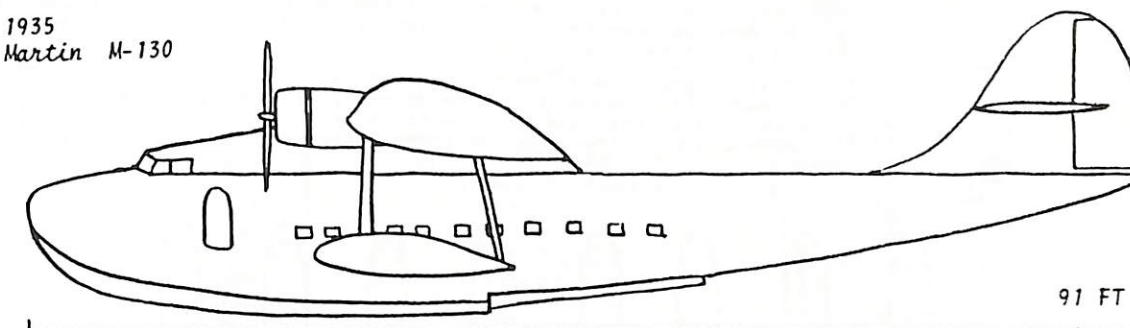
To be continued in the next issue of the CAPTAIN'S LOG.

PAN AMERICAN'S TRANSOCEAN FLYING BOATS

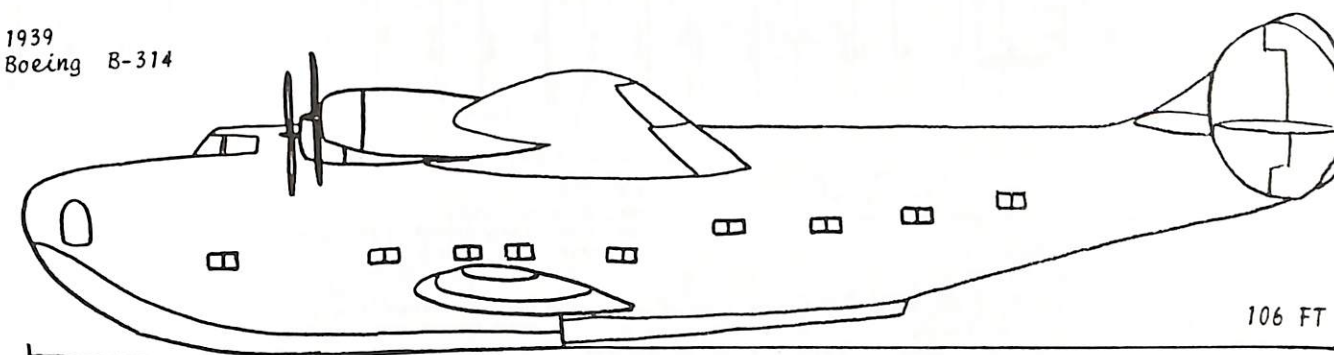
1934  
Sikorsky S-42



1935  
Martin M-130



1939  
Boeing B-314

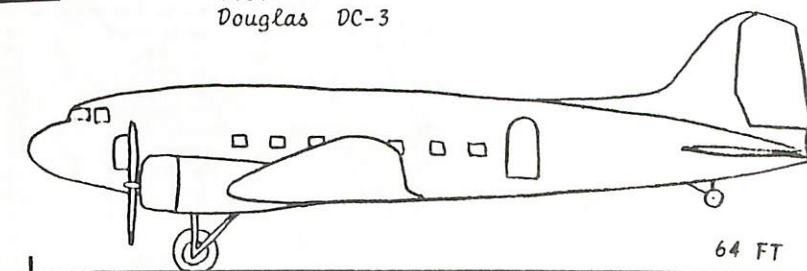


PAN AMERICAN'S FEEDER AND OVERLAND AIRCRAFT

1936  
Sikorsky S-43



1937  
Douglas DC-3





# DC3 SAFETY CARDS

## ...FROM NORTH AMERICA

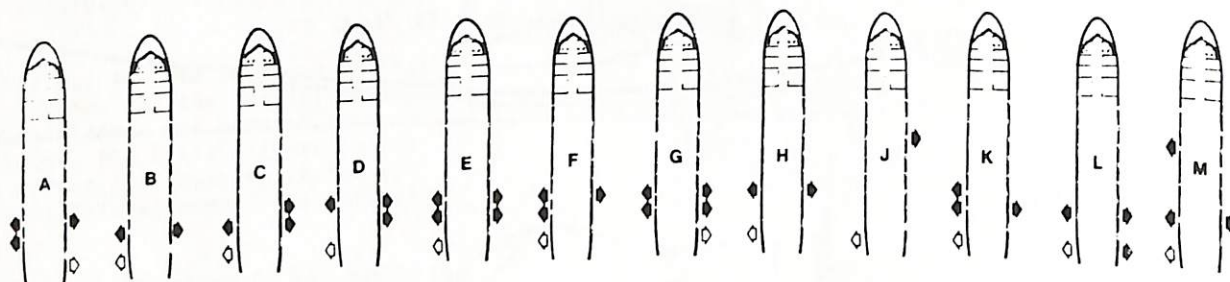
(PART 2)

BY

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As a continuation of my review of Douglas DC-3 Safety cards, this article is devoted to those used by U.S., Canadian and Caribbean operators. Since so many unique Safety Cards have been designed for this 50 year old veteran, the article had to be arranged in a slightly different manner.

Due to the many various exit configurations used by DC-3 operators, the following chart should be used as reference to the cards mentioned throughout this article. This is particularly true in the case of several variations within the same airline's fleet. You will probably find that you may indeed have yet other variations than those mentioned.



DOUGLAS DC-3 EXIT CONFIGURATIONS

- ⬆ Doors
- ◊ Window Exits
- ◊ Auxiliary Hatch (Other than Cockpit Hatch or Door)

The first DC-3 Safety Cards that I will discuss are what I will refer to as "The Commuter Format". This is the most widely used style and although small alterations occur, the general layout and illustration/text remain intact. The origin of this format remains unknown but anyone with information regarding its first use, your comments would be very welcomed.

Discussion of these cards is done in a listing manner for quick clarification. The AIR NEW ENGLAND DC-3A (Fig.1) illustrates this "Commuter Format". The front of the card is shown and is accompanied with the title panels of other carriers using this format.

Ref #	Exit Conf.	Airline	Material	Print Color	Approx. Size	Notes
(1)	A	AIR NEW ENGLAND	Cardboard	Green	4x10	With Empire Logo
(2)	A	AIR MIAMI	Cardboard	Black	4x11	Delta Brace Positions
(3)	C	AIR SUNSHINE	Cardboard	Black	4x10	Flotation Cushions
(4)	C	AIR SUNSHINE	Cardboard (Gloss)	Black	4x10	Flotation Cushions
(5)	C	AIR SUNSHINE	Cardboard	Black	4x10	Life Vests
(6)	B	AIR SUNSHINE	Cardboard	Black	4x10	
(7)	B	AIR SUNSHINE	Cardboard	Black	4x10	N-770SU
(8)	C	GULFSTREAM INT'L	Cardboard	Black	4x10	Also used by AIR TEXANA
(9)	D	ESCORT AIR TAXI	Film Laminated	Black	4x10	
(10)	C	FAIRBANKS AIR	Heavy Cardboard	Black	4x10 *	N345A
(11)	D	KAHILI AIRLINES	Laminated	Black	4x11	Brace & O <sub>2</sub> on Front
(12)	D	EMPIRE	Cardboard	Black	4x10	
(13)	D	AIR BVI	Cardboard	Blue	6x10	Eastern Life Vests
(14)	D	AIR BVI	Cardboard	Blue	7x10	Eastern Life Vests
(15)	F	AIR BVI	Cardboard	Blue	4x10	
(16)	D	AIR CARIBBEAN	Cardboard	Black	6x10 1/2	N-8661
(17)	C	NORTH CAY	Cardboard	Black	4x10	N-87628
(18)	A	NORTH CAY	Cardboard	Black	4x10	
(19)	C	POMPANO	Cardboard	Black	4x11	Spanish on Reverse
(20)	A	P B A	Cardboard	Blue	5x9 *	Piedmont-Style back
(21)	A	P B A/NAPLES	Cardboard	Black	4x10 *	
(22)	D	KWIN AIRCRAFT	Cardboard	Blue	4x10	Also used by HELGA-AIR

\*Rounded Corners (Trimmed)



FIG. 1 (TITLE PANELS)

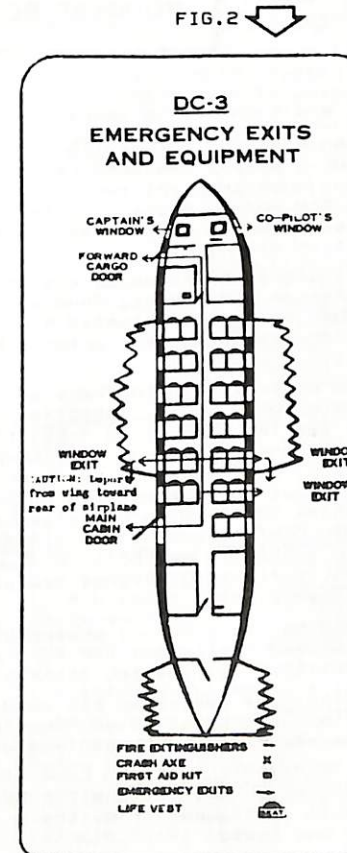
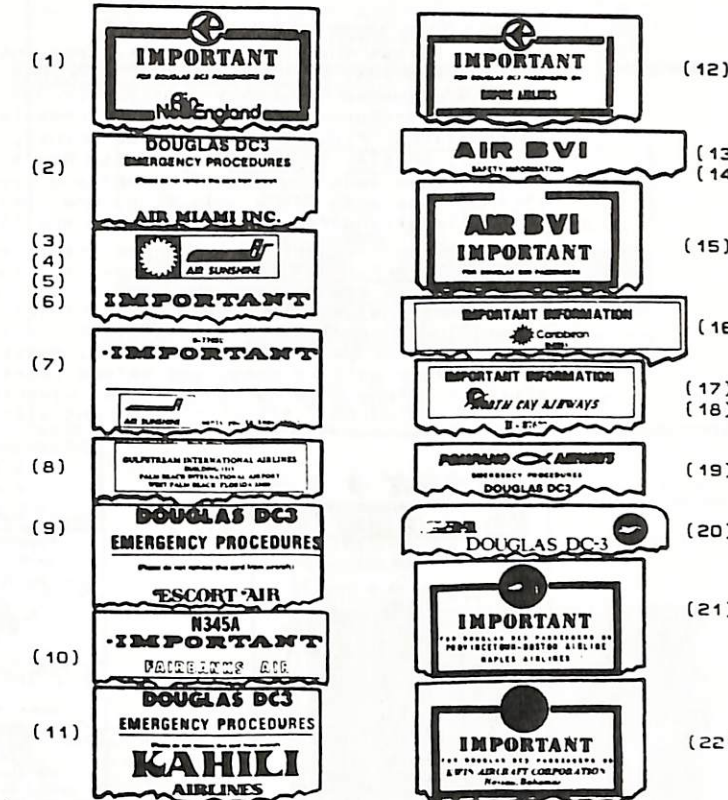


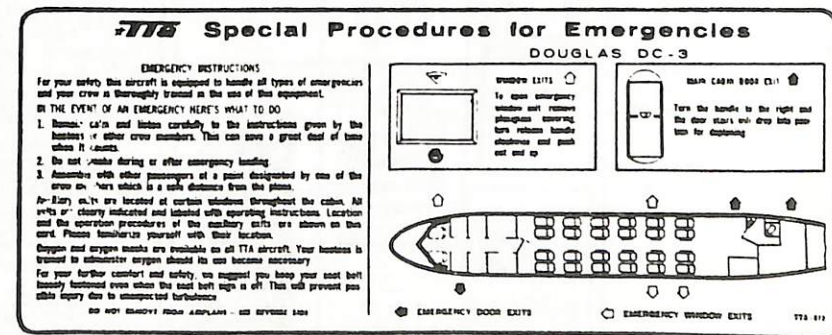
FIG. 3

AIR ANTILLES GUADELOUPE used photocopied Air France Flight Attendant Charts as their DC-3 Safety Cards. Presented as a wall-plecard, these are dated Mai 1970.

A special order card stock with a rough wood-grain texture highlights the old JOHNSON FLYING SERVICE DC-3 card (Fig.2). Minus the carrier's name or logo, this card has emergency equipment and exit routes in red.

TRANS-TEXAS DC-3 card (Form TTA-613) is red and black on plastic (Fig.3). The reverse side is dedicated to the Convair. Another operator that used this format (4 times larger on gloss cardboard) was CENTRAL IOWA. Dated August 1973, a notation "DC-3 with Left Hand Entrance Door" leads me to believe that Central Iowa had a least one other DC-3 Safety Card.

The California Oil Company, UNION 76, used a glossy cardboard card for their executive DC-3 N760. Using esque, blue, red, orange, and black, this card shows brace positions, life vests and oxygen illustrations from the old single plastic Varig 707/DC-8/990 Card!



Another format that was used quite frequently during the "hand-me-down" used aircraft process was that of NORTH CENTRAL AIRLINES. Very small in size, the North Central DC-3 card shared the company of the CV-340/440 on the reverse (FIG.5). Inserts show the cardboard copies of this format (all approximately 4x10) as used on INTERNATIONAL FIELD STUDIES (Black print), PRO AIR SERVICES (with Red Window Exit Arrows), CRYSTAL SHAMROCK (also with Red Arrows), TRANS-FLORIDA AIRLINES (with airline name added by rubber stamp) and several different cards from AERO VIRGIN ISLANDS (One with Black only logo, One with Red/Black logo, and Two with hand-drawn exit alterations for configuration M and E).

A "Seat Occupied" card (with green print) was used on OZARK AIRLINES (Form OP-65) as shown in Figure 4. True-to-form, this early Ozark card (which only shows the exit locations) was in violation of FAR121.571 by not containing information applicable only to the make and model on which you are flying: DC-3, Martin 404 or F-27. Today, Ozark still places cost before safety by using a single safety card for their fleet covering the DC-9-10, DC-9-30 and MD-80. All with different exit locations.

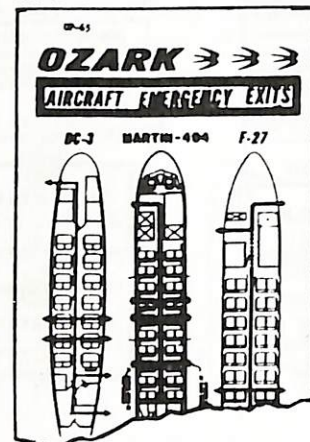


FIG. 4

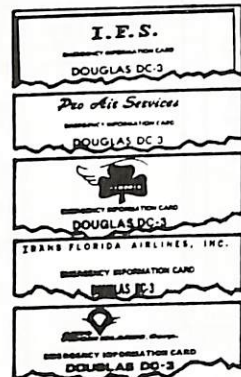


FIG. 5 (TITLE PANELS)

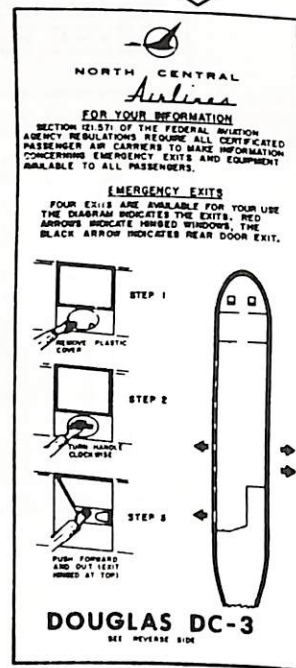


FIG. 5

A third style of card appeared with the logos of several operators; that being the glossy cardboard DC-3 card used by TRANSAIR-MIDWEST (Fig.6) which used black, brown and yellow. A light blue print version was used by PEM-AIR LTD. and a dark blue issued by AIR CARAVAN.

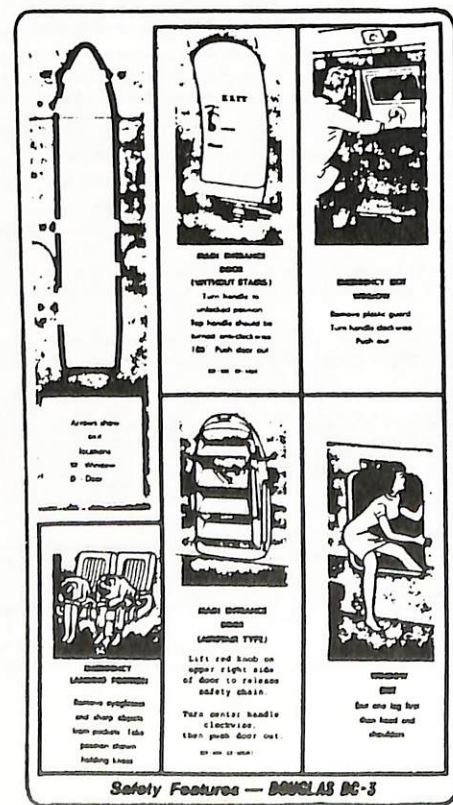


FIG. 6

The Canadian operator MILLARDAIR used a tall cardboard DC-3 Safety Features card that contains no diagrams, just long written instructions. Although a BSW photo of the DC-3 is on the card, it rates as the worst DC-3 Safety Card from an information standard.

On the West Coast of Canada is probably the most informative DC-3 Safety Card as used by AIR BC. This folding, laminated card is only BSW yet incorporates current graphic-style art exclusively.

Illustrated on the following page are several other Canadian DC-3 cards. CANADIAN PACIFIC produced a leaflet (Form T-54 1-67) that covered the DC-8 Jet Empress/Britannia/DC-6B/DC-3. Unfortunately, the number of exits on each aircraft is mentioned but no diagrams are included. (FIG.7) Figure 8 shows the folding BSW gloss card used by both ONTARIO CENTRAL and HOOKER AIR SERVICES. A rare find indeed is the DC-3 card used by EASTERN PROVINCIAL (Fig.9) that was accented in black and orange.

ILFORD-RIVERTON had a BSW cardboard DC-3 Safety Card that showed floorplans for aircraft AOH (Exit Conf.C), CQT (Conf.L) and IKD (Conf.K).

TRANS-PROVINCIAL's laminated BSW card uses a style similar to that of older Pacific Western cards as on the Electra, CV-640 and others.

NORTHWEST TERRITORIAL AIRWAYS used two DC-3 cards with red and black print. One for DC-3 aircraft with exits in configuration C, while the other is labeled for C-GWZS (Conf.D).

Both SKYCRAFT and TRANS NORTH TURBO AIR used laminated BSW cards of their own basic design. BRADLEY AIR SERVICES printed a DC-3 card that uses red ink and only the logo of their subdivision FIRST AIR.



FIG. 7



FIG. 8

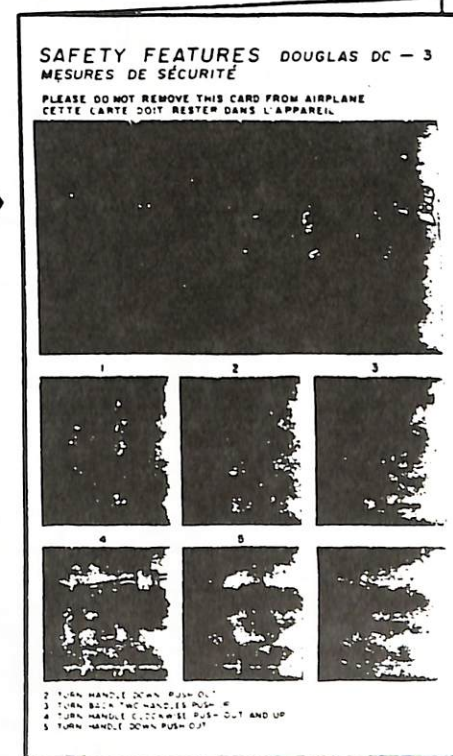


FIG. 9

The Hawaiian commuter, TROPIC AIR LTD. uses a laminated 8x11 card with green print on their DC-3s. Printed in English on one side, Japanese on the reverse, these cards use window exit illustrations from the "Commuter Format" mentioned earlier. This card can be found with mailing label stickers stating, "AIR MOLOKAI LTD dba AIR MOLOKAI-TROPIC AIRLINES" also.

The laminated BSW cards of AIR RESORTS DC-3 uses considerable graphic art but offers nothing particularly unique for the collector.

CAL AERO AIRWAYS, now defunct, used a BSW cardboard card that included "Air Floats" as the flotation device. An Air Float is an inflatable ring that fits around the waist and clear illustrations of this can be found on the 1967 issue of United's Viscount card.

I located a BASLER AIRLINES laminated blue print DC-3 card on the derelict Kahili Airlines DC-3 at Honolulu. After many years of rude answers from Basler management regarding my obtaining a sample of their Safety Card, it was a welcome yet disappointing addition to my collection... it contains little interesting information.

Another sorry-excuse for a briefing card is the heavy cardboard BSW cards used by FLORIDA AIR LINES. There is an illustration of the brace position but the floorplan states "Typical Exit Locations". It just makes you wonder why Florida and AIR SOUTH (who also used this card without Air South logo) lost their operating permit.

The now defunct SHAWNEE AIRLINES of Florida used two different DC-3 cards: One was a BSW cardboard card with correction stickers throughout and the other, an 8x11 photocopy in a plastic sheet protector using floorplan and exit illustrations from the Pinehurst style card.

The new specialty-charter SENTIMENTAL JOURNEYS uses a glossy paper safety card with clear BSW photos. This card, 8x11, uses red and black ink. Although very good as far as its information content is concerned, the brace positions are off a stock Cessna card!

N19906 (BSW) and N75142 (Black on Blue) are the two REEVE ALEUTIAN Cards provided by that carrier's Chief Stewardess in the late 1960s. The format is similar to current Reeve cards. (Fig.10)

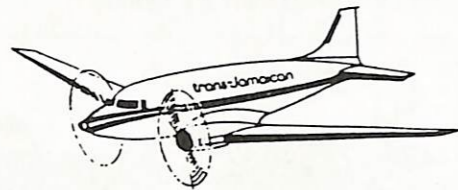
PROVINCETOWN-BOSTON AIRLINE's last DC-3 card was considerably more accurate than earlier versions. These laminated BSW cards measured 6x11 and used flotation illustrations from Eastern (Life Vests) and Piedmont (Seat Cushions).

AIR PENNSYLVANIA produced a BSW cardboard DC-3 card for their DC-3 (N2VM) which incorporated illustrations from Eastern and from the aircraft's previous owner, Vero Monmouth.

The unusual TRANS-JAMAICAN DC-3 card (Fig.11) shows the German side of this BSW card. English was on the other side of this now-retired aircraft.

SICHERHEITS MASSNAHMEN (See reverse side in English)

DC-3



TRANS-JAMAICAN AIRLINES

Sie fliegen in einer DC-3, einer Maschine, die einen unvergleichbaren Sicherheitsrekord hat. Trotzdem es sehr unwahrscheinlich ist, dass Sie...

die Sicherheitsmassnahmen anwenden muessen, moechten wir Sie damit vertraut machen.

IHR SITZ-ANSCHNALLGUERTEL

Bitte schnallen Sie sich an sobald das "FASTEN SEAT BELTS" Zeichen erscheint. Es ist sowieso zu...

empfehlen, waehrend des Fluges angeschnallt zu bleiben.

SCHWIMMWESTEN

Schwimmwesten befinden sich unter Ihrem Sitz. In der letzten Sitzreihe sind sie hinter den Sitzen platziert.

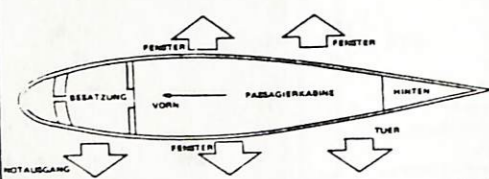


FIG. 11

A rare card indeed is the VERO MONMOUTH DC-3 paper card in Serbo-Croatian (CSS 1004/ 2/80). I personally translated these temporary cards for use during the VIP charters from JFK to Saranac Lake with the Yugoslav ski team for Winter 1980 Olympics.

When I began work with VMA as their Chief Flight Attendant, two DC-3 cards were in use: A blue print issue and a revised issue (BSW) referenced EC-1 8-10-78 that revised brace positions. All VMA DC-3 cards used the old Allegheny logo for some reason.

EMPIRE AIRLINES, Operating for BAHAMASAIR also used an exact copy of the VMA card in Black and white. See Figure 12.

WEST COAST AIRLINES laminated diege DC-3 card was found aboard AERO-DYNE AIRLINES with a label over the original carrier. The card (Fig. 13) is Form OP-119A 105-112-114.

The window exit illustrations can also be found on the bright yellow paper YELLOWBIRD AIR DC-3 card.

Figure 14 shows a photocopy of an early 1940s DELTA AIR LINES brochure. To the left is the cover and on the

Figure 10 also shows cards used by PINEHURST (green print on cardboard) and the brown print AIR TOURS/PACIFIC NATIONAL AIRWAYS DC-3 card (Japan side, English with photos of exits on the reverse). INTERSTATE AIRMOTIVE chose to use the floorplan and exit illustrations of the Pinehurst card on a smaller black and white card. BO-S-AIRE also used the Pinehurst exit drawing complete with round windows (!!!) on the DC-3.

Note: The English side of the Air Tours card is very similar to the Mercer card illustrated later. Air Tours also used an English only DC-3 card with white-out over ship number and additional information added by typewriter (also brown print).

A black and white cardboard card was used by AIR ADVENTURES that was somewhat similar to the Old cardboard Frontier Convair 580 with window exit illustrations from the "Commuter Format" cards.

SPECIAL PROCEDURES FOR EMERGENCIES. FOR REASONS OF SAFETY WE ASK YOUR COOPERATION IN LEAVING THIS CARD ON BOARD THE AIRCRAFT.

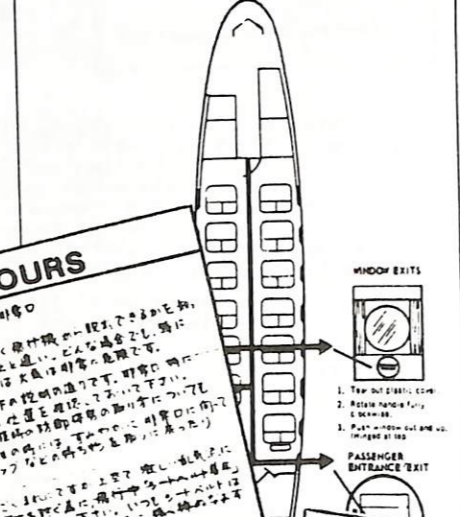


FIG. 10

AIR TOURS DC-3/4180. REEVE ALEUTIAN AIRWAYS, INC. IMPORTANT INFORMATION FOR OUR PASSENGERS. YOU ARE FLYING WITH A WELL-TRAINED AND EXPERIENCED FLIGHT CREW...

VERO MONMOUTH AIRLINES UPUTSTVA ZA SPASAVANJE. pojas za vezivanje. u avionu. položaj pri sletanju. spuštanje na vodu.

FIG. 12

FIG. 13

FLIGHT SAFETY INFORMATION. 1. Pull to remove access panel. 2. Window opens OUTWARD. 3. Hold window open and step out.

WELCOME TO SOUTHERN SKIES. Illustration of a Delta aircraft flying over a landscape.

FIG. 14

YOUR FLIGHT WITH DELTA. Your Delta flight crew comprises a team of experts... Your Plane... Your Wishes...

right is the page that contains very general safety information. I classify this as a Safety Card since all exits are shown as well as a fire-extinguisher. NEVADA AIRLINES produced at least 3 different DC-3 Safety Cards. The oldest... see the card-face format of Western Airlines while the back has black and white photos of the exit operations.

Safety Cards from 1380 eventually found their way aboard ROYAL WEST AIRLINES with a silver and blue sticker over the Nevada Airlines logo.

An 8 1/2 x 11, folded in half, cardboard card was used by CENTURY 2000. The general layout is similar to the late 1960s Eastern format. The unique thing is the use of life vest donning photos from the older Pan Am Safety booklets.

A new carrier from St. Thomas, VIRGIN ISLANDS INTERNATIONAL AIRWAYS, uses small cardboard cards with red and black print. Slight similarity exists to the Aero Virgin Islands cards however, most of the card uses original illustrating.

The final cards to be discussed are those of MERCER AIRLINES and GOLDEN STATE. The Mercer card is yellow cardboard with exit operation photos and is applicable to aircraft N16096. I only have a photocopy of the Golden State DC-3 N33644 card but can clearly see a close similarity to the Mercer card. (Fig. 15)

In ending I must make apology for such a long article. Since we probably won't again celebrate until the 100th Anniversary of the DC-3, there was so much to cover that I've gotten a bit wordy. I do, however, trust that you learned something unique.

For anyone who ever worked aboard the DC-3, as I have, you just can't help but wonder if this old veteran won't be around long after us...giving both passengers and crews of years to come fond memories!

FIG. 15

**EDITOR'S NOTE**

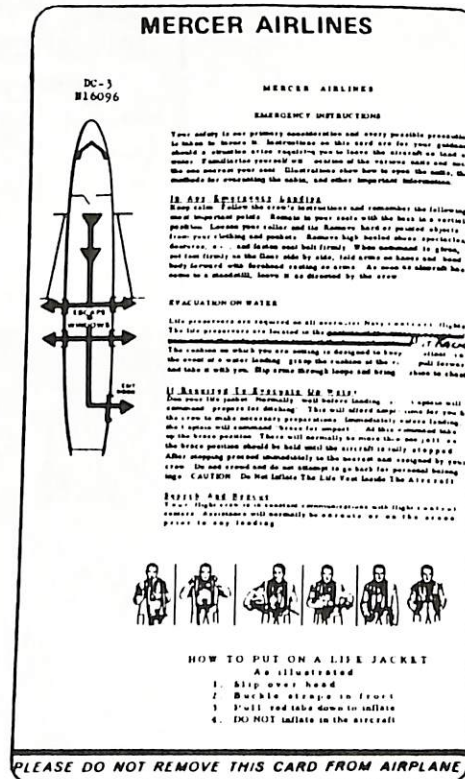
Many Club Members (as well as Industry people) ask me often as to what is the oldest Safety Card.

Charles Quarles, a good friend, sent me two interesting items recently. Both are Imperial Airways (London) Ltd. Steward's Instructions for Channel-Crossing. Dated Feb 19, 1930 and Aug 11, 1932, both memorandums suggest that Ditching Instructions may have been in use as early as then.

That's a new one on me! Guess we'll have to keep a sharp eye out collectors.

Safe Flying!

*Carl*



# STICKER CHATTER

by  
DON THOMAS

Members of the Aeronautica & Air Label Collectors Club were saddened to hear of the death of Earl H. Wellman, founder of the A&ALCC and the AFA, in early March. It was 42 years ago when Earl founded the Jack Knight Air Mail Society and the Air Label Associates, which became the A&ALCC. The Jack Knight Air Log and AFA News has been published quarterly since then; and now is about 100 pages per issue. The AFA now comprises 35 affiliated Clubs, including the World Airline Hobby Club. Earl was interested in many facets of philately, aerophilately, and air labels. He had the original 1937 Martin & Aten Air Label Catalog reprinted to help popularize the hobby. He started the New Issue Service of the A&ALCC and also the quarterly auctions of flight covers, air labels, timetables, and other aviation memorabilia. His son, Fred Wellman, is capably carrying on the work as the Executive Director of the AFA and Secretary-Treasurer of A&ALCC.

DC-3s on their labels. In Bolivia, L.A.B.'s very attractive yellow label pictures the DC-3 (19), and two Colombian labels of AVIANCA show the DC-3 (20-21). U.M.C.A. also used DC-3s.

In Africa, many Douglas planes were in use, but they were seldom pictured on labels. In Asia, both C.N.A.C. (22) and Central Air Transport of China (23) showed their DC-3s on labels, and in the Middle East, an early label of CGT in Lebanon shows the DC-3 (24). In the West Indies, Cia. Cubana used a DC-3 round label soon after PAA took it over from Curtiss (25). (EDITORS NOTE: On some of the DC-3s pictured, the artist took some liberty in presenting what "he thought" a DC-3 should look like!)

### NEW ISSUE NEWS

The 1985 revision of Volume II of the Air Transport Label Catalog, which covers Great Britain, Ireland, Australia and New Zealand is now in print and can be ordered from AFA Home Office, Box 1239, Elgin, IL 60121-1239. The original volume was done in 1976, so there have been many additions to old airline listings, and many new airlines listed; over 50 new ones for Britain alone. Price is \$10, with an extra \$2 for postage in USA, Canada Mexico and \$4 per volume in other countries. This volume, well over 100 pages, weights a lot, hence the high postage rate.

Sad to say, the volume may be already out of date, what with new labels coming out every month. British Air Ferries just printed seven new ones; all oval like the one illustrated "ROTTERDAM-GATWICK" (A). Others in the series are: "ZEBRA HOLIDAYS," "ABTA TORONTO," "NEWCASTLE JERSEY-GUERNSEY," "SOUTH-END JERSEY-GUERNSEY," and "WE HOPE TO SEE YOU AGAIN SOON." They also come in small size. Gleagle Helicopters is another new one from Britain.

Illustrated is a scarce item(M)--a special small bumper sticker type of label showing the DC-9 of Scandinavian Airlines in its new livery. This label was given to each of its DC-9 pilots as a "well-done" for 1984. It was sent to me by pilot Svend Schnedler of SAS. Such thoughtfulness is appreciated; this is one way we can keep track of new issues. It is up to the members to let us know of new issues; we can't do a complete job all by ourself. Pilot Schnedler does research and collecting of civil aviation wings.

The DC-3 was used by many foreign airlines. The first foreign airline operator of the DC-3 was KLM, which, along with SWISSAIR, had already used the DC-2 so successfully. Of course during WW II many foreign air forces had used the DC-3 and the military cargo version, the C-47, as transport for passengers and freight. This meant that after the war, many of these now-surplus aircraft passed to civilian airlines all over the world. AEROFLOT in the Soviet Union itself had manufactured about 2500 DC-3s under license from Douglas, and in Japan, Showa and Nakajima had also produced similar types under license. Some of these Japanese-made DC-3s are shown on labels used by the old Japan Air Transport and Japan Airways Company. (1) (2) & (3)

Two nice labels showing Douglas airliners were printed by Australian National Airways. One pictured the DC-2 (4), introduced in 1936, and the other a DC-3 (5), first used in late 1937. The round one is on an orange background, with a wide black border; the other is above clouds on a green and blue background. The Douglas name was featured by ANA more prominently than by any other airline.

The KLM Douglas labels also are attractive; three of which are shown, along with a KNILM DC-3 (6-9) used before KNILM was taken over by GARUDA, the Indonesian National Airline. In Belgium, SABENA was using the DC-3 (10), as was SOBELAIR (11). Even BEA in England used a couple DC-3s in European service.

In Mexico a number of airlines were operating DC-3s. Those illustrated are MEXICANA, (a PAA subsidiary) (12); Aerovias Braniff (13); American Airlines de Mexico (14); Aeronaves de Mexico (forerunner of AEROMEXICO) (15); and a small airline named TANSA (16). In Brazil, many of the airlines inherited German aircraft, and Panair do Brasil used mostly Lockheed and Sikorsky equipment. However, REAL (17) and Linhas Aereas Natal (18) both show

John Wegg of FINNAIR, San Francisco, sends in a new label which FINNAIR used on Christmas mail (K). It shows Santa riding on a FINNAIR plane, flying over the reindeer, which were put out of a job! Wonder if it came in Finnish language also?

John Whitehead of Cordova, TN, sends in a roll of stickers to be used on the new ZAP MAIL of Federal Express. These were included in the last New Issue packet of A&ALCC/AFA.



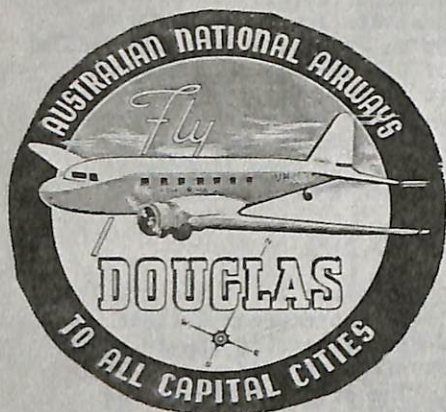
(1)



(2)



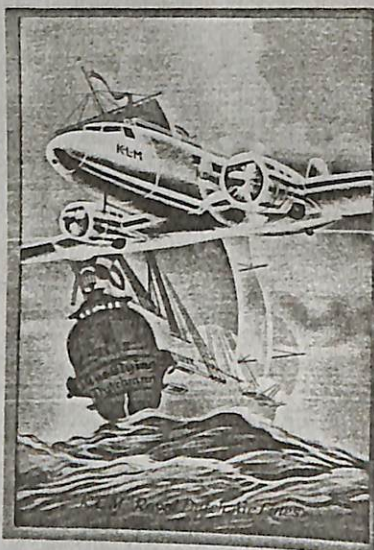
(3)



(4)



(5)



(6)



(8)



(7)



(9)



(10)



(11)



(12)



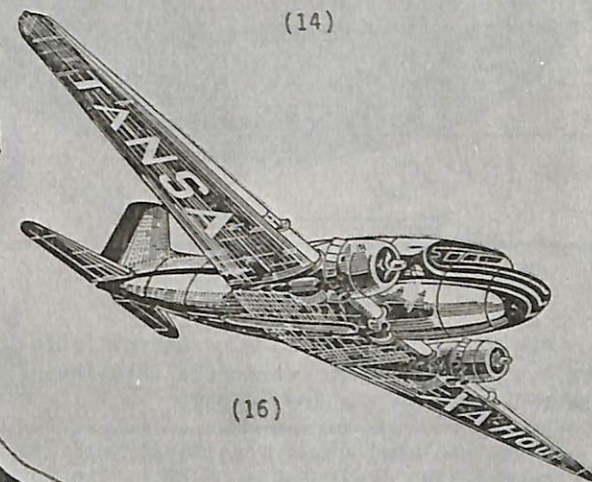
(14)



(15)



(13)



(16)



(18)



(17)



(19)



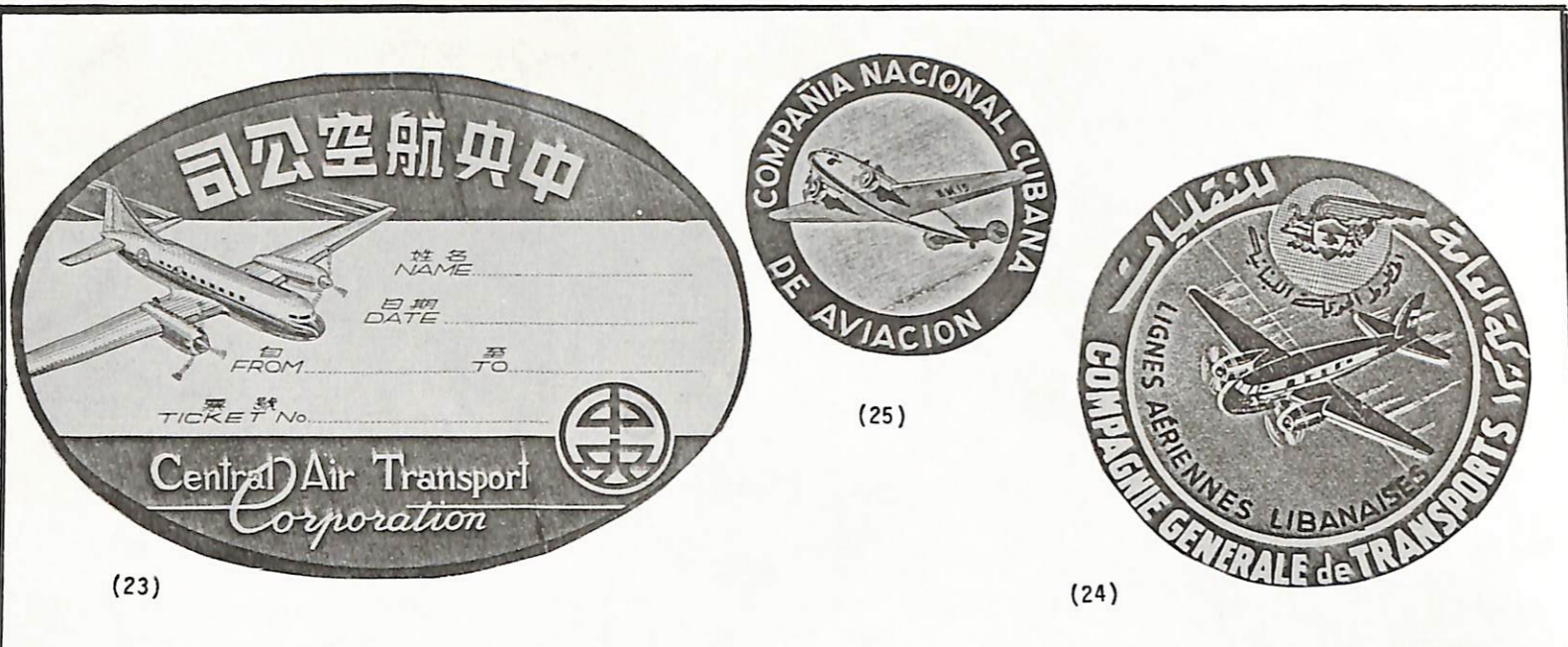
(20)



(21)



(22)



Pat McCollam sends in a beautiful label, "To Hawaii with Love" from Continental Airlines (F). Apparently not in use any longer.

A scarce label comes from Royal Swazi Airlines (L), advertising their Fokker F-28. "The Royal Way to Travel." Since the King of Swaziland has 300 wives, we wonder if he takes them all along when he travels by Royal Swazi? If so, he needs a bigger plane than the F-28--right???

A real work of art is the 30th Anniversary label of Kuwait Airways (J). It has a blue background with a fancy decoration around the border.

The new BILs of AEROMEXICO (B) picture a human figure alongside the line for name, a house by the address, a globe by the line for country, and a phone by another line. This must help a lot with Indians from the interior who may not read well, but can they write!

OLYMPIC AIRWAYS has a large label, or maybe it's a small bumper sticker (C), showing their A-300 Airbus. White on blue are the colors.

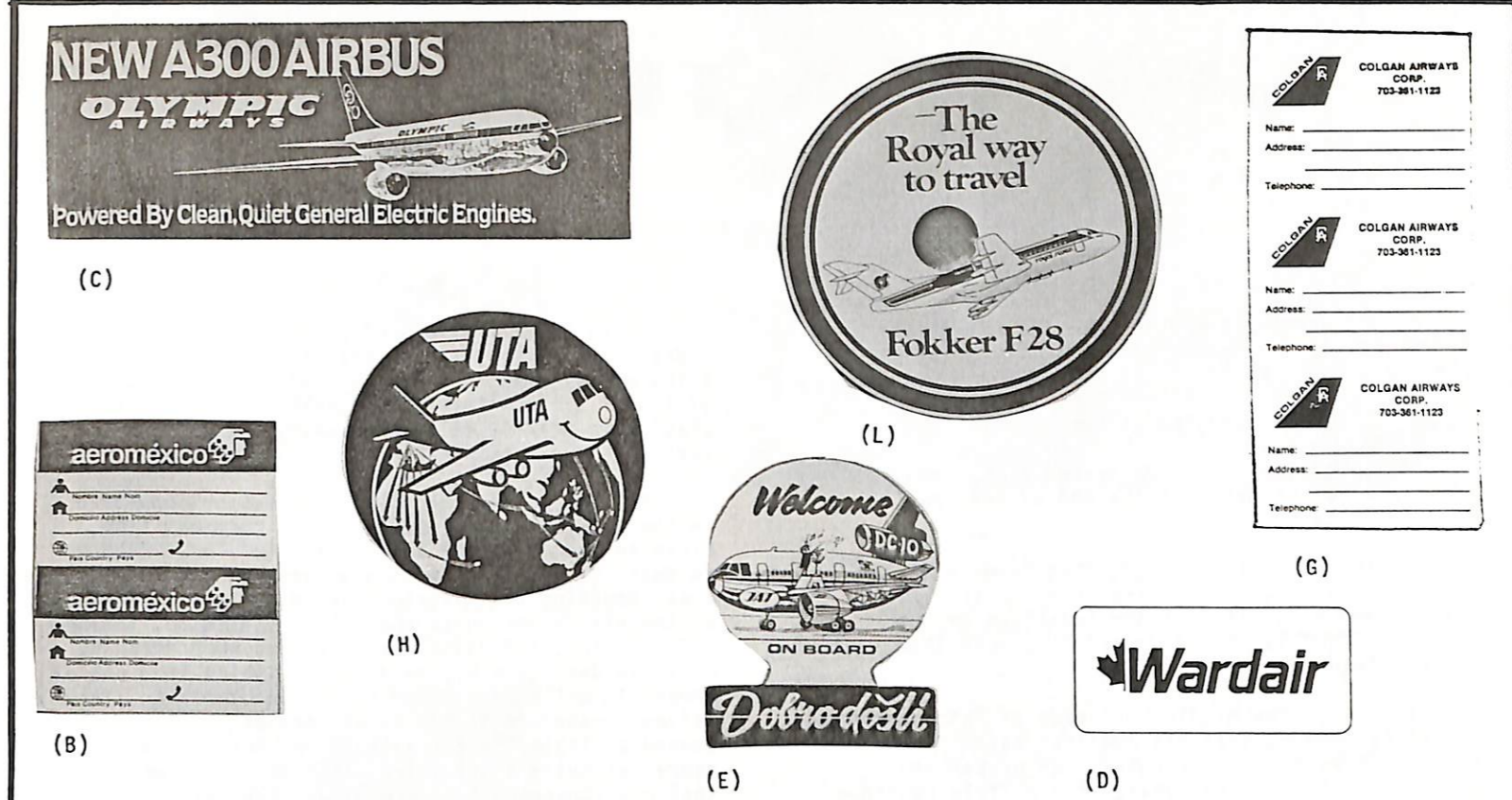
WARDAIR of Canada has a label (D) which is blue and red on a white background. It also comes in white and red on blue.

JAT, the Yugoslav airline, has a DC-10 label in the McDonnell-Douglas format. "Welcome" is in English; perhaps "Dobro dosli" means the same (E).

COLGAN AIRWAYS BIL (G) comes printed three vertical and is blue on white.

UTA of France has a happy-looking jet over a light blue world map on a dark blue background (H).

If you find any new items, please be sure to send them in. We need and appreciate your help.



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# WINGS & THINGS

by

DICK KORAN

"Aloha Avenue is a nice name for the street of unbroken dreams, where trans-Pacific aviation made its debut," according to a 1975 Honolulu Star-Bulletin article written by Lyle Nelson entitled, "Little Remains of Clipper Base."

"Today hardly anyone drives on Aloha Avenue, a little-known street near the end of the Pearl City peninsula."

But it was here, in 1935, that transportation history was made when the first Pan American Airways Clipper took off from San Francisco Bay on November 22 and landed off Pearl City more than 21 hours later.

"It was on the Middle Loch side of Pearl Harbor, near Aloha Avenue, that Pan American established the first trans-Pacific air terminal for passengers bound for Manila and Shanghai," the article continued.

"When that first Pan American crew came in for the water landing, they reported it was a waterfront scene of old, like the mad rush around by the sailing ships, preparing to sail before the tide went out."

"The Clipper's takeoff at 6:35 the next morning for Midway and Wake was similarly eventful with pleasure craft carrying several hundred visitors that had assembled about the base to cheer our departure," a former crewman wrote.



Crumbling patio wall where Pan American Clippers use to tie up while enroute across the Pacific Ocean for China. Pearl Harbor's tranquil waters form a historical background near Pearl City.

There is little left of the Pan American base today. Some pilings, concrete, stone patio, and brick walls, all disintegrating under the impact of time. It is a quiet place, except for children playing in near-by military housing, or for the bark of a dog.

Not long after the Aloha Avenue story appeared in the newspaper, I visited the old terminal site, close to the corner of that street and Coral Avenue in Pearl City. While poking around the old terminal area, touching the disintegrating walls and looking at the stanchions where the Clippers tied up, taking a few photos, and doing what one does when dreaming of those days gone by, an old man fishing from one of those old walls made some interesting comments. The fellow remarked as to how he arrived at the terminal aboard a Clipper in the late 1930s himself. His story was quite interesting, including how the terminal was converted into a military club facility during World War II, catching the overflow from other Pearl Harbor facilities. Aloha Avenue and Coral Avenue--an interesting and tranquil corner of aviation history.



Palm trees wave over the disintegrating floor of the Pan American Pearl City Clipper terminal at Pearl Harbor.

As many of you know, American Airlines is one of many Official Sponsors of the Statue of Liberty-Ellis Island Foundation. A number of "Statue" items have appeared throughout the Company's day-to-day operations including meal tray cards that "help keep the American Spirit Alive," lapel pines and so on. A few of these items are illustrated. An old American button using the Statue of Liberty in an earlier sales promotion is also included.



American Airlines lapel pin sold to help gather funds in support of the Statue of Liberty-Ellis Island Foundation. May still be available.



American Spirit button for wear by employees to help with the promotion of American Airlines' donations for the Statue of Liberty-Ellis Island Foundation.



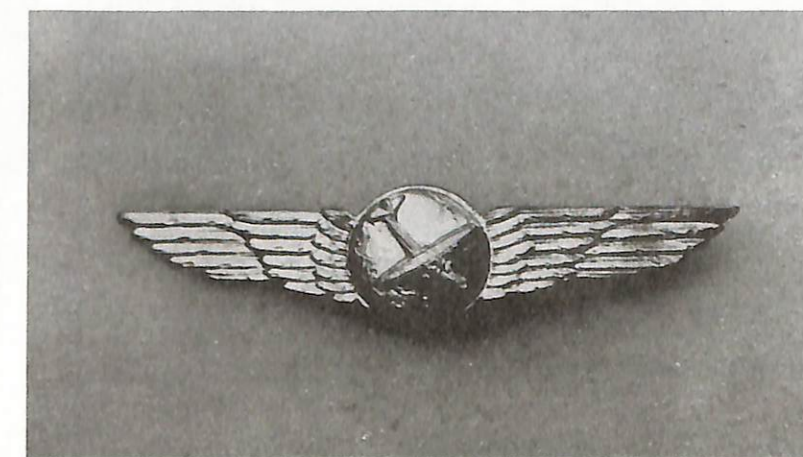
American Airlines promotion button using the Statue of Liberty. "New York - New York" button has orange on the top portion and a bluish purple below. Early example of using "Liberty" long before the fundraising endeavor to restore the statue and Ellis Island.



I recently acquired another nice airline item, a chrome, American Airlines ashtray, with a well-marked AA DC-3 "flying" over the base where the words "American Airlines" flank the Company logo with the eagle facing left! Called an "Airtray," and manufactured by the V. F. Pastushin Company, Santa Monica, California, it is a nice, vintage airline collectible. It took me a fair amount of time with cleaning cloths to get it back to its original luster, but the effort was more than worth the BTUs I burned up.



For the kiddie wing/pin collectors, I have included two illustrations of American Airlines rings--Junior Stewardess and Junior Pilot. Both have a gold-colored finish and are adjustable for wear by squeezing the "ring" to fit the wearer. From sources I have, these rings were in use well into the 1960s.

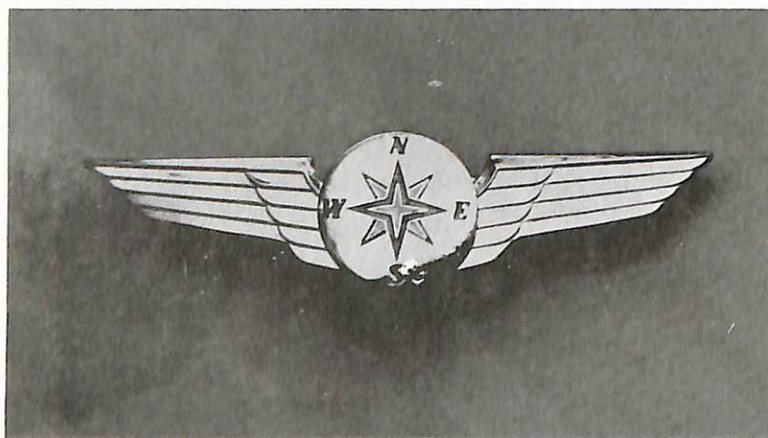


The small "Clipper" wing, in mint condition by the way, is a great item with quite a bit of detail. The flying boat is superimposed over the central Pacific with North and South America on the right--China, Japan, Australia, New Zealand, and other points in the Far East on the left. The equator also girdles the earth on the small wing. I have been told that this item is a kiddie wing from the Clipper days. Can any reader provide additional information?

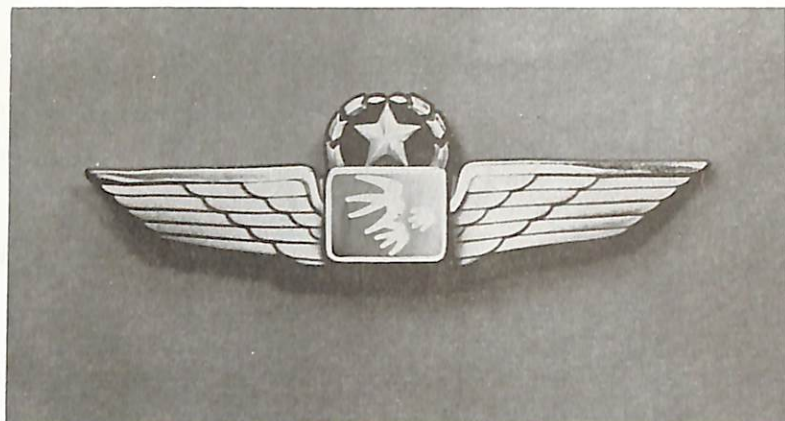
Wing-wise, I have illustrated the following pilot wings: Fort Worth Airlines, Pacific Coastal Airlines, the new Ozark wing, both the metal and bullion wings of AIRLANKA (Sri Lanka, formerly Ceylon), and Oman Aviation from the Sultanate of Oman. The Oman Aviation wing is one of the most beautiful wings in my collection. The Fort Worth Airlines wing is stunning also. The 1962-era KLM hat badge was sent to me by KLM Flight Engineer H. Mosterd, along with a couple of his early FE wings from KLM and Garuda of Indonesia. FE Mosterd flew for Garuda from 1954 to 1956.



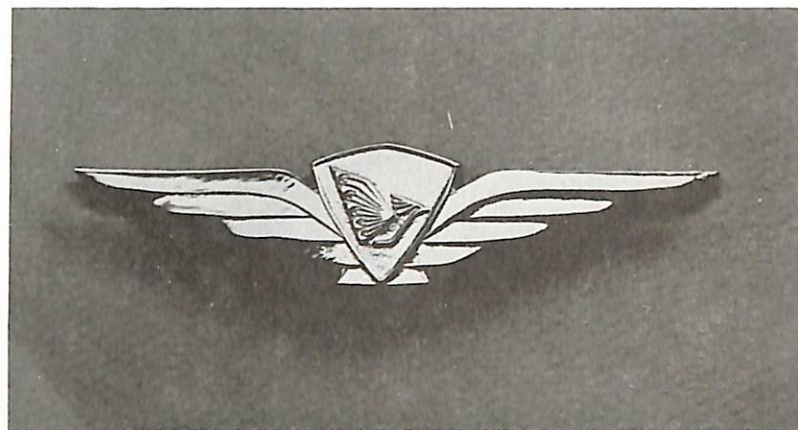
Fort Worth Airlines pilot wings as worn by crewmembers of the Ft. Worth, Texas-based company. The wings and the "W" have a flat gold finish--the "F" and the "A" are polished silver. They are hallmarked JOSTENS and have clutchbacks for wear.



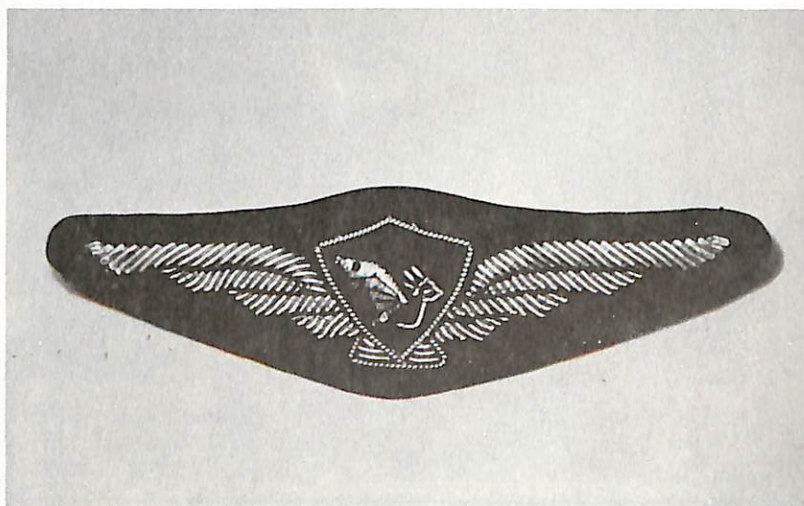
Pacific Coastal Airlines, a regional commuter airline, which maintains service in central and southern California as well as in Nevada. Originally started flying in 1970 as Spollo Airways. The wing has a polished gold surface with the "compass" done in blue and white enamel and the points of the compass in blue. No hallmark and uses clutch back for wear.



Ozark Airlines' pilot wing has a gold finish with a dark blue enamel in the center logo. The wing is finished with a flat appearance and the shoulders are polished. A pinback wing, it has no hallmark.



Airlanka pilot wing. This wing is done in gold plate and uses "lugs" for wear. I've been told that this wing is worn on the uniform jacket.



Airlank pilot wing. Made with gold wire on a black background, this wing is a finely made aviator's badge. There are snaps for putting the wing on the shirt.



Oman Aviation pilot wing is one of my finest aviation badges. The background is a medium blue with gold wire for the wings. The center background is a red-orange with the letters "OA" done in a bright green! The Sultanate of Oman "swords" logo is done in gold wire. This wing uses snaps for wear on a shirt/jacket. Again--a beautiful emblem.



KLM hat badge from the 1962 era, sent by FE H. Mosterd. The badge is all gold wire sewn to the black backing for wear on the hat.

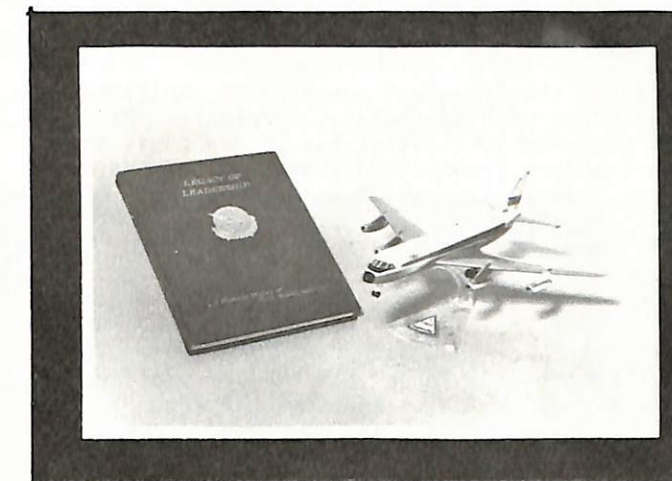


From the U.S. Postal Service comes this Int'l postal card with a beautiful China Clipper already printed on the card. Just beautiful!

In the weeks ahead I will be putting together a short review for the next LOG of some material I received from England just a short time ago. A friend of mine in the U.K. discovered these extremely fine, historical items: double passport of Aircraft Steward Mr. George Poingdestre, of Imperial Airways, with service from 1932 through 1936; Poingdestre's Log Book showing time in the Handley Page HP42 biplanes from England to the Middle East, Africa and India; and, Poingdestre's personal photo album with ground and air pictures that will absolutely knock your socks off! Also in the "packet" some memorandum, a couple of Cross-Channel safety briefings (dated 11 August 1932) for the "Steward Hannibal"--and the Imperial Airways "Wonder Atlas of the World" with HP 42 G-AAGX over the River Thames!

I would like to take this opportunity to thank everyone for their nice comments regarding "Wings and Things"--and for a great time at the San Jose Convention! It was just great to see most every one there--missed a couple of the guys who were there for just Saturday. Nice to put faces back in place over the letters and telephone calls!

Until next issue, keep the blue side up!



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# POST CARD CORNER

by  
JON PROCTOR

We'll confine this entry to new issues from all sources and some more on Pan American. The new issues, I am happy to report are continuing to surface, and it is hard to keep up! From the airlines: themselves, Air New Zealand has recently released two new cards, both standard size, of their F-27 and 737. They are ground shots, and feature the carrier's name on the front of the card, along with "The Pacific's Number One," logo, and a picturesque letter "1" plus stylized logo. In a recent reply from Hawaiian Air, I received five cards, including one of the carrier's DC-9-51's in latest livery, standard size with a white border; and perforation on the right edge; it appears to be some kind of a pull-out from a magazine; nice airborne shot over the Hawaiian coastline. The Air Mauritius 747SP card mentioned last time is shown; airbrushed plane, but attractive nonetheless. DLT of West Germany has a new F-47 card, with the inscription "Partner der Lufthansa" on the back.

Most of the "regular" non-airline publishers are coming out with new batches currently. Mary Jayne's Railroad Specialties has 16 new ones, including the Aero Trades DC-3 shown. Udo Schaefer Productions just released 12 more; the Virgin Atlantic Viscount shown is among them, along with several other most interesting subjects, such as a Condor A-310, Spantax CV-990A in new livery, and a lovely shot of a UPS 747 on the ground at Ontario, California, with snow-covered mountains in the background. Photographer--John Wegg. The Aviation Postcard Collector has three new offerings, including a breathtaking Ghana Viscount, as well as a Cypress DC-9-15 and Air France silver crown skin DC-3, illustrated. Charles Skilton & Fry have released 10 new cards, among them a 737-300 of Orion Airways. And C5 of Heathrow have produced their third set of 16 cards, which come to us right on top of the second set; all are of high quality, and help to round out the bounty of cards provided by our friends in England. Among Aviation World's latest are two photographed by WAHCer Jerry Stanick: the Jet America 707-327C shown, plus a dynamite take-off (climbout) shot of a Regent Air 727. Also hot off the press: Eastern A-300 and L-1011 in latest liveries, a New York Air Super 80, and 737-300s in the colors of Western and America West. AeroGem is due at the time of this writing to release 15 new cards, all of them most interesting subjects, including Midway Express, Cascade Airways, Britt, Horizon, Cayman and others. Aeronautica of Australia have begun to produce what they call "Limited Edition Collectors Card" editions, and while quite expensive, they are still magnificent in quality and content. The Air Niugini A-300 in the carriers bright new livery is an example. These cards are now available only by mail direct from the producers: AIRONAUTICA, c/o Kogarah P.O., NSW 2217, Australia. World of Transport of the UK issued a very limited run of cards recently, but the number of cards printed (1000 each) made them



A nice card depicting the 747SP of Air Mauritius. Color chrome, Air Mauritius, Continental size.



Udo Schaefer's team-druck produced this Virgin Atlantic Viscount card. Color flat, standard size.



A restored Air France DC-3 appears on one of Aviation Postcard Collector's new issues. Color chrome, Continental size.

scarce from the moment they came on the scene. Actually, the cards were printed under that name by DPR Marketing & Sales in England. Among the more interesting subjects were a British Airways 737 in new livery, and an Air Pacific DC-10 (shown). We hope this source will continue to produce cards and increase their run.

In the "Stop Press" department, a few more airline issues recently arrived: a set of new cards from South African Airways, including their 737, 747SP, 747-200B and A-300, all in current colors, and a surprise--an HS-748 in original colors; all are standard size, and were sent to me by the company's headquarters offices in Johannesburg. From Virgin Atlantic comes a continental size card of their 747, with "Maiden Voyager" in white script lettering across the front of the card. And Regent Air has a standard size card showing the posh interior of one of their 727s; looks like THE ultimate way to spoil yourself! Our friend Gilbert Guinard up in Canada reports that Nordair has an oversize card out of their 737 in new colors (retouched). And we also received from Europe a nice landing shot of an SAS 747B in its latest colors; and we are not sure, but it appears to be an airline issue.

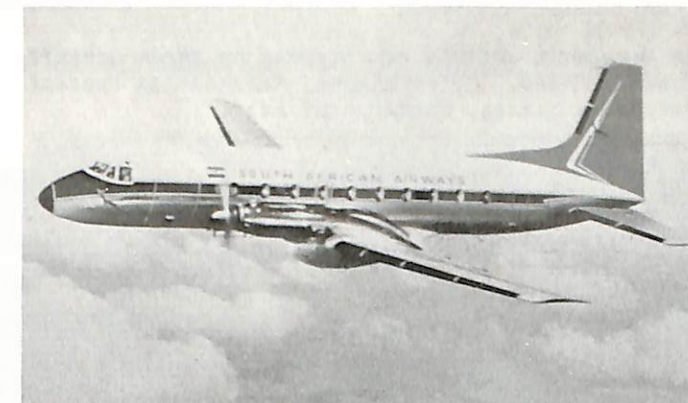
I've included some of my favorite Pan American prop cards, and will, in the last two issues this year, feature the wide-body jets, followed finally by the newer Pan American fleet members, and any new color scheme cards which may surface. During the late 1930s, right through to the 1950s, Pan American produced a multitude of different cards. I personally have four DC-4, three Stratoliner, seven Stratocruiser, two Connie, one Convair, and five DC-6B/7B/7C PAA issued cards alone. Most people realize that Pan Am actually issued its famous Stratocruiser over Golden Gate Park card in four different liveries! One treasure I just acquired (for an arm and a leg...) is a B/W card of a Lockheed L-10 Electra in Pan Am colors, with Pacific Alaska titles. On the front of the card is the inscription: "...At Whitehorse August 20th, 1935...with bodies of Wiley Post and Will Rodgers."

By the time this reaches you, we will all have enjoyed another Airliners International convention together, and will be still glowing with the happy memories of the fun and fellowship which that annual event brings. Hats off to all those who worked so long and hard to make it a success, and best wishes to those who will shoulder the load in '86." Until next time, good hunting and drop a line when you see a new card; we're always lookin' but miss a lot of them!

## CONVENTION POST SCRIPT

Just a few words now that the convention is behind us. It was super seeing so many fellow "bird lovers" in SJC, and exchanging some cards. Hartford should be a great time as well, celebrating out TENTH anniversary--hard to believe! Here are a few "adds" to those already mentioned: LAN-Chile has an interesting new card out, with a DC-10 climbing out from Easter Island. Thanks much to our East European correspondent, Svatopluk Hrncirik of Czechoslovakia, who sent the two new CSA cards. The Paris Air Show produced four new cards, all Boeing issues, of an Eastern 757 at L.A. Int'l, a United 767 take-off shot, and close-up views of an Orion 737-300 and JAL 747-300. Each of the four have light gray strips across the bottom of the face of the card, with "BOEING" on them. Two

VASP A-300 cards are out, done not by the carrier, but an insurance company no less. They have the word "Itauvida" imprinted on the front; one is a landing shot, the other a close-up of passengers boarding; both are with non-post card backs, by the way. Probably the top candidate for "post card of the century" is an absolutely gorgeous airline issue from--brace yourself--CAAC, of two 737s at Guilin airport; one is in the foreground loading passengers, the other on lift-off behind. The colors are perfect, the lighting superb, and the subject matter so very interesting and rare. Someone at the convention was selling them for \$2 each, and ran out almost before they appeared on her table! Let us hope this is the first of many issues from CAAC, especially if the quality remains.



South African's HS-748, one of a set of five cards now available from SAA. Color chrome, standard size.



The posh interior of Regent Air's 727. Color chrome, Regent Air, standard size.



A rare shot of the lone 707 to wear the full colors of Jet America, which flew charters and was based in Philadelphia (photo at Pittsburgh). Color chrome, Aviation World, standard size.



Air Niugini's splashy new livery on their recently acquired A-300. Color chrome, Aeronautica special collectors series, Continental size.



A nice landing shot of a 747 in SAS' latest colors, believed to be an airline issue. Continental size, color flat.



A limited edition card from DPR "World of Transport" shows an Air Pacific DC-10, believed to be at Honolulu, Color chrome, Continental size.



A new issue from Tunis Air, of their A-300. Color chrome, Continental size.



The "Maiden Voyager" is Virgin Atlantic's only 747. Color chrome, Virgin release, Continental size.



One of four cards issued by Boeing for the Paris Air Show this year. The back is printed in English and French. You can almost hear the purr of the RR turbofans....



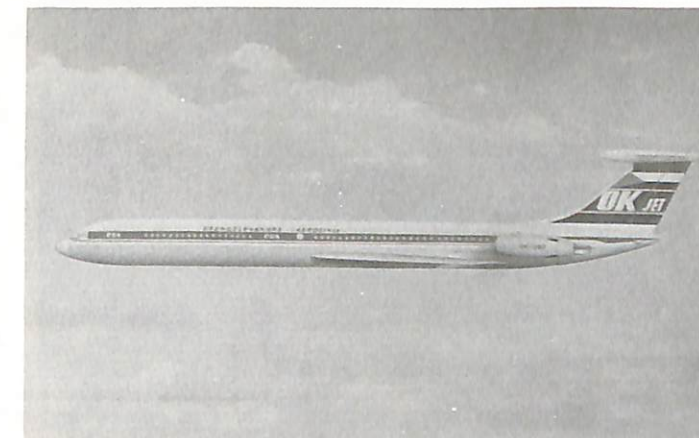
CAAC's issue of a view at Guilin Airport (not far from Canton, we're told).



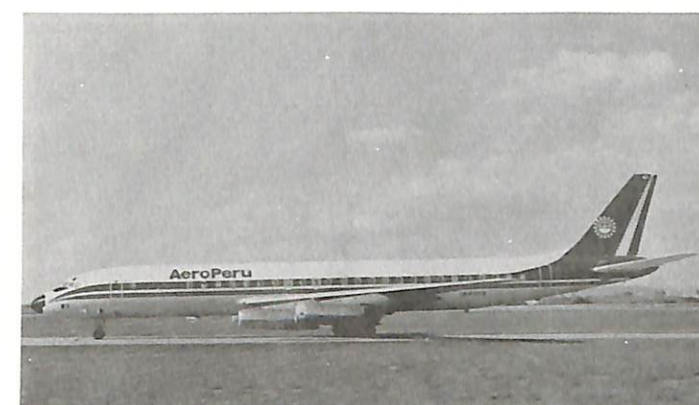
A beloved DC-3 in the markings of Aero Trades of Canada. Note the American Airlines style paint on the engine nacelle. Color chrome, Mary Jayne's standard size.



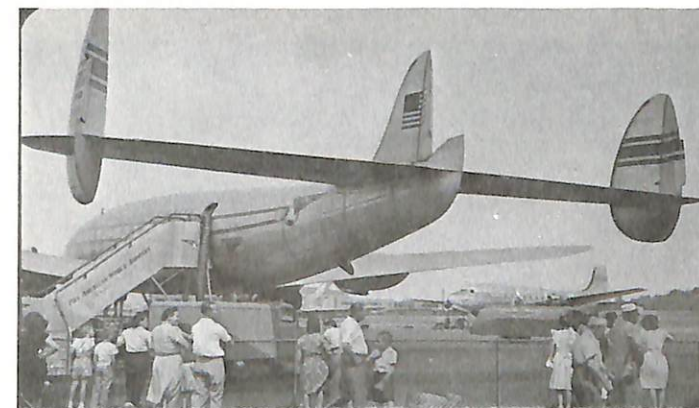
The luxury plane of the times, the Stratocruiser, served Pan American for twelve years, from 1949 through 1960; featuring its famous double deck, berths and high-altitude flying. Twenty-nine "Strats" flew in Pan Am colors. Color flat, PAA issue.



A new CSA issue, showing an IL-62.



Manche of Brazil did this nice view of an AeroPeru DC-8-62. Color chrome, standard size.



Hard to believe, Pan American flew the Constellation BEFORE TWA! One is shown here getting ready for departure from LaGuardia Airport. Note the air-conditioning hose extending from the truck into the passenger door. Note DC-4 in background. Color linen, Acacia Card Co, printed by Dexter Press.



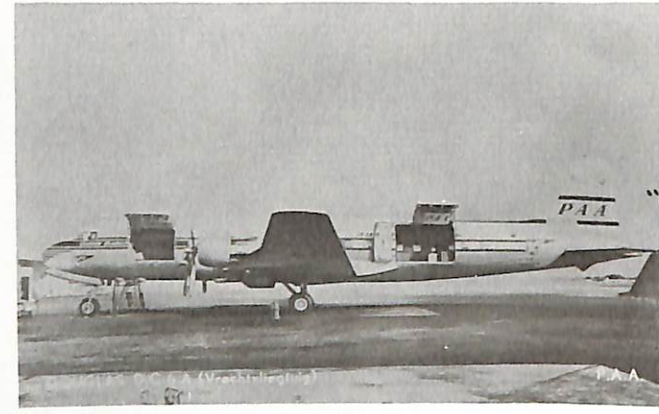
One of three Stratoliners operated by Pan American is seen in this drawing on an early card. Color flat, PAA issue.



Twenty Convair 240s flew for Pan American. N90673, one of the last to be delivered, appears on this company-issued card. Color chrome.



Pan American cut extra windows along the prop line for high density seating on its DC-6Bs which were not converted to cargo. One appears here opposite a LACSA DC-6B in Costa Rica. Color chrome, Carlos Federspiel & Co., Jan Jose, Costa Rica.



Miscaptioned as a DC-6A, this -6B was converted from passenger to cargo, later sold to TMA of Lebanon. B/W chrome, Fotodruk Photex, Amsterdam.



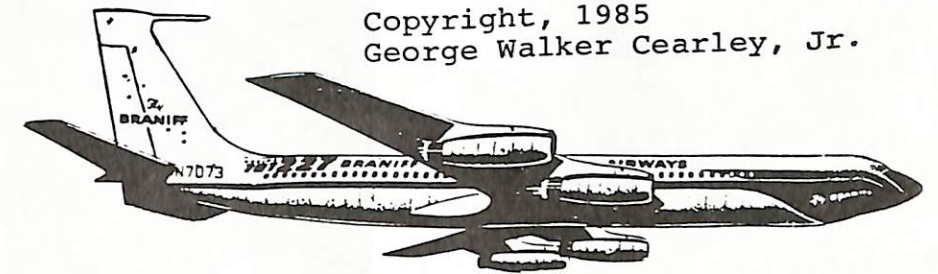
The true "Cadillac" of the props, the DC-7C operated Pan American's ultra-long haul routes. Note taller tail than earlier -7s. Coming on board at the end of the prop age, N734PA served passengers only three years before being converted to cargo. Twenty-six DC-6Cs saw service in Pan Am's livery. Color chrome, Plastichrome.



Pan American purchased seven DC-7B models, equipped with extra fuel capacity via "saddle" tanks over each engine, a feature which was incorporated on all DC-7Cs. N776PA was scrapped in 1964. Color chrome, PAA issued.

# AROUND THE WORLD®

## of Airline Schedules

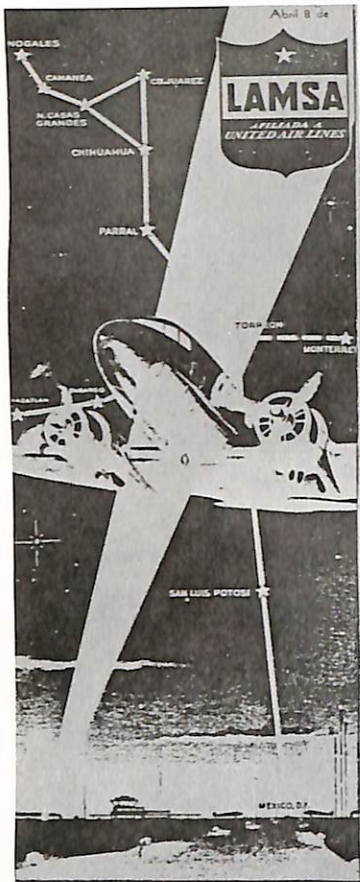


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George Walker Cearley, Jr.

With this issue of the Log I'll be continuing my survey of significant collectible U.S. airline timetables and schedules. This column features American Airlines, 1934-1985. (All data compiled from George Cearley Collection).

1. May 5, 1934 - One of first, if not first, American Airlines timetables. (This survey does not include American Airways prior to 1934).
2. May 13, 1934 - Features Curtiss Condor timetables as well as exploded drawings and interior views of the aircraft.
3. April 1, 1936 - Ad on inside cover features upcoming inauguration of DC-3 service.
4. July 15, 1936 - Ad on DC-3 sleeper service to be inaugurated August that year.
5. April 1 and April 25, 1937 - Both include ads on connecting service between the Airship Hindenburg and AA to begin May 6, 1937 (the day of the Hindenburg disaster).
6. June 1, 1943 - Features new international service to Mexico.
7. December 1, 1943 - Ad on Mexico service on cover.
8. September 1, 1945 - Includes American Export transatlantic schedules.
9. January 4, 1947 - Includes both DC-4 and Constellation service by AOA across the Atlantic.
10. April 27, 1947 - Introduces new DC-6 service.
11. September 28, 1947 - New service to San Francisco.
12. July 1, 1948 - Includes new Convair 240 service.
13. December 1, 1948 - Ad on cover on new family fare plan.
14. November 1, 1949 - Includes transatlantic AOA "Stratocruiser" schedules.
15. September 24-October 31, 1950 - New DC-6 "Blue Ribbon Air Coach".
16. November 1, 1953 - First transcontinental nonstop flight in both directions, with new DC-7 "Mercury".
17. April 29, 1956 - New Royal Coachman DC-7 service.
18. September 29, 1957 - New York-Chicago "Captain's Flagship".
19. January 23, 1959 - Includes first 707 pure jet service, first L-188 "Electra" service by AA; first transcontinental jet service in U.S.A.
20. August 1, 1960 - New Boeing 720 Jet Service.
21. February 5, 1961 - New 720 and 707 "Astrojet" service - "Jet Age Stage II".
22. April 1, 1962 - New "990 Astrojet" service.
23. April 26, 1964 - New "727 Astrojet" service.
24. March 6, 1966 - New BAC-111-401AK ("400 Astrojet") service.
25. October 1, 1969 - Ads on upcoming trans-pacific service.
26. March 2, 1970 - New "747 Astroliner" service coast to coast.
27. August 1, 1970 - New transpacific service.
28. March 2, 1971 - AA-Trans Caribbean Airways merger.
29. September 13, 1971 - DC-10 service.
30. August 1, 1975 - New service to additional Caribbean points including Barbados and Santo Domingo.
31. February 11, 1977 - New service - Jamaica, Guadeloupe, Martinique.
32. January 20, 1979 - New services with deregulation.
33. June 11, 1981 - New service to Hawaii including DFW nonstops.
34. September 9, 1981 - Retiring 707.
35. November 1, 1982 - New 767 service.
36. June 9, 1983 - New DC-9-80 service.
37. October 1, 1984 - New service to Maui.
38. April 11, 1985 - New Paris and Frankfurt service.
39. May 1, 1985 - New service to Carolinas; includes flight itineraries.





Lineas Aereas Mexicanas, S.A., affiliate of United Air Lines, operated UAL's DC-3's and later DC-4's. LAMSA was acquired by Aeronaves de Mexico.



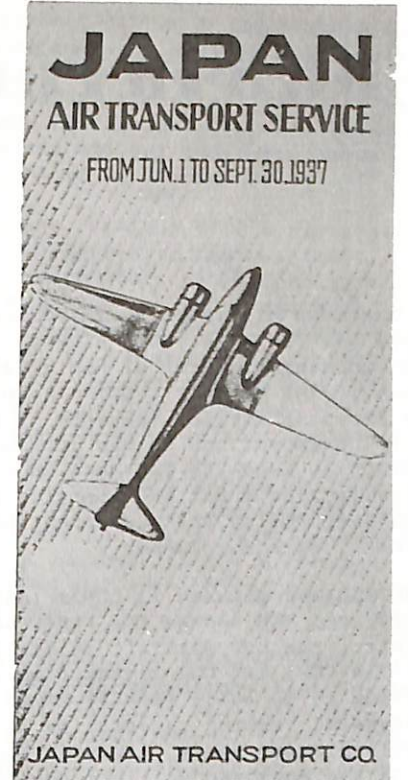
"Welcome Aboard" brochure of Aerovias Nacionales De Colombia (AVIANCA) featuring the Douglas DC-3 and Things to Know and Understand While in Flight.



Polskie Linie Lotnicze - LOT timetable effective March 27-October 1, 1938. The carrier at the time operated DC-2's on a route from Europe to the Middle East (Lydda).



Timetable of Koninklijke Luchtvaart Maatschappij (KLM Royal Dutch Airlines) effective October 4, 1937, to April 3, 1938. Its DC-2 "Uiver," came in second in the 1934 Mac Robertson (England-Australia) Air Race. The carrier subsequently ordered 14 DC-2's, and later 11 DC-3's in the late 1930's.



Timetable of Nihon Kokuyuso Kabashiki Kaisha - N.K.K.K. (Japan Air Transport Co.), June 1-September 30, 1937. DC-2 featured on cover was manufactured under contract by Nakazima of Japan.



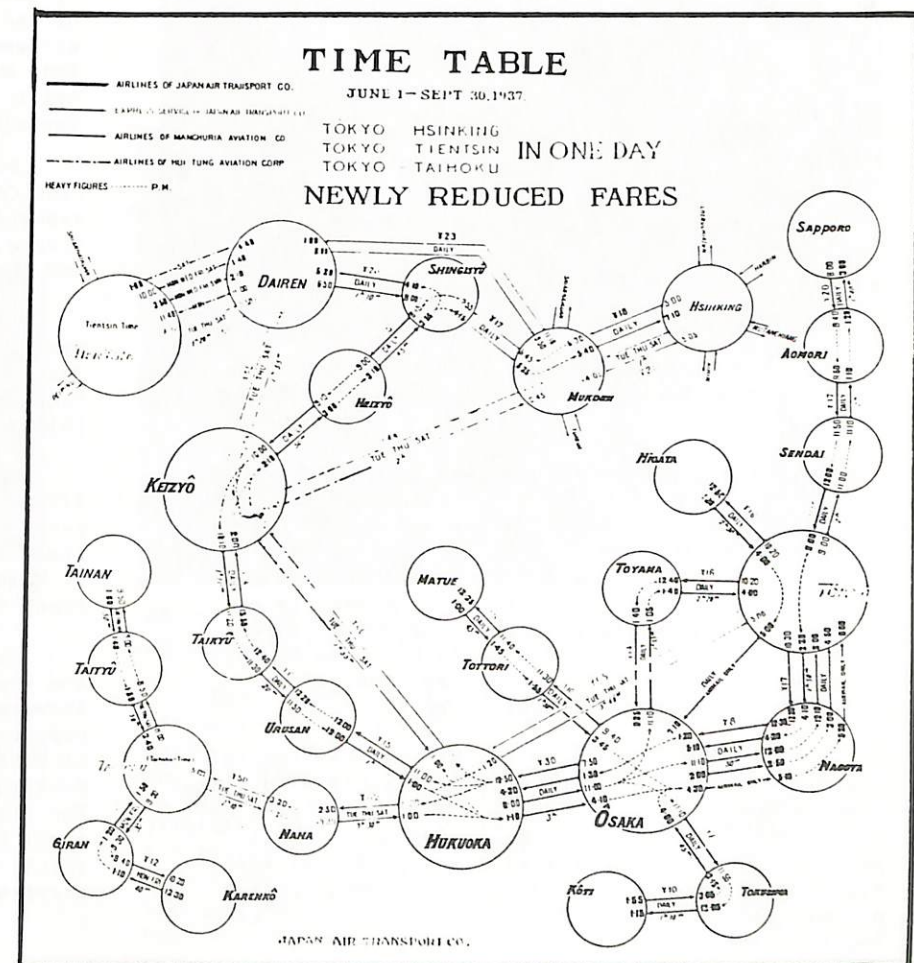
The remainder of this schedule article features foreign operators of the Douglas DC-2 and DC-3.

Aktiebolaget Aerotransport (Swedish Air Lines) timetable effective October 3, 1937-March 26, 1938. The Swedish carrier's pre-WW II fleet included DC-3's (as illustrated on cover). The carrier was a predecessor of SAS.

Schweizerische Luftverkehr A.G. (Swissair) timetable effective March 27-October 1, 1938, with one of the carrier's DC-3's shown on the cover. By 1939 Swissair was operating a total of eight DC-2's and DC-3's.



Nihon Kokuyuso Kabashiki Kaisha timetable effective June 1, 1937, to September 30, 1937. The schedules are laid out in the network format commonly used at the time. Each circle represents a city and each arrow between them, a flight. With each arrow is shown a flight number (e.g. ¥ 30), frequency (e.g. daily) and time en route (e.g. 3h). Examples just listed apply to Osaka-Hukuoka flights. The timetable includes services in the Japanese Empire - Japan, Chosen (Korea), Manchoukuo (Manchuria), and Taiwan.



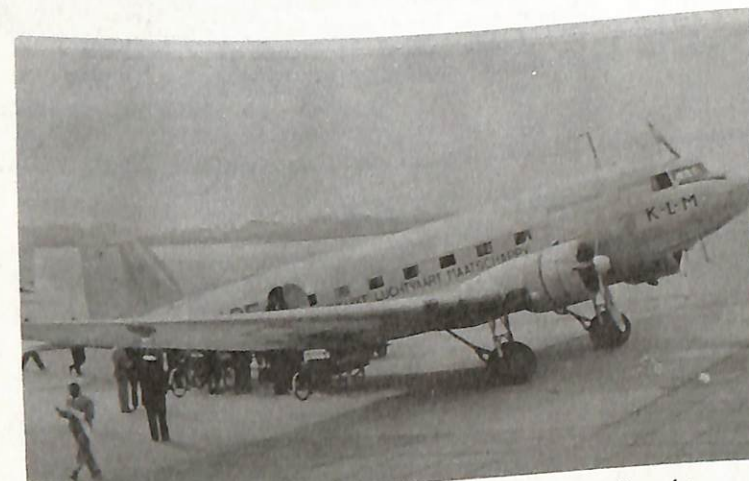
# The DC-3 In Foreign Service Pre-WW II

BY

JOOP GERRITSM

While American Airlines was introducing its fleet of DSTs and DC-3s in 1936, Albert Plesman, founder and managing director of KLM Royal Dutch Airlines, was paying close attention. In 1934 he stunned the European airline industry by ordering a fleet of 18 DC-2s and now he was looking for a larger aircraft to meet the increase in traffic demand on the airline's Far East service to Batavia in the Dutch East Indies (now Jakarta, Indonesia) and on the major European routes.

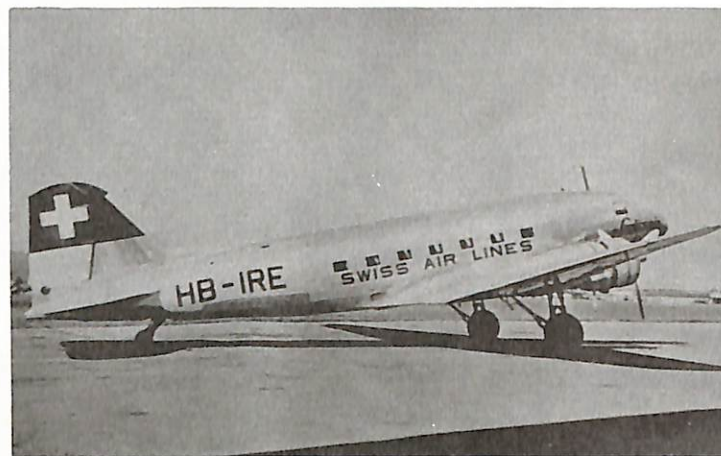
In 1936 Plesman ordered 11 DC-3s (later increased to 24) and KLM became the first non-U.S. airline to place the new aircraft in service later that year. The DC-3 cut the flying time on the Batavia service to 55 hours from 57 hours by the DC-2 and increased seating capacity to 11 passengers in comfortable sleeper seats, compared to five in the DC-2. On the European services the DC-3 carried 21 passengers in KLM service.



ABOVE: KLM DC-3 PH-ARE, c/n 1981 at Amsterdam in 1940. Became PK-AFZ of KNILM in June 1940. (KLM photo)

Other European airlines also ordered the DC-3, but in much smaller numbers. Swissair of Switzerland ordered five, ABA of Sweden and CLS of Czechoslovakia had four each, LARES of Romania and Sabena of Belgium two each and Aer Lingus of Ireland and Air France one each. Air France operated its one DC-3 on its South American services out of Buenos Aires, but the other carriers all put them on their European trunk services where they remained in operation until the outbreak of WW II.

The Soviet Union also bought the DC-3 before the war. Twenty-one were delivered in 1937/39. Some went to Mongolian Air Transport and others to X-Cello and Northeast. All three companies were likely acting on behalf of the Soviet state airline Aeroflot. It is known Aeroflot operated DC-3s on its pre-war services to Stockholm and Berlin, but nothing else about their use of the DC-3 is known.



ABOVE: Swissair DC-3 HB-IRE, c/n 2121. Sold to U.S. broker in 1955. (Swissair photo)

Germany's Deutsche Luft Hansa also operated the DC-3, but more about that later.

All European DC-2 and DC-3 sales were handled by Dutch aircraft builder Antony Fokker. In 1934 he had obtained a sales and licence manufacturing agreement for Europe and the Dutch East Indies, and this was extended to include the DC-3. Fokker never built any DC-2 or DC-3, but he sold 39 and 63 respectively.

DC-2s and DC-3s destined for Europe were flown from California to New York. There they were disassembled and put aboard a freighter for Cherbourg, France. Upon arrival the aircraft were reassembled and then flown to their new owners.

Air transport on other continents before WW II wasn't nearly as strongly developed as it was in North America and Europe. The DC-3 had barely begun to make an impact when the war changed everything.

In Australia, Airlines of Australia took delivery of one DC-3 in September, 1937, for its services out of Sydney. Australian National Airlines received three in 1938 for its network based at Melbourne. The DC-3 replaced older British types that were being flown by both airlines.

Japan purchased 20 DC-3s and two DC-3As before the start of WW II, mostly through Great Northern Airways, a dummy company set up in Canada for this purpose. All 22 were delivered in parts and used as pattern aircraft for subsequent licence production by Showa as the L2D military transport. The British aviation weekly, *Flight*, said in its April 27, 1939 issue, that Japan Air Transport (Nihon Kokuyuso Kaishy) used DC-3s on its domestic services.

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by Joop Gerritsma



ABOVE: KLM DC-3s and DC-2s at Amsterdam shortly before WW II. (KLM photo)

In China, the China National Aviation Corporation, a Pan American affiliate airline, operated DC-3s on its domestic services before WW II.

In the Dutch East Indies (now Indonesia), KLM's Batavia subsidiary KNILM received seven KLM DC-3s after the occupation of Holland by the Nazis. The aircraft had been at various stations along the Amsterdam-Batavia route and were unable to return home. KNILM continued the Far East service, using Tel Aviv, Israel, as the northern terminus from July 26, 1940 onward.

Compania Mexicana de Aviacion received five DC-3s late in 1938 via Pan American, its major shareholder. They entered service on the Mexico City-Los Angeles route and other trunk services, replacing DC-2s and Boeing 247Ds.

Avianca, another affiliate of Pan American, received about six DC-3s from PAA and these were the first airliners capable of flying the domestic trunk service from the capital of Bogota to the major port city of Barranquilla, nonstop. This represented a major improvement over the Boeing 247Ds they replaced on the service.



ABOVE: All-orange painted KLM DC-3 PH-ASR, c/n 2110 in March or April of 1940. (KLM photo)

In Ecuador, Panagra introduced two DC-3s on its inland routes in October of 1937. They replaced older flying boats.

Cruzeiro do Sul of Brazil took delivery of a fleet of DC-3s during WW II to replace the remnants of its pre-war fleet of German Junkers aircraft.

In March 1939, the Nazis overran Czechoslovakia and all CLS aircraft, including the four DC-3s, were transferred to the German airline DLH.

As the probability of a large-scale European war became more and more certain, civil air transport became subjected to ever increasing restrictions. Many nations closed all or major parts of their air space to foreign aircraft. KLM was thus forced to suspend all but its Scandinavian, Belgium, and London services as of August 23, 1939.

The northern terminus of its Amsterdam-Batavia service was transferred to Naples, Italy, on 16 September, 1939, to where passengers travelled by train before boarding the twice-weekly DC-3 service. After a KLM DC-3 en route from Copenhagen to Amsterdam was fired at by a German fighter aircraft over the North Sea and the Germans claimed they had mistaken the airliner for a British bomber, KLM painted the name HOLLAND in large letters on the fuselages and wings of its DC-2 and DC-3 fleet. Sweden's ABA and Belgium's Sabena followed soon and painted SWEDEN/SCHWEDEN and BELGIQUE respectively on their aircraft in a similar fashion. Still later, KLM even painted its DC-3s a bright orange to make them stand out even better and avoid identification problems.

When the war reached Holland and Belgium on May 10, 1940, five KLM DC-3s and both Sabena's DC-3s escaped to England. Four KLM DC-3s were destroyed by the bombardment of Amsterdam's Schiphol Airport and seven were at various stations along the Far East route. We saw already that the latter were turned over to KLM's East Indies subsidiary KNILM. With the four DC-3 which escaped to England, a fifth delivered shortly after and one DC-2, KLM started a Bristol-Lisbon service which was to operate for the duration of WW II in support of the Allied war effort. One of the DC-3s was shot down over the Gulf of Biscay on June 1, 1943 on its return flight to Bristol because the Germans believed Winston Churchill, Britain's wartime Prime Minister, was on board. (He wasn't.)



ABOVE: G-AGBD, c/n 1980, while serving on KLM's wartime Bristol-Lisbon service. (Photo via Gerritsma)

Both Sabena DC-3s were assigned military missions over France following their escape to England. One was shot down on one of these trips and the other was seized by the Vichy French regime in August, 1940 while it, and several other Sabena aircraft, were on their way to the Belgian Congo. All aircraft were turned over to Italy and the DC-3 served on domestic services of Nucleo Ala Littoria until August 1943, when it was turned over to Deutsche Luft Hansa.



ABOVE: KNILM DC-3 PK-AFV, c/n 1965 on beach near Wyndham, Australia, 2 March 1942, after being shot down by Japanese fighters. (Photo via Gerritsma)

Swissair, being from a neutral country, continued operating on a limited scale. It sold one DC-3 to ABA of Sweden, mothballed two others and kept the remaining two in service for the occasional Red Cross flight.

ABA of Sweden, another neutral country, maintained services to Moscow, Berlin and London for most of the war with its own four DC-3s and one bought from Swissair.

Aer Lingus of Ireland operated its single DC-3 between Dublin and London throughout the war.

The fate of the two LARES DC-3s in Romania is not known other than that they did not survive the war.

That brings us to Deutsche Luft Hansa. The airline had bought a DC-2 from Fokker in 1936, but it was sold to LOT of Poland soon after. After the war had started, DLH received nine DC-3s which had been captured by the German army as it rolled across Europe. Four came from CLS, four from KLM and one from Sabena, via Italy. DLH also had several captured DC-2s from various airlines and it used this Douglas fleet on services to Spain, Sweden, Portugal and the Balkan states during the war. It often happened that in neutral Portugal, ex-KLM DC-3s in DLH camouflage out of Berlin, were parked at the Lisbon airport, side by side with KLM DC-3s out of Bristol.

On the other side of the world, five KNILM DC-3s were destroyed in Japanese bombardments of airports in the Dutch East Indies or during evacuation flights to Australia when the Japanese attacked the Dutch East Indies in December 1941/March 1942. Two escaped to Australia and were turned over to the USAAF.

A Pan American affiliate, PAA-Africa, used several DC-3s in Africa during WW II in support of the Allied war effort.

-o-o-o-

## The DC-3 In Foreign Service Post-WW II

When the second World War ended, contracts for 1,519 military C-47Bs and C-117Bs were cancelled by the Army Air Force. Douglas would still complete another 28 aircraft from C-117Bs on the production lines, but these DC-3Ds, as they were called, were the last of 10,655 Dakotas built by Douglas between 1935 and 1945.

Another 2,000 to 2,800 were built in the Soviet Union and 487 in Japan, but more about these later.

There was such an acute shortage of civil transport aircraft across the entire world following six years of war, that Dakotas surplus by the U.S. military and by other armed forces were bought by airlines as fast as they could get their hands on them. Often the prices were so low that they bore little relation at all to the actual values of the aircraft. Some airlines were so desperate to get their Dakotas in service, they did not take the time to properly convert them to airline standards for several months. Instead, they flew them with the bare minimum of interior changes.

The large majority of military-turned-civil Dakotas, however, underwent various modifications to bring them up to airline standards, in which form they were known as DC-3Cs. Douglas themselves converted 21, Canadiar in Montreal, Canada, did about 400 and Fokker of Holland and Scottish Aviation of Britain converted many for the European markets.

Immediately after VJ-Day, Canadiar bought up from Douglas all C-47 work in progress at the Douglas plant in Oklahoma City. This was the

largest producer of military Dakotas during the war and the only one still building the aircraft at war's end. As a result of this purchase, Canada would supply spares for Dakotas world-wide for many years to come.

Availability, low price and an almost indestructible construction translated into the Dakota becoming the universal workhorse of the airline industry after the war. Even though demilitarized C-54/R5D Skymasters and C-69 Constellations served on the longer routes, the DC-3 reigned supreme on short and medium-haul services well into the 1950s.

By then, the Dakota had been replaced by more modern aircraft in the fleets of virtually all the major airlines in the world, and in 1984, only about 375 remained listed in airline service in the authoritative JP Airline Fleets International. About 110 of these were operating in the U.S. and the rest spread around the world. Most countries which still have Dakotas on their civil registers count them in single-digit numbers, or in the teens at best, but two countries stand out: Canada still had 65 and Colombia, 35.

However, all surviving airline Dakotas have in common that they are flying only in remote areas, such as Canada's north country, the Andes region in South America and the interior of Africa and Asia, where their rugged construction and short-field capability make them difficult to replace.

Today no airline Dakotas remain in scheduled passenger service, although the type is still used



ABOVE: CF-TEE of Trans-Canada Air Lines. In 1958 this aircraft was sold to Frontier Airlines in the U.S. (TCA photo)

for occasional passenger charters. Most North American Dakotas are now used in cargo operations only.

The ever increasing demise of the Dakota, 50 years after its first flight and 40 years after thousands came onto the civil market, is not surprising. Spare parts are harder and harder to get; engines have been overhauled so many times, there is not much more mechanics can do to keep them running much longer; there are fewer and fewer mechanics who know how to overhaul big piston engines. Another factor is that high-octane fuel has become very expensive (compared to jet fuel) and is difficult to get in many areas.



ABOVE: HH-CNE of Haiti Air Inter taken in 1978. (Photo via Joop Gerritsma)

Of the original pre-war foreign DC-3 operators, KLM of Holland acquired 54 military Dakotas and after conversion to airline standards, put them to work on European and Middle East services. KLM also had three pre-war DC-3s back in service for a short time. One had been abandoned in Spain by Deutsche Luft Hansa upon the German defeat and two survived the Bristol-Lisbon service. However, they were not compatible with the war-surplus C-47 and were disposed of.

Swissair, another pre-war DC-3 operator, bought 11 demilitarized Dakotas, ABA of Sweden had 21, Air

France nearly 70 for services both in Europe and in the French colonies, Aer Lingus bought 17 to expand its modest pre-war network into Europe after the war, and Australian National Airways had nearly forty.

CLS had disappeared, but CSA, another pre-war Czech airline, acquired at least 55 surplus Air Force Dakotas. LARES of Romania also disappeared during the war.

The Dakota also went to work for airlines which never before operated the DC-3. Trans-Canada Airlines, founded in 1937 and operating Lockheed twins and converted Lancaster bombers throughout the war, bought 30 C-47s and operated them on domestic services until delivery of the propjet Viscount in



ABOVE: HK-2213 of SELVA Colombia and ex-TWA and Northeast DC-3. (Photo via Joop Gerritsma)

1955. British European Airways operated 82. In South America, Cruzeiro do Sul in Brazil had 53 in all, and the list goes on and on. Availability of the Dakota ensured there were few airlines which did not operate the type at some time during their post-war existence in the 1940s and 1950s.

With surplus military Douglas C-54 Skymasters and Lockheed C-69 Constellations also appearing, the Dakota was kept off most of the world's long-range services, but everywhere else it became the Universal Airliner.

BELOW: VH-EDD of Bush Pilots Airways on charter to Forestair at Melbourne in 1974. (Photo via Joop Gerritsma)



Surprisingly it managed to hang on for many years past its time with many major airlines, despite newer aircraft such as the Convair, Viscount and others coming on the market in the late 1940s and early 1950s. KLM for instance, operated two Dakotas well into the 1960s on aerial photography and cartography work, and last BEA Dakota service took place in 1963 and Air France did not withdraw its Dakotas from the domestic night mail service until 1968!

Many returning air force war veterans all over the world started their own post-war airlines on a shoestring and with one or two Dakotas in the fleet. Most bit the dust after only a few months or a few years, but some survived and prospered. Many of today's national airlines in the third world owe their modest beginnings to people who believed in the future of air transport as seen through the cockpit windows of a Dakota.

Ethiopian Airlines, for instance, was founded in December 1945 and started domestic and regional operations the following April with five C-47s. Last year it was still operating nine Dakotas on services to remote areas in the country. Air Lanka, now a TriStar and Boeing 747 operator, started their



ABOVE: KLM's cargo DC-3C, PH-DAT at Amsterdam in 1960. (Gerritsma photo)

operations in 1947 with the Dakota. And there are many more examples like these two, too many in fact to mention in this overview.

We saw already that the Soviet Union built 2,000 to 2,800 Dakotas under license during WW II. Most were for military use, but as in the West, many became available for post-war airline operations once the war was over.

The Russian Dakota was initially designated PS-84, but in 1942 it became known as the Li-2, after Boris Lisunov, the Soviet aircraft engineer who studied DC-3 production methods at Douglas for two years before the war and introduced the aircraft into production in a factory near Moscow. Russian Dakotas were powered by two 900-1,000 hp Shvetsov ASH-62 engines, developed from the Wright R-1820 which was used on the DC-2. These engines were housed in nacelles of considerably narrower chord than those on American Dakotas. The Li-2 also had its passenger cabin door on the starboard side of the fuselage, like many of the early U.S.-built DC-3s.



ABOVE: DC-3C, F-BCYX of Trans Europe Air at Paris in 1978. (Photo via Joop Gerritsma)

Soviet Dakotas came in several versions, including the Li-2P built for Aeroflot before the war; the Li-2G civil freighter for Aeroflot; the Li-2T military transport, and other purely military variants not of interest here.

Aeroflot operated a considerable number of Li-2s on its post-war passenger and cargo services. Long-range four-engine aircraft such as the C-54 Skymaster, DC-6 and Constellation were not available in the Soviet Union until 1959 and therefore the Li-2 flew virtually everywhere, on short and long distance services. The longest known scheduled service operated by Aeroflot was the 3,250 mile (5,230 km) service from Yakutsk in eastern Siberia to Tashkent in the southern European part of the Soviet Union.

Aeroflot also operated some of the 700 U.S.-built Dakotas delivered to the Soviets under Lend-Lease arrangements during the war, but it is very unlikely that these remained in service long, in view of their lack of commonality with the more numerous Li-2.

Even after the introduction into service of the modern Il-12 in 1947, the Li-2 formed an important part of Aeroflot operations. In 1949 the Li-2 fleet made nearly 100 departures a day from Moscow alone. How many more were made from other



ABOVE: Cargo DC-3C, OH-LCK of Finnair at Amsterdam photographed in 1966. (Gerritsma photo)

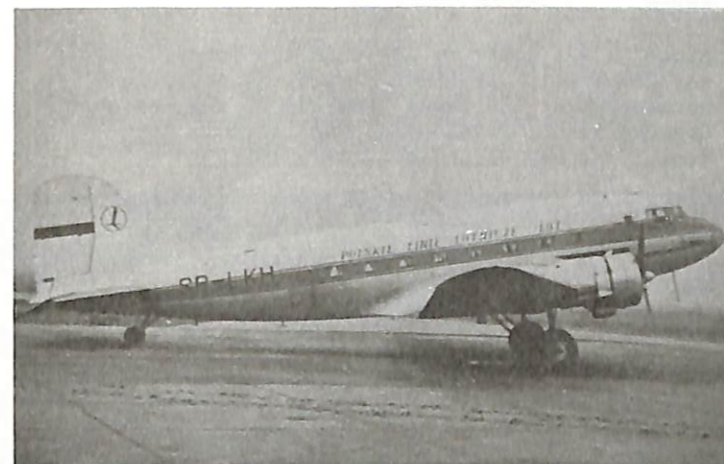
regional centers is anyone's guess, but the number must also run into the hundreds. The Li-2 was officially withdrawn from Aeroflot passenger service in the mid-1970s, but not after the type had initiated many shorter local and regional services in the 1960s following the introduction of more and more modern long and medium range aircraft. But even today the Li-2 may soldier on in some specialized cargo and other roles in remote parts of Siberia, as it does in remote parts elsewhere in the world.

Aeroflot's Li-2s were initially painted in a shiny green color over all of the fuselage and the upper surfaces of the wings, but from the 1950s on this began to give way to a livery that resembled the airline color schemes we see in the rest of the world.

Airlines in the Soviet Union's European and Asian satellite countries also used the Li-2 to re-start their post-war operations.

Masovlet (now MALEV) of Hungary started service in 1947 with 11 aircraft, with others being added later. TABSO of Bulgaria used eight Li-2s and TARS (now TAROM) or Romania also had several. JUSTA in Yugoslavia had four passenger and two

BELOW: Li-2 SP-LKH of Polish airline LOT, pre-1967. (LOT photo)



cargo Li-2s on its domestic services until the carrier's demise in 1948. LOT of Poland and CAAC of Czechoslovakia both operated surplus Army AF C-47s and Soviet-supplied Li-2s alongside each other.

In Communist China a joint Soviet-Chinese airline named SKOGA operated Li-2s in the early 1950s and the present Chinese CAAC operated at least 26 Li-2s and possibly some C-47s. In 1950 the North Korean airline SOKAO started Li-2 services from the capital at Pyongyang to Chita in eastern Siberia, where they linked up with the trans-Siberia Aeroflot service to Moscow.

So far as can be determined, no C-47/Li-2 remain in service with airlines in Eastern Europe, but Li-2s of CAAC were still seen in passenger service by visitors to China from the west as late as 1980.

The DC-3 was also built in Japan, but only for military use, beginning in 1940. A total of 487 were built and none are known to have survived the war to enter airline service anywhere.

BELOW: Note the weather baffle plate on the engines of LOT Li-2 SP-LAD, to restrict the flow of cold air into the engines during cold temps. (LOT photo)



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# GONE...BUT NOT FORGOTTEN

by  
JOOP GERRITSMA ©

## NORTHROP N-23 PIONEER & C-125 RAIDER

The Northrop N-23 Pioneer trimotor was the first commercial STOL airliner specifically developed for operations from unimproved airstrips in areas such as Central and South America. It first flew on December 21, 1946 and the only airline order placed for the 30-seat aircraft came from the well known TACA (Transportes Aereos Centro-Americanos) which ordered 40. But when the CAB refused TACA permission to operate into the U.S., the order was cancelled.

The Pioneer was to be powered by three 800 hp. Wright Cyclone engines, but since these were not yet available, early test flights took place with three 600 hp P & W R-1340 Wasps. The Cyclones were installed in the fall of 1947.

Even through the prototype crashed in March of 1948, the USAF placed an order for 23 aircraft, to be powered by three 1,200 hp Wright R-1820 engines. Called the C-125 Raider in USAF service, the order was for 13 YC-125A assault transports and 10 YC-125B arctic rescue aircraft. First flight of the C-125 was on August 1, 1949 and the type was undergoing CAB certification trials (required by the USAF) in 1955 when the air force declared it surplus to its requirements.

Twenty USAF Raiders were sold on the civil market: one to Planet Airways in the U.S. and 19 to aircraft dealer Frank Ambrose. Two of these were sold to Servicios Aereos de Chiapas, serving the coffee plantations in the state of Chiapas, Mexico. One crashed soon after delivery and the other was withdrawn shortly after. Another Ambrose C-125 was sold to Aviateca de Guatemala and a fourth to the government of Surinam. One or two others went to operators in the U.S.

None of these aircraft seemed to have survived for long. It has been reported that one of the Mexican aircraft had three 1,350 hp Wright engines and had seating for 40 passengers in bucket seats.

## CONVAIR 39

During WW II, transport adaptations of the Consolidated B-24 Liberator heavy bomber served in the long-range, personnel and priority cargo role with the U.S. and British air forces. They were not very popular with their air and ground crews, but they served well under the circumstances.

With that background, Consolidated-Vultee (Convair) developed a proper passenger and cargo aircraft for the military, but with the civil market after the war, in mind.

The resulting Model 39 Liberator Express, used the same wing and four 1,200 hp P&W R-1830 engines as the B-24 and the larger tailplane of the Privateer Navy bomber (part of the B-24 family), all mated to a new, circular fuselage for 48 daytime or 24 night-sleeper passengers.

The prototype first flew on April 15, 1944 with a second prototype following on July 8. However, with plenty of C-54/R5D Skymasters and C-69 Constellations available, the military showed no interest in the new Convair.

Test flying continued and in 1945 Convair leased the first aircraft to American Airlines for experimental coast-to-coast cargo services. It made its last flight in that role on September 20, 1945, by which time American had obtained a number of C-54/DC-4 aircraft to handle its cargo.

Since it was clear by now that the Model 39 could not compete in performance with the new DC-6, Stratocruiser and newer versions of the Lockheed Constellation, development was halted. Both prototypes were scrapped in late 1945.



# The World's Airlines

by  
JOOP GERRITSMA ©

## LUXAIR

Luxair is one of the smallest national airlines in the western world. Scheduled services are operated to seven destinations in six countries in Europe, alongside charter and inclusive tour flights to Mediterranean holiday points.

The 330,000 population, 1,000 square mile Grand Duchy of Luxembourg (smaller than the state of Rhode Island) received its first airline in 1947 when Societe Luxembourgeoise de Navigation Aeriennne was formed. Operating as Luxembourg Airlines, services were started to Frankfurt, Paris and Zurich on March 2, 1948, with three DC-3s with technical assistance supplied by Scottish Aviation. All services ended when Scottish Aviation withdrew in 1950 and Luxembourg Airlines was reduced to being a handling agent for other airlines.

Late in 1956 the airline began C-46 cargo services to Frankfurt for Seaboard and Western Airline (now Seaboard World), but these ended again in June 1958 when the aircraft was damaged beyond repair in a landing incident in Germany.

A new airline, Societe Anonyme Luxembourgeoise de Navigation Aeriennne was established in 1961 and operating as Luxair, began Amsterdam, Frankfurt and Paris services with an ex-Trek Airways DC-4 in 1962. A leased Fokker F-27 was added in March 1963, being replaced by the airline's first owned F-27 in May and services were added to Zurich, Nice and Plama. In April, 1964, Trek AW (of South Africa) began low-fare Johannesburg-Luxembourg services with three L-1649A Starliners in Luxair colors to avoid overflight problems in Africa.

In 1969 the service was taken over by a Boeing 707, making stops in Vienna, Athens and Luanda (Angola). Between April and December 1969, Luxair flew a Viscount 815 on its major European routes, backed up by four F-27s then in service. A leased Sud Caravelle twinjet entered service in March 1970 and in 1972 Luxair acquired two Caravelles of its own. Trek AW ceased operations in early 1976 and its two 707s were acquired by Luxair. In the same year the airline ordered two Boeing 737s to replace the Caravelles and they entered service in 1967 and 1968. Today the Luxair fleet consists of one Airbus A-300 (entering service this year),

UPPER LEFT: The Northrop N-23 Pioneer is show here in its original color scheme and experimental registration number, NX8500H. Photo Gerritsma collection.

LOWER LEFT: Convair 39, NX30039 in the livery of American Airlines. Photo Gerritsma collection.

two 707-320Cs, two 737-200s, and five F-27s. The airline also has a 33% interest in Cargolux (two Boeing 747-220Fs) and 25% in Luxair Executive, which operates a Cessna 421C for executive charter services.



ABOVE: Luxair Boeing 737-2C9 Advanced, LX-LGI c/n 21444. Photo via Joop Gerritsma.

## AIR ZAIRE

Air Zaire is the successor to Air Congo, which was formed on 28 June, 1961, after the independence of the former Belgian Congo. At first Sabena, of Belgium, provided technical and managerial assistance. A fleet of several DC-6, DC-4 and DC-3s were turned over to the new airline to serve a domestic network of more than 100 points. Some smaller twin-engined aircraft were also operated. In 1963 Sabena began twice-weekly services between Belgium and the Congo Republic with Boeing 707 operating in Air Congo titles. Air Congo itself also began developing regional services to neighboring countries, including Angola, Burundi, Kenya, Uganda and Zambia. In late 1967, a DC-8 was leased from Capitol AW to replace the Sabena 707 and a year later it in turn was replaced by two DC-8s leased (and later purchased) from Pan American, which also provided technical and managerial assistance from then on. Two new DC-8-63CFs were delivered in 1970/71 to meet the increasing number of services.

A BAC One-eleven twinjet was leased for some time and the fleet also included a swingtail DC-4 freighter, several DC-6s, DC-4s and DC-3s. Medium range Caravelle twinjets were delivered in November, 1967 and the first of eight Fokker F-27s





ABOVE: Air Zaire DC-10-30, 90-CL1, c/n 47886.  
Photo via Joop Gerritsma.

entered service in February, 1969. Two DC-10-30s and three Boeing 737s followed in 1973/74. A single Boeing 747 was also operated for some time in the mid-70s.

When the country changed its name to the Republic of Zaire on 25 October, 1971, the airline also changed from Air Congo to Air Zaire. Following the rapid expansion of services during the 1970s, Air Zaire now operates to four European and 10 African destinations, and also flies an extensive domestic passenger and cargo network. The fleet is made up of two DC-10-30s, two DC-8-63CF, and four 737-200s plus two Fokker F-27s.

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by Joop Gerritsma

## The Flying Lady

by  
PAUL COLLINS

While in San Jose attending the ninth annual Airliners International convention, I had a very nice dinner at a very unique restaurant. I want to share this experience with you should you be in that area looking for something "different" to do.

A member of our group had heard about this restaurant from some friends while in Florida. On Friday evening of the convention, three car loads of aviation buffs headed south on 101 until we came to The Flying Lady Complex.

The Complex consists of a golf course, several hangars, used as a museum, and of course, The Flying Lady Restaurant. A courtesy car will also pick you up at the South County Airport, should you fly in.

We really did not know what to expect, since we only had the advise that we would really enjoy ourselves, if we had any interest in aviation at all. Well, what we were in for was a dinner in an aviation museum! After our party was seated, and our eyes adjusted to the light in the room, we were surrounded by all types of aircraft, most

hanging from a monorail that traveled completely around the dining room, which was in itself, huge.

Looking around we could see at least six or seven "full" size single engine aircraft hanging from the rafters! Located in every nook and cranny was a model of some type of aircraft. The guide book that you are given, states there are over 150 scale model aircraft located within the restaurant. Some 50 of these models are shown "in flight" moving on the monorail. These are not small scale models, but large radio controlled models that take hundreds of hours to complete and cost up to several thousand dollars. There is everything from Jenny's to jets. The display consists of many WW I and WW II aircraft. Simply a fantastic collection of aviation history.

In addition to these aircraft, located in the bar area is a Pan American DC-8 with a wingspan of over 14 feet. Right below is a very beautiful model of a Ford Tri-motor. Nostalgia runs rampant in this place!

During all of this, we did order our meal. While we were eating, there was a band playing and they featured songs from the 40's, of course! If your into Glenn Miller and Benny Goodman or the Dorsey Brothers, your going to love The Flying Lady.

The person responsible for all this is a gentlemen by the name of Irv Perch. To quote from the guide book, "Irv Perch is a man of charisma and warmth. He is an American original, with an ability to live out his childhood dreams and fantasies, He is one of those people whom one envies, because he is having the time of his life doing exactly what he wants to do." This is the truth.

Before we left The Flying Lady, we had the opportunity to talk with Mr. Perch for a few minutes. He is truly a fascinating man. I really don't have the space here to go into all the things that he has been involved with, but they have all brought him wealth that allows him to afford a place like The Flying Lady.

Just to give you some idea of the type of man Irv Perch is, we were getting ready to head back up 101 to San Jose, and this was about 10 p.m. in the evening. Mr. Perch asked if we had taken the opportunity to see the displays in the museum. We told him that we had not because we got there after the museum had closed. He immediately told one of the fellows that works for him to go down and open the museum so we could see all the great planes and cars that were on display, including his Ford Tri-Motor.

How many people do you know would do that for a bunch of total strangers? He knew, however, we had that one thing in common--AVIATION! You can't beat it my friends.

If your ever in San Jose, be sure to go 27 miles south of town, on 101 and visit The Flying Lady. The address is 15050 Foothill Road, Morgan Hill, CA. You will be glad you stopped!

# ALL ROADS LEAD TO SAN JOSE

by  
PAUL COLLINS

At last, it was June 20, 1985. While this date might not mean much to anyone else, this was the date that I was leaving CVG for the ninth annual Airliners International convention to be held the following week in San Jose. Going along for the fun was my wife, Pat, daughter, Paula and my MIL (mother-in-law) Millie Winters.

Our TWA flight was to leave at 10:45 a.m. and according to their advertisements, the flight did leave on time. We traveled from CVG to STL aboard a Boeing 727. At STL we had about an hour lay-over before boarding the Frisco bound Lockheed L-1011. This flight originated in Boston and would finally overnight in Los Angeles. We arrived safely in San Francisco about 2 p.m. Pacific time.

After picking up our rental car we then went in search of the Days Inn located in Burlingame. After a couple of wrong turns we were able to find the motel, which was located across the bay from Frisco airport. From the third floor of the Days Inn you could watch planes landing and taking off from the airport.

After checking in, we contacted our good friend, Howard Grant. Howie had picked up some tickets for us to visit the Hearst Castle and had arranged for our rental car. For that last favor, we figured we owed Mr. Grant something! For those of you that have never had a Snappy Rent-A-Car, you should try it sometime!

We finally got Howard on the telephone and made arrangements for dinner. Howard can recommend restaurants better than he can car rentals. The meal that we had that night was probably the best dinner that we had during our entire stay in California. The name of the place was Saluto's and the food and service was excellent. The back of the restaurant is all glass and faces the airport, located across the bay. I not only enjoyed the meal, and Howard's company, but the many flights arriving and departing SFO as well. All in all, a very enjoyable evening.

For the next six days we would do the tourist bit. On Friday we drove down to Marriott's Great America amusement park. We spent the day walking around, watching the various variety shows, playing some of the games, tasting some of the food and trying to avoid getting on all the wild rides. Paula did most of the ride testing.

On Saturday we headed up 101 and went to the "City." Our main destination was Pier 39. Truly San Francisco is a unique place. Having only seen the City via movies and television, actually experiencing the "thrill" of driving up and DOWN the hills will be something I will never forget, especially driving UP to Lombard Street! Going DOWN was the easy part!

Like the thousands of others there that day, we enjoyed going into the various shops and watching the various entertainers on the sidewalks. In midafternoon we boarded one of the boats for a



ABOVE: While on this trip I purchased a large number of post cards. Here is one depicting the famous cable cars of San Francisco. While I didn't leave my heart in SF, I sure left a few bucks there!

our of the bay. I can only say that I wish that I had taken a heavier jacket! However, there was coffee available on board and I downed a couple of them to ward off the cold. Other than that, it was a very enjoyable ride. We went out and went under the Golden Gate Bridge, went past the Rock and then proceeded around the Oakland Bay Bridge then into the dock. Very nice trip.

Back on land we continued to go through the various shops and eating places. To our joy, they had even arranged to have a parade for US. There were bands, drill teams, old cars, several old fire engines and a few other things that I find hard to describe. It was really nice of them to do this for US.

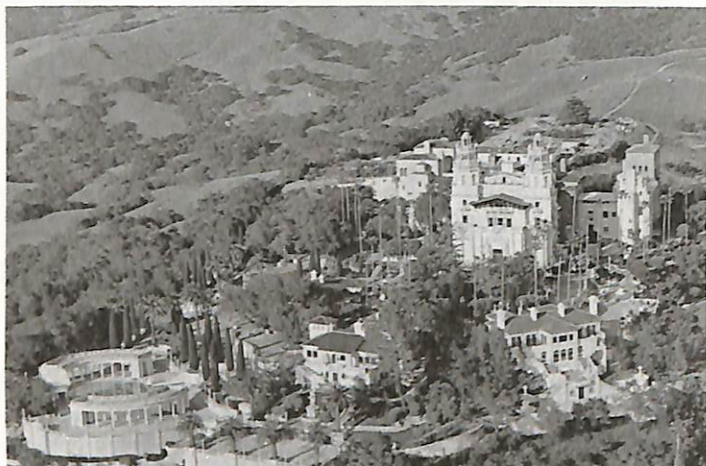
After viewing the parade, and finding NO other shops to visit, we headed for the car to make our trip back up 101. The tour guide (Mrs. Collins) had some other big trips planned for us during the next several days, and we needed our rest.

On Sunday morning we got up a little late and had breakfast at the Days Inn. Today we were heading up the road, back through the City to cross over the Golden Gate Bridge and hope, eventually, to wind up at the Holiday Inn in Napa. All went well and we did reach our destination but not before we took a side trip to see where the remains of Jack London were placed as well as view the house he built there. If you have never taken this trip, be sure that you do the next time your in California. You owe it to yourself. Having finished this little trip, we arrived at the Holiday Inn.

For the remainder of Sunday we drove up and down the Napa Valley. On Monday we toured the Valley once again and around noontime we headed south with our ultimate destination being the Days Inn at Monterey. We would spend the next two nights here and move onto San Jose on Wednesday.

Tuesday we had breakfast at the Days Inn, since it was part of our "package deal" and was free. We piled into the car and headed south down Highway One. Our destination this day was the Hearst Castle at San Simeon. The drive down the highway was very beautiful. How they ever constructed some of the homes located along this road I'll never know. How they even built the highway is an engineering feat in itself.

If you have never visited the Hearst estate, you should. Considering its location and the time period when construction began, it truly is a monument to what man can do when the spirit moves him to create something of beauty. Just the logistics of moving the raw materials to the building site would have been enough to stop 99% of the contractors living in the world at that time. The fact remains that someone did do it and the end result is something that will never be duplicated.



ABOVE: This post card shows an aerial view of the Hearst Castle. The property is now operated as an historical monument by the State of California. The view back toward the Pacific from here is beautiful. This place must be actually visited to be appreciated.

We returned to Monterey by driving back up Highway One. The sun was now starting its trip to Hawaii and you get a whole new look at the ocean and the mountains along with a view of the setting sun. It was a beautiful trip and a day well spent.

On Wednesday morning we checked out of the Days Inn and headed down to Carmel. This is another one of those places that you should put on your "got to see" list, if you have never visited this area. We took the 1-mile scenic tour and enjoyed every mile of it. You have got to be impressed when your looking at one million dollar home after another. The houses are beautiful, as is the view most of them have. It would be hard to compare the area to any other in the country. When we stopped driving, we parked and visited the many little shops that Carmel is also famous for. Due to our schedule we did not get to visit many of them, but we did enjoy the ones we went into. If you plan on going to Carmel, and shop, plan on spending the whole day.

The tourist bit, for the most part, was now over. Now it was time to head back to San Jose and get down to the business of attending Airliners International "85" the real reason we were out here in the first place. The drive from Carmel

up to San Jose was uneventful. The only problem encountered was finding the Red Lion. After a few (?) wrong lefts and rights, we found the place, right where it was suppose to be!



ABOVE: The Red Lion, site of the Airliners International "85" convention. Super site for the meeting. Plenty of parking space and lots of room inside.

As at all previous conventions, there were plenty of folks already checked-in and ready for buying and selling/trading of airline memorabilia. Its always nice to walk into the convention site and meet old friends. This time was no different than the times before. This is probably one of the best things about a convention, being able to maintain contact with fellow Club members and others that you have corresponded with over the many years. Whatever you fellows and gals out there do, don't ever stop coming to the conventions. It makes all the work that I do on the LOG at least somewhat bearable.

After getting through the initial greetings and check-in, we went to our room and freshened up for whatever the evening would bring. This particular evening would have us going to the 94th AeroSquadron, located at the airport, and having dinner with about 20 of our friends. If you have never taken the time to visit a 94th AeroSquadron restaurant, your really missing out on not only a great meal but a chance to watch airliners while doing it. It was a great way to start out convention activities.

Since nothing was planned for early Thursday, we decided to go back up to the City and see some of the sites that we had not seen on our previous drive. Fred Hems, who is in charge of the WAHC operation in Europe, was not doing anything, so we ask him to go along with us. I do believe that Fred saw some things that he would never see in London! I don't think there are very many redwood trees in England and the streets there are not quite like the ones in San Francisco. It was a beautiful day and we logged in a number of miles on the streets of San Francisco before we headed back down 101 to the Red Lion.

By the time we arrived back at the hotel, the registration table had opened and the convention committee people were going to town, signing up those that had not preregistered and handing out badges and bags to those that had. I got my "goodie" bag and headed back to my room to get

ready for dinner and then to the welcoming party that was to take place later in the evening.

Those attending this year's party far outnumbered any that we have had previously. There is no way that such a party could now be held in a room or suite. I believe it would be safe to say that everyone enjoyed themselves. The party is a good time for old friends to meet and kick around all the news that they have been saving since last seeing one another. It is also a good time for "first-timers" to meet the "old hands" and get a feel for what will be taking place over the next couple of days.

The next two days were great for those wanting to increase the size of their personal collections. There was everything and anything that you wanted at this year's affair. Before going to the convention I made up my mind that I would go after old baggage labels and post cards. I still have not sorted out all the labels and cards that I obtained at the convention. I spent quite a bit of time with Don Thomas, going through the hundreds of labels that he had on his table. I wasn't the only one that spent a lot of time at Don's table. It seemed like just about everyone had post cards for sale or trade. I really enjoyed going to the various tables and talking with those doing the selling and trading. It was a great two days of collecting for me. Oh yes, I did manage to trade and sell some of the material that I had with me. I'll have a lot more in Hartford next year, since I plan on driving, in my new van that my wife is going to buy (!) All you schedule collectors make sure you stop and see me next year. I have a ton of those things to unload!

It was at the Friday night business meeting that Hartford was selected as the site for the 1986 (10th Anniversary) Airliners International. This should be a super party so start making plans to attend--now. It was also suggested that at the business meeting in Hartford that sites for the next two years be voted on. With the size of crowds that our conventions are attracting, those hosting future meetings should be able to have as much time as possible to get ready. If you would be interested in hosting a future convention, it might be a good idea to get your people together this winter and start making plans. As hobbies go, ours is still in its infancy. We are starting to attract those that believed they were the only people that collected airline memorabilia. I look for our organization to grow considerably in the next several years. With that growth will come larger and larger conventions. So, those of you that want to host future get togethers, you will need as much time as possible to get your show together. Keep this in mind as we approach next year's business meeting.

Following the convention business meeting, the World Airline Hobby Club held its meeting. The Club members were given a quick run down on what was going on at Club HQ and those present were asked, once again, if they were interested in having club officials. Once again those present stated that they were happy with the way the organization was being run. It was then brought up that there was some dissatisfaction with the Club name. It was mentioned in the last issue of the LOG that we would talk about changing the Club name at the business meeting. After some discussion, a motion was made, and seconded, to change the name of the

organization from the World Airline Hobby Club to the World Airline Historical Society. This being the case, the name change will become effective January 1, 1986. The reason for the delay is the need to develop a new Society logo and also to do the necessary paper work. So, as of 1 January, we will become the World Airline Historical Society.

If you have design talent, we are in need of a new logo for the organization. Please send your designs to Club HQ and a panel of Club members will choose a new logo from those sent in. Your help will be greatly appreciated.

During this meeting there was also considerable talk about forming a group to help those hosting future conventions. This would be a group of "advisors" who would be available if and when the host committee would get in a bind and need some expert advise on what direction to go in. On Saturday morning, a meeting was held for those that were interested in becoming a member of this group. At this time, it looks like this group will be operational and could become an effective force by next year. If your interested in being on this committee, please drop me a line and I will see to it that you receive the necessary information.

After the Club business meeting most of those that attended headed off to get themselves something to eat. A group of aviation buffs got together and headed to a place call The Flying Lady, which is located about 25 miles south San Jose on highway 101. Elsewhere in this issue of the LOG you will find a "review" of The Flying Lady. All those that went to this super restaurant really had a good time. When we got back to the Red Lion and told others about our experience, they were very unhappy that they had not been with us. It was now bedtime, Saturday would be a long day and rest was now required.

Saturday began with a very relaxing breakfast at the hotels dining room. The wife, daughter and MIL decided to sleep in this morning. I, however, was looking for action in the trade room. It's really tough to wait 355 days for such a good time to pass so fast! Perhaps someday we will have a convention that lasts three full days. I'm really looking forward to that day!

Things went about as expected on Saturday. Like on Friday, the room was full of collectors looking for that one post cards or baggage label or schedule that had eluded them for so long. Some found their treasure, some didn't. If they didn't, it wasn't because the material wasn't there, it was because they were not trying hard enough to find it!

All of these Saturday activities was building up to the banquet that was to be held Saturday evening. When four o'clock rolled around and the request was made that you should start clearing out your material, there were a few groans heard, but for the most part, many were glad the trade area was closing. It had been a fast paced two days, and many were looking forward to the banquet and the fun that goes along with it.

There was a cash bar starting at 6:30 and the area around the banquet hall started to fill early. As I have stated in previous convention reports, our group certainly "cleans-up" very nice for our annual banquet. This year's group seemed to look extra nice, especially the ladies!



ABOVE: Convention Chairman Tom Livesy points to the RED LION INN sign telling the world we were there.



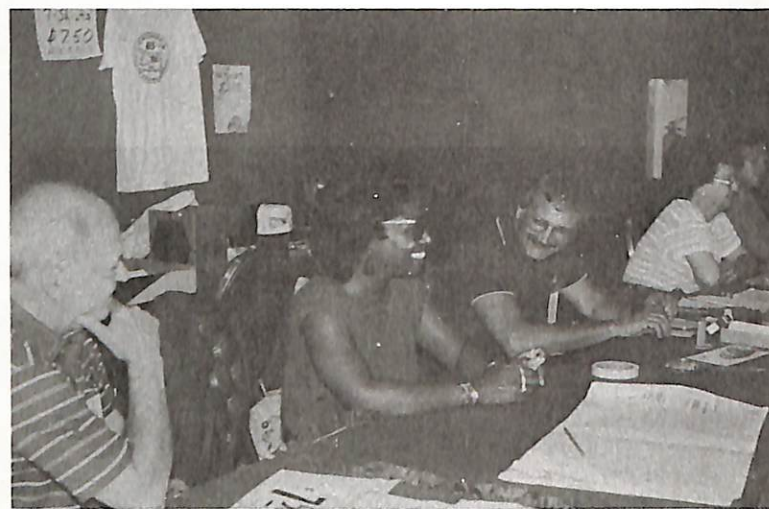
ABOVE: There were all kinds of "goodies" to look through including post cards, slides, schedules, models, "old paper" of many varieties, photographs and much more.



ABOVE: Jon Proctor (left) and Dan McIntyre (right) look a little more relaxed this year than they did in 1984 when they hosted Airliners International in St. Louis. It's a lot easier to attend--right guys!



ABOVE: The slide collectors are shown here going at it hot and heavy. Watch out for those elbows!



ABOVE: Members of the committee working at the registration desk are shown here at one of the few times during the weekend when they were not working.



ABOVE: Bill Demarest (right) is shown here explaining to Paul Collins how he got everyone else to drop out of the bidding for the 1986 convention. Good luck in '86 Bill; we all know you will enjoy having us visit you!

As usual, the doors to the banquet hall opened a little late, but it did not take hardly any time at all before all were seated and waiting to be served.

If my memory serves me correctly, we played a number of games and tried to eat, all at the same time. Jon Proctor and Pete Black, of Aviation World fame, presented their annual Airline Trivia contest while Mike and Terry from MACAIR presented their Name the Plane contest. A great time was had by all trying to name the plane that first flew over some mountain or river and trying to identify a L-1011 by looking at the tip of a wing or a landing light. While I never even get close to have all the answers correct, it is fun trying. Keep up the good work fellows and hope to see you in Hartford in the summer of 1986.

After the meal and games were finished, Jon Proctor was asked to pitch-hit for the guest speaker who was not able to make it. Jon presented his around-the-world trip via slides and commentary. I have heard Jon do this presentation on several occasions, and each time it has been as interesting as the first time I heard it. Find job of substituting Jon.

Following Jon's presentation, there was a brief intermission. Following this pause would be the awarding of prizes for the different contests that had been going on. Awards were given for best dis-

plays, best models and best photographs and slides. It was planned to publish the winning photos and slides in this issue of the LOG, but due to the large number of photos appearing in the various articles in this issue, we will publish these pictures in the next issue. My apologies to those winners. Please bear with us. Should any of you wish to have your photos/slides back at this time, please advise and your material will be returned. However, we would like to hold on to them for publication in the next issue of the LOG.

Following the awards section of the program, it was time to award the various door prizes that the convention committee had obtained. The committee obtained a number of airline flights to give as prizes. While I do not have a list of winners, you can be sure that those that won were very happy with their prizes.

I would like to thank Tom Livesy and his crew for hosting a super convention. For Tom, I am sure it will be an experience that he will long remember. I am also sure that he will not volunteer to host another convention, at least for a couple of years. The Red Lion was an excellent site for the convention. To the best of my knowledge, there were few complaints made about any thing at the show this year. The only exception to this statement came from some of those involved with the model contest. More on this later in the year. All-in-all, a super convention--Thank you San Jose! See you all in Hartford in 1986!

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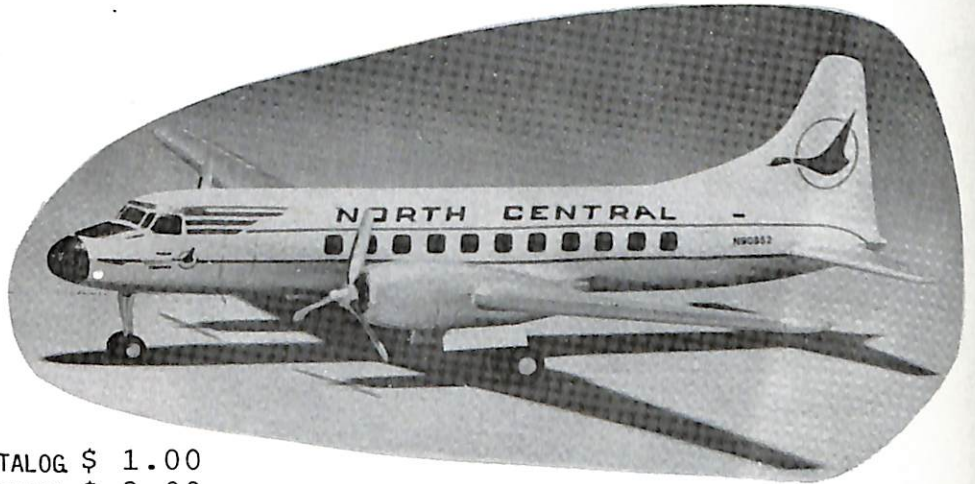
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