

VOL.12, NO.1
JUNE '86



CAPTAIN'S LOG

Airline and Airliner quarterly



Illustrating the first parts of both major features in this issue: a Lockheed L-18-56A of Canadian Pacific Air Lines. CPA had nine Lodestars after World War 2 and operated them primarily on its short-haul services in Western Canada. CF-CPA was c/n 2177. It flew with CPA until 1950 and was then sold to Hollinger Ungava Transport, Ltd., a small airline in the Province of Quebec, Canada, formed by Ungava Mining. (CP Air photo via Tony Herben)



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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

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

SUBSCRIPTION RATE

U.S. & Canada	\$14.00
Europe	\$14.00 (\$ 8.00 Extra for
Pacific	\$14.00 (\$13.00 Air Mail
South America	\$14.00 (\$ 8.00 delivery
Central America	\$14.00 (\$ 8.00
(Africa and Middle East same as Pacific)	
(Air Mail optional)	

All rates are in U.S. funds

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Thank you

CAPTAIN'S LOG

VOL. 12, NO. 1

JUNE '86

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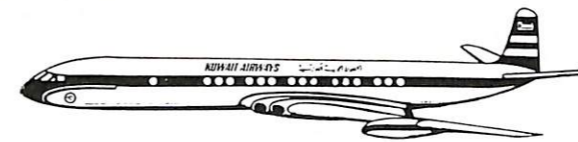
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The CAPTAIN'S LOG is the official quarterly publication of the WORLD AIRLINE HISTORICAL SOCIETY. Annual membership fee, which includes the CAPTAIN'S LOG, is U.S. \$14 per year. Members outside the U.S.A. and Canada can have their issues of the magazine mailed via Air Mail for an additional fee. For extra charges see inside front cover page.



In this issue we begin two major historic feature stories. One is a fine account of the beginnings and growth of Canadian Pacific Air Lines/CP Air/Canadian Pacific by member Tony Herben of Alberta, Canada. The second takes a look at the development and service of the twin-engined Lockheed airliners of the 1930s. Above, a Northwest Airlines L-10A Electra takes off somewhere along the Chicago - Twin Cities - Spokane - Seattle route (Northwest photo via Stanley Baumwald). Both articles will be concluded in the next issue.

The WORLD AIRLINE HISTORICAL SOCIETY 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 SOCIETY and contains articles and photographs on airlines and airliners and the collecting of various items of airline memorabilia. The ASSOCIATION operates world-wide and has members on all continents.

Members must report any changes of address promptly to the Society in order to receive their copy of the CAPTAIN'S LOG. The Postal Department will not forward permit mail. If we do not have your correct address, you will not receive your CAPTAIN'S LOG. To have a replacement copy mailed to you will cost you an additional \$4.00. There will be NO EXCEPTIONS to this charge. Please keep the Society current on your address. The name and address of the membership co-ordinator are listed on the inside front cover page.

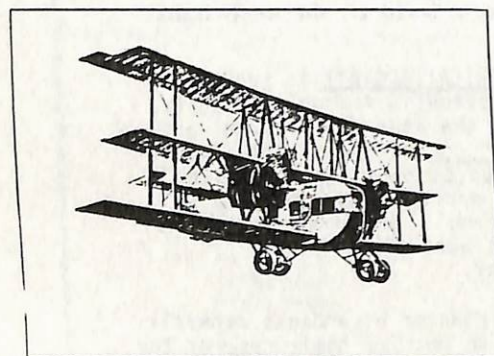
Society memberships will expire at various times during the year. Check your membership number for your membership expiry date. The last four numbers represent that expiry date. Example: 0001FIRC1286 indicates this is membership number 1 and receives the CAPTAIN'S LOG via First Class Mail. The membership in this case expires at the end of December, 1986. You will receive several notices before your membership expires. Please get your renewal in as soon as possible. Thank you.

TAKE-OFF TALK

As I was finishing work on this issue of the CAPTAIN'S LOG, I found myself in a position most editors of volunteer magazines would envy me for: I have some material left over to get an early start on the next issue, thanks to our regular editors and to a number of WAHS members who have contributed articles in the past couple of months. Thank you all, gentlemen!

WAHS member Tony Herben of Beaumont, Alberta, Canada, sent me a long manuscript on the history of CP Air/Canadian Pacific Airlines, the official airline of EXPO 86, the 1986 World Exhibition in Vancouver, Canada. Tony also sent a treasure trove of historic and current photographs, postcards, stickers, etc. along with it. There is so much material, it was impossible to publish it all in one issue. I have therefore split it over two issues: the first part in this issue and the second part in Vol. 12, No. 2, to be published in the summer. Stay tuned!

My own history of the Lockheed L-10, 12, 14 and 18 has also been split over two issues due to its length.



WHO KNOWS THIS PLANE?

This picture was published in the JUN 83 issue of ICAO Bulletin, the magazine of the International Civil Aviation Organization. The picture had been part of a display at the ICAO headquarters in Montreal that year, commemorating 60 years of civil aviation in the Soviet Union. The text with the picture said: 1922: KOMTA - first Soviet-made passenger aeroplane. No other details were given and I have been unable to find any in the reference material I have access to. Can anyone help? Any information will be published in the CAPTAIN'S LOG as it becomes available. - Thanks.

To those members who sent me information and/or photographs on these Lockheeds, I say Thank You. If your material is not (all) included in this issue, please be patient - it will go in the next issue.

Getting material on these 1930s Lockheeds is difficult at best. I am grateful therefore to editors Don Thomas, Bill Demarest, Richard Koran and Carl Reese, who have been able to include at least some material on these aircraft in their columns in this issue.

I have received four (yes, count them: only 4) reactions to my trial of typing LOG copy on a three-column format rather than the two-column format used hereto. Three were in favor and one member said he doesn't like it. With Paul Collins and myself also being in favor (although with some reservations), I have decided to go ahead and produce the LOG from now on in a three-column-per-page format. Most of the material for this issue had been typed on the wide format already by the time these reactions arrived and to save myself many hours of work, I am letting it go this way. But beginning with the next issue, all copy will be typed in the narrow format, with exceptions being made only for layout reasons.

I have also received a letter from a member who feels we are publishing too much historical material and not enough on the current activities of the world's airlines. He is right, of course. After all, we are the WORLD AIRLINE HISTORICAL SOCIETY, and even as the World Airline Hobby Club, most of our members listed airline history as their main interest. However, today's activities are tomorrow's history, and if we do not record them now, some of them may be lost forever. Even though history will continue to occupy the majority of space in the LOG, I will attempt to include more current material and achieve a balance which pleases everyone (well, almost everyone, I hope). Beginning with this issue of the LOG, I have re-introduced dating each issue on the front cover. Two members have asked me to do so and I think it is a good idea.

Another comment: I have received a number of complaints about typing errors and duplication of paragraphs in the two issues I have produced

IN THE NEXT ISSUE

In the next issue of the LOG we will conclude Tony Herben's history of CP Air/Canadian Pacific Airlines, including many photos of current aircraft, postcards, stickers, time tables and a "family tree" of the airline.

We will also conclude the history of the Lockheed twins with the L-12, 14 and 18, and details of special flights made by the twins, as well as a picture and information on the proposed L-44 Excalibur four-engined development.

We will feature the Boeing 247, first of the modern airliners, and of course there will be the columns on postcards, schedules, stickers, playing cards and much more by our regular editors.

so far. I agree there is no excuse for making those mistakes, and I apologize for them. However, I thought I'd tell you the reason. I put those two issues together in a rather limited time frame because I am trying - with the help of the regular editors - to publish five issues of the LOG this year to catch up on last year, when only three issues were published, rather than four. As a result of that effort, I cut some corners, proofreading the typed copy being one of them. I have allowed myself more time for this issue and that has hopefully eliminated most if not all of these errors. If not, I'll hear about it from someone I'm sure.

This is the last issue before the AIRLINERS INTERNATIONAL 86 convention and it is my hope I will meet as many members as possible in Hartford. Paul has promised me he'll work with the printer to have this issue in your hands before the convention and I hope you won't spare me your comments, good, bad and indifferent. I'll listen to all of them to learn how you would like to see the LOG's contents develop.

Happy collecting and may all your flights depart and arrive on time.

Joop

AIRLINE PROFILE

by TONY HERBEN

CP Air EXPO 86 Canadian Pacific Airlines

Official Airline of EXPO 86, Vancouver

Part 1

INTRODUCTION. The growth of Canadian Pacific Airlines (known as CP Air from 1982 to 1986) to global proportions has been described as one of the marvels of modern transportation. The airline has expanded to become one of the world's major air carriers. Its 63,068 mile (10,150 km) unduplicated route pattern radiates from Vancouver in the form of a giant "X", linking five continents and all the major cities in Canada. Within this route pattern lie 7,489 domestic route miles (12,050 km) - including 4,903 route miles (7,890 km) on the transcontinental service.

Canadian Pacific is one of the few airlines in the world which fly across the International Date Line, the Equator and the Arctic Circle. Its overseas routes are 55,597 mi (89,460 km) in extent and stretch from Vancouver to Tokyo and Hong Kong; Fiji and Australia; Lima and Buenos Aires; from Edmonton, Calgary and Winnipeg over the North Pole to Amsterdam; across the Atlantic to Amsterdam, Lisbon, Madrid and Rome from Toronto and Montreal, and to San Francisco and Los Angeles.

CANADIAN PACIFIC before its time. The shipping and railroad giant Canadian Pacific Limited first showed an interest in aviation in 1919, when it obtained a permit from the Canadian government to own and operate commercial aircraft. The Act of Parliament allowing this was given Royal Assent on 07 JUL 19.

But the railroaders did not exactly rush into that newfangled business of defying gravity. Steam was still the national dream which had driven in the last of the golden spikes of the transcontinental railway in the previous century that held the nation together. But other entrepreneurs, mostly pilots with visions, stepped in where the corporate owners of Canadian Pacific did not yet dare tread.

In 1928 Major-General Sir James MacBrien put three bush operators together into one company, Interprovincial Airways, to serve Eastern Canada. The three were Canadian Fairchild, Laurentide Air Services and Elliott Air Services (also known as

Fokker Universal G-CAGD, c/n 406, was the first aircraft of famous pre-WW2 Western Canada Airways of Winnipeg, Manitoba. WCA later merged in Canadian Airways (new) which became part of Canadian Pacific Air Lines in 1942.

BEFORE CANADIAN PACIFIC



CF-BEP, Ford 6ATS-Special of Grant McConachie's United Air Transport (c/n 6-ATS-1). Fords carried the first air mail into the Yukon on 05 JUL 37 in 16½ hrs, carrying 120 lbs (55 kg). United A.T. was a CP Air predecessor airline.



Stinson SR-10F Reliant CF-BNA was used by Mackenzie Air Service before CPA came into being. C/n is 7-5858.



Starratt Airways and Transportation Stinson SR-5A Reliant CF-ANW, c/n 9321-A, flew out of Hudson, Ontario. As BNA above, it operated on skis in the winter.





This Starratt Travel Air SA-6000-A, CF-AEJ, c/n 1040, did see service with Canadian Pacific A.L. in 1944/46.



Also entering service with Canadian Pacific A.L. in 1944, the Canadian Fairchild 82A, CF-AXE, c/n 40, came from Arrow Airways via Canadian Airways (new) and remained with CPA until 1947.

J.V. Elliott, Ltd.). Dominion Aerial Exploration, formed in 1922 by H.S. Quigley, had been acquired earlier. In the following year, 1929, Canadian Pacific Railway (CPR) joined a syndicate to control commercial aviation in Eastern Canada. Called the Aviation Corporation of Canada, the syndicate took over control of four small airlines, International Airways, Canadian Airways (old), Canadian Transcontinental Airways and Interprovincial Airways (which already included the airline business of the Canadian Fairchild companies).

All photographs and other illustrations with this article are courtesy CP Air/Canadian Pacific Airlines unless otherwise credited.

In Western Canada, James A. Richardson of Winnipeg, Manitoba, combined "Wop" May's Commercial Airways and D.R. MacLaren's Pacific Airways into Western Canada Airways (WCA) which had started operations under that name on 27 DEC 27.

In another move toward consolidation, Interprovincial and WCA merged on 25 NOV 30 to form Canadian Airways Limited (new) with Richardson as president. E.W. Beatty was one of the vice-presidents of the new airline. Beatty (later to become Sir Edward Beatty) was also president of the Canadian Pacific Railway.

The next important step in the emergence of what would become Canadian Pacific Air Lines, came in 1933, when Sir Edward paid \$250,000 for 10,000 of the 127,000-odd shares of Canadian Airways stock then issued.

On 07 DEC 36 a new airline was born in Canada. Called United Air Services, it came into being under the aegis of the CPR and was incorporated with a federal charter. This airline would become the nucleus around which Canadian Pacific would build its airline empire during and after World War 2. At the start, however, United Air Services combined the operations of three small airlines, Mackenzie Air Services, General Airways and Wings, all based in Western Canada.

Following this, the CPR became serious about aviation and in 1939 undertook a survey of privately-owned airline operations in Canada. And began to buy what it liked.

In the 1930s, Canadian bush pilots had pioneered a network of northern air routes linking

isolated communities and potentially rich mining areas with the ends of the railroads. However, by the close of the decade many of the smaller bush operators were in serious difficulties because of inadequate financing, rising costs and the use of small, inefficient aircraft. That is the situation the CPR found when it looked at the Canadian airline scene in 1939.

During the next two years the CPR bought controlling interests in service-conscious Canadian Airways (new), Ginger Cootie Airways, Yukon Southern Air Transport, Wings, Prairie Airways, Mackenzie Air Services, Arrow Airways, Starratt Airways and Transportation, Quebec Airways and Dominion Skyways. Together those airlines operated services and had acquired knowhow from the northern Arctic to Southern British Columbia on the west coast and right across the country into Quebec and the Atlantic Coast provinces in the east.

THE WAR EFFORT. In June, following the start of World War 2 in Western Europe, Lord Beaverbrook, the British minister for aircraft production, asked CPR president Sir Edward Beatty to help organize an operate a service to ferry American-built bombers across the Atlantic to Britain, with the aid of personnel from Imperial Airways (British Airways today) and an agreement was reached.

CPR's Ferry Command was headquartered at Montreal, with its main base at the St. Hubert airfield just across the St. Lawrence River from Montreal. In FEB 41 C.H. "Punch" Dickins, a legendary bush pilot, took over as vice-chairman and general manager.

The first seven Lockheed Hudson bombers, crewed by six Canadians, nine Americans and six Britons, flew in loose formation across the Atlantic on 10 NOV 40. They all landed safely at Aldergrove in Ireland.

When Royal Air Force Ferry Command took over the operation on 20 JUL 41, the CP service had ferried 289 bombers across the Atlantic. CP then quickly switched to running six Air Observer Schools and an Elementary Flying School for the British Commonwealth Air Training Plan. They were: No. 1 AOS at Malton (Toronto), No. 2 AOS at Edmonton, No. 5 AOS at Winnipeg, No. 7 AOS at Portage, No. 8 AOS at Ancienne Lorette, No. 9 AOS at St. Jean and No. 11 EFS at Cap de la Made-

leine. 29,130 airmen were graduated from the schools, and 170,732,320 miles (274,608,303 km) flown by 790 aircraft.

CP made a fair dollar out of operating these schools and turned most of the profits, nearly \$1 million, back over to the government after the end of the war.

From 1941 to 1948 the company operated an aerial survey division, carrying out extensive operations throughout Canada. Some 167,000 square miles (432,530 sq.km.) were charted by vertical photography; 2,200 sq. mi. (5,700 sq.km.) of mosaics were prepared and line maps covering 1,700 sq.mi. (4,400 sq.km.) of oblique photography were made.

On 09 MAR 42 CPA assisted the U.S. Army Corps of Engineers by providing civilian planes for aerial photography, personnel and supply transport, and in selecting the best route to build a military supply route from Dawson Creek, B.C., to Fairbanks, Alaska - to be known as the Alaska Highway.

Canadian Pacific also provided air supply services to the U.S. Army Corps of Engineers when they were building an oil pipeline from Norman Wells, N.W.T., across 600 miles (900 km) of mountainous terrain to serve a refinery in Whitehorse, Yukon.

In line with Canada's stepped-up national defence program in post-war years, CPA was commissioned to operate the Royal Canadian Air Force's No. 10 Repair Depot in Calgary, beginning in June 1951. Work at this depot, which ended in 1964, was largely concerned with maintenance of all types of military aircraft.

CANADIAN PACIFIC AIR LINES
The commercial start.

Canadian Pacific now knew a lot about operating airplanes. One of the bushlines it had bought, on 31 JAN 41, was Yukon and Southern Air Transport. The price it had paid was \$400,000. But debts of the airline left little more than \$100,000 for the shareholders. Two of these were G.W. Grant McConachie and his partner Barney Phillips. Together they held 82 per cent of the YSAT. But the takeover deal included job guarantees for McConachie and Phillips. The former at \$500 or more per month and the latter at a minimum of \$350.



Lockheed L-14H-2 CF-CPC, c/n 1503, was Trans-Canada Air Lines' CF-TCR before going to Yukon Southern Air Transport in AUG 41. It returned to the U.S. as NC41815 before Canadian Pacific Air Lines was formed.



Ginger Cootie Airways brought this deHavilland DH-89A Dragon Rapide into the CPAL fleet. CF-BNG was c/n 6472 and remained with the new airline until 1946.

By 28 NOV 41 Canadian Pacific had a pretty good idea of McConachie's free-trading instincts and people-moving irresistibility. On that date it named the young man assistant to the vice-president, Western Lines (Air Services) in Winnipeg, Manitoba. The Western Lines division of the CPR

A true rara avis, the Barkley-Grow T8P-1 eight-passenger transport was built in some

numbers in the U.S.A. before World War 2. It was designed for the same Bureau of Commerce competition as the Lockheed L-12 (see this issue of the LOG) and the Beech 18. Seven T8P-1 aircraft were registered in Canada: three to Yukon Southern A.T.; two to Mackenzie A.S. and one to Prairie Airways, all of which went into CPAL service in 1942/43. The seventh Canadian T8P-1 was with Maritime Central A.W. in 1941/42. Illustrated is Yukon Southern's CF-BMW, c/n 6 "Yukon Prince". Other photos show BMW on wheel undercarriage.

airline interests co-incided with the former Western Lines division of Canadian Airways (new), the largest of the airlines taken over by the railway company.

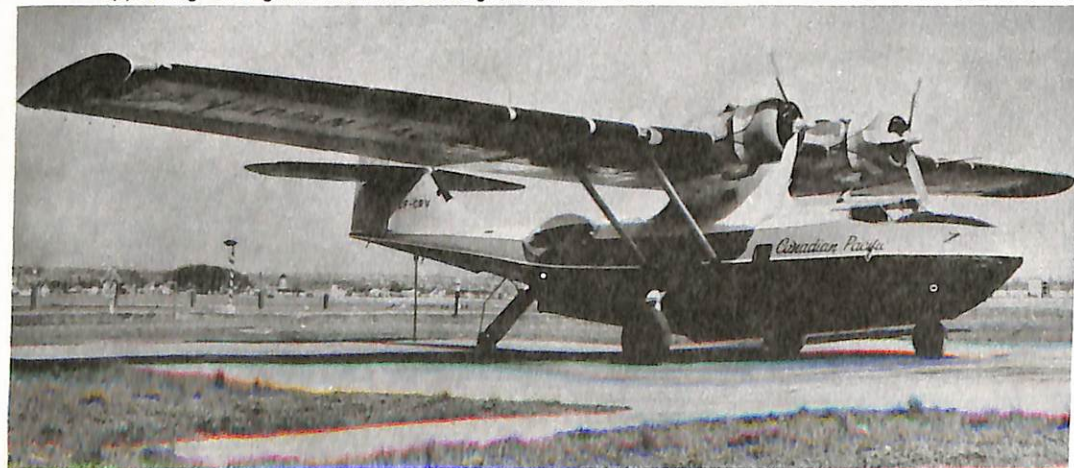
The name Canadian Pacific Air Lines, Limited, came into being on 31 JAN 42, when United Air Services was renamed and became the nucleus around which the CPR was to build its airline empire in the years that followed. The company formally commenced the majority of its operations as Canadian Pacific Air Lines on 01 JUL 42 (only Quebec Airways remained outside the new operating name and continued under its old name until 1950). It was made a subsidiary of the Canadian Pacific Railway and had a capital stock of 800,000 shares at a total value of \$4 million.

It soon became clear that the CPR's ambitions for an airline empire were on a collision course with Canadian government policy. In APR 43 Canadian Prime Minister Mackenzie King made an air policy statement which said, in part: "TCA (state-owned Trans-Canada Air Lines) will continue to be the instrument of the government in maintaining all transcontinental air transport services and in services across the international boundary lines outside of Canada TCA is the sole agency which may operate Canadian international services"

CPA president L.B. Unwin and his general manager, Punch Dickins, proceeded to mount a powerful propaganda campaign against this declaration, appealing directly to the public. They prepared a brief which traced the CPR's historic interest in aviation back to 1919 (TCA had been formed by the government on 08 APR 37 and started operations on 01 SEP of that year), recounting its pioneering participation in the first prairie air service and in the development of northern aviation. It noted that to date the CPR had invested \$8 million in the northern air services and suggested this was probably more than the government had put into TCA.

The brief then launched a frontal attack on the government's domestic and international aviation policies. Within Canada, the argument went, CPA must have access to large population centres to support its extensive thin-traffic-density lines in the north. Here the brief stated: "Today the CPR is virtually as large as TCA in most respects and is rendering a far more vital air transportation service than that provided by the publicly-owned airline which essentially parallels existing surface transport."

Opposing the government's designation of TCA



Known as PBV or Catalina in most of the world, Canadians best know Convair's flying boat/amphibian as "Canso". Canadian Pacific operated four (all ex-RCAF) on its coastal services in the east and the west. CF-CRV (illustrated) is c/n 9755. It crashed at Prince Rupert, British Columbia, on 11 MAY 49.



The Noorduyn Norseman was Canada's, perhaps the world's, finest bush airplane even built. Canadian Pacific operated 17 on its northern and western services from 1943 to 1955. CF-CPS was a Norseman VI, c/n 439 and was ex-USAF.

as the "chosen instrument" in international aviation, the CPA brief also claimed that "by not using the experience, facilities and worldwide organization of Canadian Pacific, which has carried a great part of Canada's trans-ocean traffic for the past 60 years, it would seem that the country as a whole will suffer materially"

"If equity and justice have any place in the Canadian Government's plan, Canadian Pacific should be allowed to carry traffic in the air to supplement its long-established sea routes."

This bold attempt to subvert the government's air policy assailed the nostrils of C.D. Howe, the tough-minded minister of transport, like the stench of a polecat. His reaction was typically abrupt and forceful. In MAR 44 he rammed through a government order which amounted to a death certificate for Canadian Pacific Airlines. It decreed: "Steps will be taken to require our railways to divest themselves of ownership of airlines within a period of one year from the ending of the European War. Transport by air will be entirely separate from surface transportation."

Gloom prevailed in Windsor Station, the elegant, ancient stone headquarters building of CPR in downtown Montreal and it deepened as the war ended on 15 AUG 45 and CPA's 12-month countdown began. There seemed little hope of a reprieve. Yet, in early 1946 CPR senior vice-president W.M. Neal had himself elected president of Canadian Pacific Air Lines. Three months later he summoned Grant McConachie to Montreal and made him assistant to the president (of CPA) with virtual complete jurisdiction over the airline.

The team of Neal and McConachie was successful in deflecting the axe of the government executive, but it still lopped off a number of smaller regional air services. But the main CPA route structure was left intact.

With the retirement of C.D. Coleman, Neal was elected president and chairman of the CPR. Six days later, on 07 FEB 47, McConachie became president of Canadian Pacific Air Lines. The bush pilot's rise through the corporate ranks had been meteoric. He was 37 at the time!

The new president began his campaign at home with the Canadian government. It required the full voltage of his persuasive power to convince C.D. Howe that he should consider breaching the government's declared "chosen instrument" air policy so that the private airline rather than the national carrier might be allowed to fly the Pacific.

Howe seemed impressed but he was non-committal until he checked with TCA president H.J. Symington.

Douglas C-54A-15-DC, USAAF 42-72279, c/n 10384, became CF-CUL, fleet no. 415, with Canadian Pacific Air Lines on 28 NOV 51 and remained in service until 1954, when it was sold to Transocean N9941F. Before CPA service, the aircraft was with Pan American as N88928 "Clipper Union" and was traded in to Douglas as part payment for a DC-6B in 1951.



The government airline was not in business to squander the taxpayers' money, Symington decided. Let CPA have the Pacific. So Howe decreed that McConachie could fly his dream route to Shanghai on two conditions: that he buy North Star aircraft for the route from the Canadian manufacturer Canadair, thus supporting home industry, and that he also serve Australia for reasons of British Commonwealth prestige and solidarity, since the Australians were already flying to Canada (from KEITH, Ronald A., Bush-pilot with a briefcase, Doubleday Canada, Toronto, 1972.)

At the time of its formation, CPA inherited a polyglot collection of 77 aircraft of 14 varieties, ranging from Travelairs and DH Rapides to Boeing 247s and Beech 18s. By 1949 the fleet had been standardized to 47 aircraft of five types, including 17 DC-3s, nine Lodestars, four Canso (Catalina in the rest of the world) amphibians, four Norseman and two Barkley-Grows. They operated over a 9,800-mile (15,770-km) web of domestic north-south routes in both Eastern and Western Canada.

The Korean war resulted in further expansion and development of CPA when it played a prominent part in Canada's contribution to the United Nations. The Canadian government agreed upon a contract between Canadian Pacific and the Defence Department for the transport of Canadian troops to Korea. Following the start of the North Pacific Airlift on 14 AUG 50, CPA made 703 roundtrips between Vancouver and Tokyo with Canadair 4 (North Star) aircraft. When the airlift ended on 30 MAR 55, CPA had

flown more than seven million miles (11 million km) and had carried 39,313 Canadian and American personnel to Tokyo over the Great Circle route, via the Aleutian Islands. Most flights returned to Canada carrying Chinese immigrants. Airlift payments from the Canadian government were \$16,839,790.

Between 15 FEB 55 and 31 JAN 57, CPA contributed to the construction of the Distant Early Warning (DEW) Line of radar stations across the north by flying 36,496,249 lbs. (16,423,312 kg) of vital material on flights totalling 2,515,122 miles (4,046,831 km).

DOMESTIC LINES. In its domestic operations, CPA now carries modern pioneers and their equipment to and from North-British Columbia and Yukon, a land formerly accessible only by dogsled in the winter and river boat in the summer. CPA operates year-round scheduled passenger and freight service to these areas.

The first proving flight from Vancouver

to Whitehorse took place 12 MAR 53 with a CV-240, one of five it had purchased from Continental airlines specifically for these and other western Canadian services. The DC-6B took over from the Convairs on the Whitehorse service on 01 JUL 57 and gave way to the propjet Bristol Britannia on 02 APR 62. Today passengers and cargo are whisked north on the 113-seat Boeing 737-200, operating from Vancouver to Prince George, Fort St. John and Fort Nelson in Northern British Columbia, and to Watson Lake and Whitehorse in the Yukon Territory.

A major change in the company's domestic route pattern took place in SEP 55. At that time CPA traded its domestic routes in Ontario and Quebec with Trans-Canada Air Lines in exchange for the TCA route from Toronto to Mexico City. CPA halted operations on its Ontario and Quebec routes on 31 OCT 55.

In AUG 57 CPA transferred its services in Manitoba to Transair (since absorbed by Pacific Western Airlines) and on 01 NOV of the same year it terminated services in Saskatchewan, including its services to North Battleford, Prince Albert, Saskatoon, Regina, Lloydminster and Moose Jaw. An application to resume services to Regina and Saskatoon was made on 25 MAY 81 and authority was granted by the Canadian Transport Commission on 08 DEC 81. Services to Regina started again on 26 APR 82 and to Saskatoon on the following 07 JUN. But they were once again suspended in 1983 because of limited loads. The airline expects to resume the services again in the near future.

As many other airlines did after World War 2, Canadian Pacific bought a fleet of surplus military Dakotas to operate on its short routes throughout the country. Illustrated is CF-CRW, c/n 18958, one of 17 in the fleet. The aircraft, formerly C-47A-65-DL with USAAF serial 42-100495, joined CPA in JUL 46 and was sold to Quebecair in AUG 57.



In 1952/53 Canadian Pacific bought five Convair CV-240s from Continental Airlines, primarily for its major Western Canadian short-haul services. CF-CWU, seen here, was c/n 95 and in 1963 became JA5118 of Toa Domestic Airlines of Japan.



Also in 1957, the service to Fairbanks, Alaska, was suspended - in SEP - and in NOV the Port Hardy service in British Columbia was turned over to Pacific Western Airlines. CPA had given up its Vancouver - Victoria route to TCA in NOV 46.

On 26 APR 69 the Canadian Transport Commission withdrew CP Air (the name had been changed in 1968 - see separate story) authority for a number of local services in British Columbia as well for the Whitehorse - Mayo - Dawson City route in the Yukon. As a result, the airline decided to concentrate on longer-haul routes. The remaining short-haul services were turned over to Pacific Western Airlines and B.C. Airlines (purchased by PWA in 1970) as part of a government policy to expand routes for smaller airlines.

However, CPA retained its nonstop services from Vancouver to Prince George, Terrace and Prince Rupert, all in British Columbia, along with its extensive operations northward to Northern British Columbia and the Yukon Territory.

04 MAY 59 was a significant date in the history of Canadian commercial aviation and in the history of CPA. That day saw the inauguration of CPA's transcontinental Bristol Britannia propjet "Canadian Empress" service. It offered tourist-class passengers the luxury of jet-powered flight for the first time when Flight #1 flew from the east to the west and Flight #2 from the west to the east. The "Whispering Giant" (the affectionate nickname for the Britannia) has since been replaced in

transcontinental service by first the DC-8, Boeing 747, Boeing 737, DC-10-30 in that order. The service is now operated principally by the DC-10-10.

In MAR 67 the Canadian government allowed CP Air to apply for authority to operate a second transcontinental flight each day. This service was started on 01 FEB 68. At the same time the government authorized sufficient flights for CP Air to carry 25% of the transcontinental capacity and to thereafter expand to maintain this capacity. As part of this policy, three additional daily transcontinental flights were authorized by the Canadian Transport Commission in FEB 69. Two were inaugurated in APR and the third in JUN 69. On 26 APR 70 this cross-Canada frequency was increased to seven daily flights serving Vancouver, Calgary, Edmonton, Winnipeg, Toronto, Ottawa and Montreal.

The serving of liquor on transcontinental flights by Canadian airlines was approved by the Canadian government and the provincial liquor boards and commenced on 10 AUG 66. This service was introduced on B.C. District flights effective 18 SEP 74 and on the Yukon route 27 OCT 74.

On 16 JUN 59 Canada's Transport Board conducted a hearing to assess the future of CP Air's operations in the Mackenzie District, which extended north from Edmonton to the shores of the Arctic Ocean. At this time, and in keeping with its policy of providing expansion opportunities for smaller air-

Canadian Pacific Air Lines took a bold step forward in 1958 when it placed six long-range Bristol Britannia propjets in service on several of its intercontinental services. The airline also introduced them on the newly-acquired trans-Canada service, pitting them against the Super Constellations operated by arch-rival Trans-Canada Air Lines. Illustrated here is Britannia Srs. 374 CF-CZX, c/n 13428, "Empress of Santa Maria." Later it became "Empress of Montreal".



lines, CP Air relinquished the Mackenzie District to Pacific Western Airlines. This move was also instrumental in helping CP Air standardize its fleet and in improving mainline service.

In 1977 the federal government eased certain operating restrictions originally placed on CPA which limited competition with Air Canada, the government-owned airline. Under the new policy CP Air was permitted greater flexibility in the routing of aircraft on its transcontinental route. In addition, the airline was granted a slight increase in the share of the transcontinental market by being allowed to provide service to carry 35% of any growth in traffic on this route in 1978 and 45% in 1979. Also in 1977, as a result of the new government policy, CP Air was permitted to gradually increase its carrying of mail to equal its percentage share of the passenger and cargo transcontinental market.

CP Air applied in 1977 to the Air Transport Committee of the Ministry of Transport for the right to consolidate its five domestic licences into one licence. The application was granted on 05 FEB 80, subject to certain conditions. The consolidated licence permitted immediate integration of Whitehorse, Fort St. John and Prince George into the transcontinental route, which means these centres can be linked directly to any other point on the cross-Canada service. The restrictions were that all CP Air flights between any points east of Alberta and the points Terrace, Prince Rupert, Fort Nelson, Watson Lake or Grande Prairie must make a traffic stop at either Vancouver, Prince George, Fort St. John, Whitehorse, Calgary or Edmonton.

The Douglas DC-6B was a most-important aircraft in the history of Canadian Pacific Air Lines. It transformed the airline from basically a Western and Central Canadian operator with one cross-Canada service, into an international and intercontinental air carrier. The aircraft's range, capacity, speed and operating efficiency made it ideal for the long-haul services CPA inaugurated in the 1950s. The top picture shows CF-CUQ, c/n 43844 in the livery in which it was delivered to the airline in 1953. The bottom picture is of CF-CZQ, c/n 45078, in a later livery, designed for the DC-8.



CP aircraft originated in Winnipeg and, after a crew change in Montreal, terminated in Halifax with an EPA crew.

This agreement between the two airlines was the first step in the process by which CP Air would take-over the smaller carrier, although few people realized it that time.

The addition of Victoria, B.C. - given up to TCA in 1946 - was requested by CP Air on 14 DEC 79 and was approved on 25 AUG 80. This route became operational on 15 JUN 81 with twice-daily flights between Victoria and Vancouver. In 1983 the service was reduced to once-daily service and in 1984 the route was turned over to Air BC, which became a CP Air commuter airline on this route (See separate story).

In an effort to attract more business travellers on the Toronto - Montreal service, CP Air dedicated one aircraft specifically for this route. Operating four times daily from Monday to Friday and called "Company Air/PremiAir", the service featured low-density seating, a special check-in counter, upgraded catering and refreshments. But passenger demand was low and the service was discontinued not long after it had started.

CP Air inaugurated non-stop jet service between Edmonton and Whitehorse on 31 OCT 77. The flight, which operated daily except Saturday and Sunday, was to meet the anticipated demand associated with the Alcan pipeline project in the north. However, passenger demand was low and this nonstop service was cancelled again in the spring of 79.

Beginning in JUN 79, CP Air started "SkyBus" flights, a new innovative service providing no-frills, nonstop service between Toronto and Vancouver. Public response was good and this prompted the airline to expand the service to the Vancouver-Winnipeg, Winnipeg-Toronto and Vancouver-Montreal markets in SEP 79. Calgary and Edmonton received this service in 1980. But the total Skybus service was cancelled in 1983.

Recognizing the importance of the high-yield, full-fare economy passenger, CP Air next introduced "Empress Class" on transcontinental and selected international flights beginning 26 OCT 80. The first service of its kind in Canada, it featured a separate on-board cabin, superior inflight amenities including a choice of entrees on lunch and dinner flights, complimentary liquor services and movies. Empress Class has gained wide acceptance, especially among frequent business travellers and today continues to serve passengers on CP Air's transcontinental flights.

DC-8-63 CF-CPP "Empress of Honolulu", c/n 45927, was one of two -63s assigned to the "SkyBus" service by CP Air. In staying with Canada's two official languages, the aircraft also featured the French "Aérobis" on the fuselage. Delivered to the airline in 1968, the aircraft was photographed at Toronto, Ontario on 20 JUL 80.

(Joop Gerritsma photo)



CP Air's initiative in the early 1980s to extend its transcontinental network resulted in coast-to-coast service linking cities from Halifax to Victoria. An application made on 25 MAY 81 to resume service to Regina and Saskatoon, both in Saskatchewan, was approved by the CTC on 08 DEC of that year. The airline had last served these prairie cities in 1957.

Flights to Regina were inaugurated on 26 APR 82 and to Saskatoon on 07 JUN 82. Both services were again suspended on 13 MAR 83 when CP Air restructured its transcontinental route pattern into a "hub and spoke" system of services in order to cut the substantial losses the airline was experiencing during the current recession. Frequencies between heavily-travelled city pairs were increased and services to destinations with low passenger demand were eliminated. The revised structure on the cross-Canada route saw Toronto and Vancouver expand as traffic hubs with nonstop flights (spokes) feeding to and from them to increase domestic services and services connecting with the airline's U.S., trans-Atlantic, trans-Pacific and South American services at these hubs. To enhance this feeder system, there are convenient integrated connections with other airlines in Canada (see later) and with four U.S. carriers on the American east coast.

On 19 NOV 84 CP Air introduced its "Attache Business Class" service. These are nonstop business flights between Vancouver and Toronto and between Vancouver and Montreal. They provide the most personal, most gracious in-flight service possible. Business travellers on Attache flights are afforded exclusive check-in service, advance seat selection in a 54-seat cabin setting and flights are committed to on-time departures and arrivals. The Boeing 737 jets on the service have a different paint scheme than other CP Air aircraft and the seats offer increased leg, hip, elbow and shoulder room. Seats are in pairs of two side-by-side, without a middle seat. In APR 85 Attache service was provided on the Calgary - Toronto, Edmonton - Toronto, Winnipeg - Toronto, Halifax - Toronto and Vancouver - Winnipeg routes, but Halifax - Toronto, Toronto - Winnipeg and Vancouver - Winnipeg Attache services were discontinued on 20 DEC 85.

THIS HISTORY OF
CANADIAN PACIFIC / CP AIR
WILL BE CONCLUDED
IN OUR NEXT ISSUE

AIRCRAFT PROFILE

by JOOP GERRITSMAN



Three Northwest Airlines L-10A Electras on the flight line. Note that the aircraft on the right, NC14244, fleet no. 62, has the forward-slanted windscreen of the early Electras. The other two aircraft in the picture, fleet no. 66 and 67, have the more-conventional rearward-slanted

windscreen. The original L-10 prototype, in Northwest service NC233V, fleet no. 60, also had the rearward-slanted windscreen. According to the legend at the bottom of this photograph, Northwest operated the Chicago-Twin Cities-Spokane-Seattle service. (Northwest Airlines photo via Stanley Baumwald).

Part 1

the LOCKHEED TWINS

INTRODUCTION

When the prototype Lockheed L-10 Electra made its first flight on 23 FEB 34, it was the third of the new, pioneering all-metal airliners of the 1930s, preceded by the Boeing 247 and Douglas DC-2. It also was the progenitor of a series of transport and military aircraft which pointed the new Lockheed company toward success. Its L-14, a 1937 development of the L-10, pioneered many innovations that rapidly became standard features on all commercial airliners. The L-14 also led to a naval patrol and bomber aircraft developed specifically for the British - the Hudson. It became the most-built aircraft of its kind during World War 2 and the 2,584 that were built, served with the military in Britain, the United States and several other countries. In their final development, called the Harpoon, the series remained in operational military service until the 1960s. A further descendant of the L-10/14, called the L-18 Lodestar, saw considerable service as a wartime troop and cargo transport in the U.S. and Africa. The "little brother" of the series, the L-12, became a successful corporate transport aircraft before and after WW2.

IN THE SHADOW OF DOUGLAS

But during their entire career as commercial airliners, the Lockheed Twins operated in the shadow of their bigger and omni-present cousins from Santa Monica - the Douglas DC-2 and DC-3. Lockheed built only 1,000 of all models of its twins and most airlines which operated them, had only small fleets of the Lockheeds, because (a) the airline in question was already operating DC-2s and DC-3s on its

trunk routes and required only a few of the smaller Lockheeds for secondary services, or (b) the airline itself was rather small and had no major routes requiring the larger Douglas aircraft.

During the late 1920s the Lockheed Aircraft Company had become famous for a series of revolutionary and fast single-engined commercial transport aircraft, the Vega, Air Express and Orion. By 1929 Lockheed had become part of the Detroit Aircraft Corporation and its fortunes had started to slide following the stock market crash of that year. By APR 32 the company was in receivership.

Enter Robert E. Gross. He was an associate of Walter T. Varney, whose Varney Speed Lines was operating Orions on the west coast, and he had also invested in Lloyd Stearman's Stearman Airplane Company. Gross bought the bankrupt Lockheed firm and hired Hall Hibbard, a young aeronautical engineer from the famed Massachusetts Institute of Technology. Hibbard and Stearman had both quietly been working on the design of a modern twin-engined airliner. With the Boeing 247 already flying passengers across the country and the DC-2 at the start of its career, Gross decided to go after the gap in the market - building a good airliner for the smaller airlines which did not need the DC-2 and the DC-3 then under development, but which could use an economical, fast aircraft to compete with the big airlines.

A scale model of the new 10-passenger aircraft was tested at the University of Michigan in Ann Arbor.



The first of 1,000 twin-engined civil and military transports built: L-10 prototype X233Y running up its engines prior to its first flight on 23 FEB 34 at Burbank. The forward-slanted windscreen is clearly visible. This aircraft was later delivered to Northwest Airlines, where it became NC233V, fleet no. 60. (Lockheed photograph)

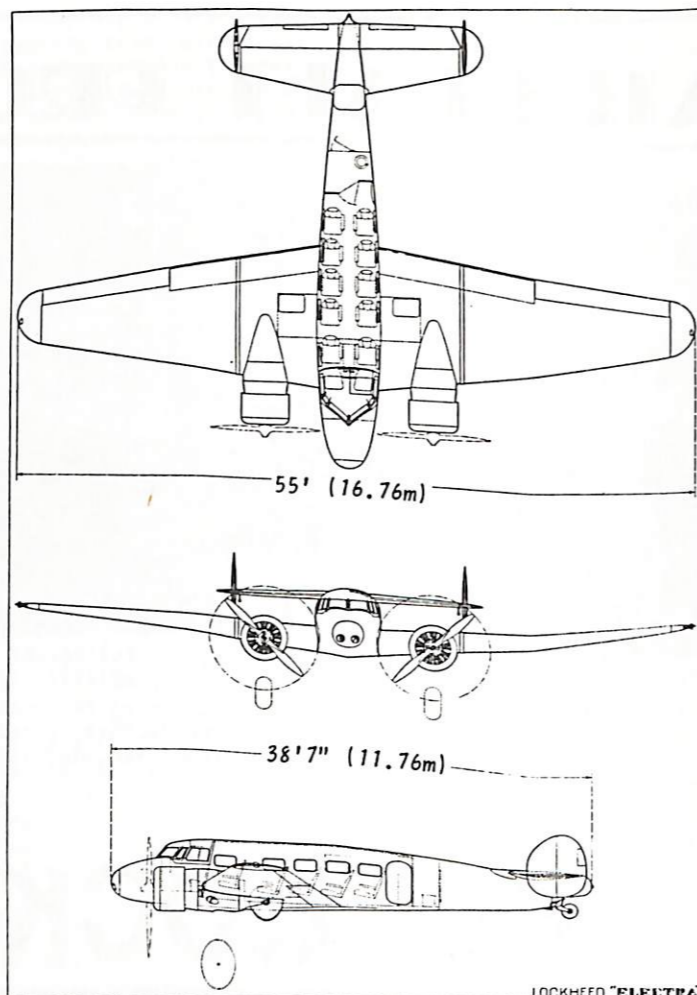
It was there that a young aeronautical engineer found that the single tail did not provide enough stability if an engine quit on takeoff or during another critical phase of flight. He designed a twin-tail layout which worked and this was adopted. The young engineer was Clarence "Kelly" Johnson and this is how he became associated with Lockheed. During his career with the company, Johnson's commercial and military aircraft designs brought him more honors than any other living aeronautical engineers.

the L.10

STELLAR NAME IS CONTINUED Early on Gross decided to continue the model numbering system and the stellar name tradition of the old Lockheed company. Thus, the new airliner became the L-10 Electra.

Already on its first flight the nimble little airplane proved to be a winner. It cruised comfortably at 190 mph (304 km/h) and was the first multi-engined aircraft to boost such a speed. Certification test flights for

10-seat passenger cabin of the L-10 Electra. Picture was taken from rear to front. (Lockheed photo)



(3-view via Stanley Baumwald)

the Civil Aeronautics Authority took place at Mines Field (now Los Angeles International Airport). That is when disaster struck - nearly! Returning from the CAA test flights to Burbank, test pilot Marshall Headle found one of the main landing gear legs was stuck in the up position. His mechanic, Al Zeiner, tried to push the reluctant gear down through a hole he had cut in the bottom of the fuselage, but could not reach it. Headle then tried to shake the gear down with a series of flight maneuvers, but that failed too. Deciding to land at better-equipped Union Airport rather than at Burbank, Headle brought the ship down and managed to balance it on one wheel like a unicycle until nearly all the forward speed was lost. Only then did the aircraft settle on its wing and damage was limited. Historians agree this piloting skill of Headle prevented the new Lockheed company from going bankrupt again.

THE L-10 IN CLOSE-UP The L-10 had an all-metal, light-alloy stressed skin fuselage of monocoque construction. The wings had one spar and like the tailplanes, were metal-covered. The main wheels of the landing gear retracted backward into the engine nacelles, but the wheels protruded when the gear was fully retracted, giving some measure of protection in case of a wheels-up landing. The 10 passengers sat in five rows of two seats with a centre aisle. The fuselage had a rounded off square cross section and was not pressurized.

When the first flight took place, seven L-10s had already been ordered by Northwest Airlines and Pan Ameri-

can Airways. But they were only the first airlines to order the nimble little aircraft. Before the summer was over, orders had increased to 22 and within a year the order book stood at 40. Lockheed knew it had a winner on its hand.

The L-10 prototype, X 233Y, had a forward-slanted windscreen and photographic evidence shows that at least one other aircraft was thus equipped., but Lockheed soon switched to the more-conventional and more-streamlined rearward-slanted windscreen. Most Northwest aircraft, and all aircraft in the fleets of other airlines, had the latter form of windshield.

The Electra was offered with a choice of four engines:

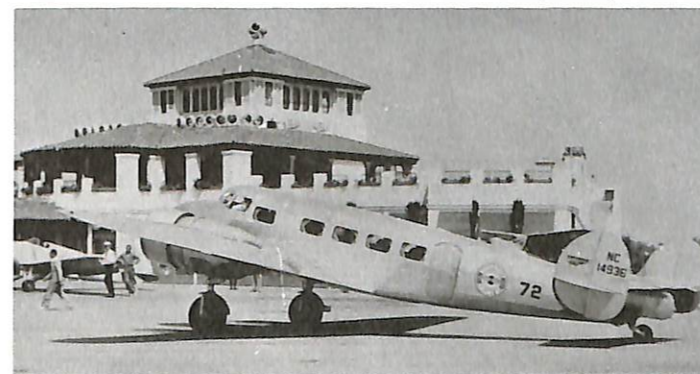
L-10A - 450 hp P&W R-985-SB2 Wasp Junior;
L-10B - 440 hp Wright R-975-E3 Whirlwind;
L-10C - 450 hp P&W R-985-E3 Wasp Junior, and
L-10E - 600 hp P&W R-1240-S3H-1.

Of these, the L-10A was the most numerous - more than 100 of the 149 Electras built were of this version. All versions, regardless of their engine, were equipped with two-bladed, constant-speed metal propellers.

The large majority of L-10s manufactured by Lockheed were for the civil market, but several ended up in military service. The U.S. Army Air Force (USAAF) purchased four L-10As in 1937. In 1942 another 15 were drafted into service from the airlines, together with seven L-10Bs and four L-10Es. The British Royal Air Force purchased a number of second-hand machines from U.S. airlines. It also acquired one British Airways aircraft.



Pan American Airways operated six L-10 Electras on its Central and South American services and in the Caribbean. Unfortunately, this photo doesn't show the complete serial number. (Pan American photo)



NC14936, fleet no. 72, was one of 14 Lockheed L-10 Electras in service with Northwest Airlines. They operated on the northern trans-continental service from Chicago to Seattle. (Lockheed photo)

Lockheed never intended the L-10 - and the later L-14 and L-18 - to be direct competitors for the DC-2 and DC-3. Neither did it aim its sales efforts at the major trunk airlines such as American, Eastern, United and TWA. These had all bought large fleets of Douglas aircraft and had no need for the smaller Lockheeds. Lockheed pinned its hopes on the many smaller airlines and especially those which operated in competition with the large air carriers on the same routes. On those services the Lockheeds offered a superior speed which attracted many travellers. Because of this speed advantage, the Lockheeds were ideally suited to the multi-stop services of the smaller airlines, such as Northwest, National, Continental, and others. The higher speed often made up some of the time lost in the frequent stops.

THE L-10 ENTERS SERVICE IN THE U.S. Northwest Airlines and Pan American led off the airlines signing up for the L-10. Between them they bought the first seven, while Pan American later also bought the eight production aircraft. PAA's fleet would include six L-10As (not counting a number for several of its subsidiaries) and Northwest ended up buying 14: 13 L-10A and one L-10E (although some sources say they were all L-10As). Northwest had the honor of operating the world's first L-10 service when it placed the aircraft on its Seattle (Wash.) - Fargo (N. Dakota) route on 11 AUG 34. The route was extended from Fargo to Chicago (Illinois) on 31 DEC 34 after Northwest had bought Hanford's Tri-State Airlines and its network. Despite the inroads the DC-2 and DC-3 were making in U.S. airline fleets, Northwest remained faithful to the L-10 - and later the L-14 - until 1939, when it operated its first DC-3.

Pan American Airways was the second airline to operate the L-10. It purchased six for its own services in Central and South America and the Caribbean, but it also supplied them to several of its subsidiaries in that region and elsewhere. Three of these, Cubana, Mexicana and Aerovias Centrales (also of Mexico), began operating them in 1934 (see later). Pacific Seaboard Airlines began mail services between Chicago and New Orleans on 03 JUN 34 and later that year replaced its single-engined Bellancas on the route with Electras. PSA had been based in Los Angeles and operated a coastal service to San Francisco, but in 1934 it won the Chicago - New Orleans mail contract away from Robertson Airplane Service (Charles Lindbergh's ex-employer) and moved to Chicago, lock, stock and barrel. That same summer, the airline changed its name to Chicago and Southern Airlines.

Eastern Air Lines added five L-10As to its "Great Silver Fleet" in 1934 and operated them alongside its DC-2s. They served routes where their higher speed was of more importance than the greater capacity of the DC-2. When EAL acquired DC-3s in 1936, the Electras were sold.

In the north, the L-10 started operations with Pacific Alaska Airlines on 02 APR 35. It operated on the Juneau - Fairbanks route, via Whitehorse in the Canadian Yukon Territory. Pacific Alaska was a Pan American subsidiary and the L-10 was the airline's first aircraft for which it published exact departure and arrival times. On 01 JUN the service was extended to Nome, also in Alaska. Pacific Alaska operated one L-10 on a non-retractable ski undercarriage.

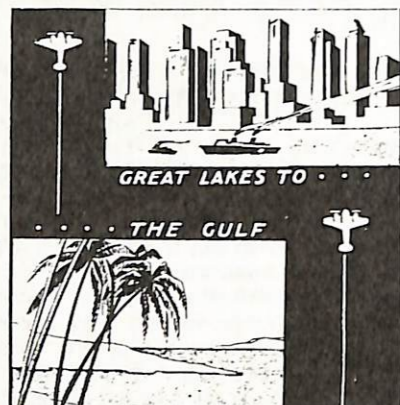
Pan American itself introduced the L-10 on its Carib-



Braniff Airways called its L-10A Electras "B-Liners" and flew them on its north-south Chicago - Brownsville "Great Lakes to....the Gulf" service. The airline had seven between 1935 and 1940.

(Lockheed photo)

Hanford Airlines was another of the smaller U.S. airlines which made good use of the L-10. It flew them on its Mid-Western network and as Mid-Continent Airlines, still operated five.



Hanford Airlines was another early L-10A operator. It flew the aircraft on its Mid-Western network, linking Minneapolis-St. Paul, Winnipeg, Milwaukee and Kansas City. With the Electra entering service, the Kansas City service was extended south to Tulsa (Oklahoma). Hanford was renamed Mid-Continent Airlines in AUG 36 and by 1942 was operating five L-10s and four L-18s. The airline was absorbed by Braniff in 1952.

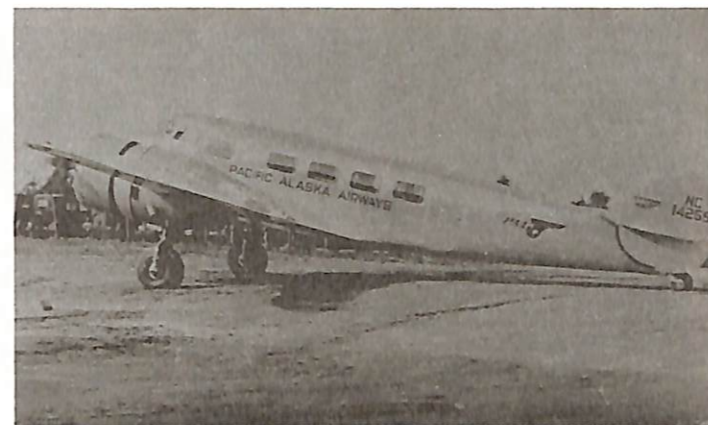
The L-10 was also in service with Boston-Maine Airways. The airline introduced two A-versions on its New England services, operated in association with Central Vermont Airways, in 1936. They operated to Burlington (Vermont) and Bangor (Maine), as well as to Montreal (Quebec, Canada). Both Electras survived to fly with Northeast Airlines, the new name for Boston-Maine, effective NOV 40. Northeast also had two ex-Braniff Electras and one ex-Eastern.

Two Electras entered service with the National Airline System in Florida in SEP 37, operating on the airline's new route from St. Petersburg to Miami via Sarasota and Fort Myers. On 01 NOV 38 they also went on the new mail and passenger service from Jacksonville (Florida) to New Orleans (Louisiana). This service stopped along the way in Valdosta (Georgia), Tallahassee, Mariana, Panama City, Pensacola (all in Florida), Mobile (Alabama) and Gulfport (Mississippi). National bought two more Electras for this service.

NO MAJOR ROLE AFTER WORLD WAR 2

The L-10 Electra did not play any significant role in post-WW2 U.S. air transport. War-surplus DC-3s were widely available and "everyone operated them." No airline could do without them, or so it seemed. Above all, they were cheap to acquire and cheap to operate. However, a few of the new local service airlines which were springing up all over the U.S., started operating with the L-10. The first of these, Essair of Houston (Texas) began operations on 01 AUG 45 with three Electras, operating from Houston to Abilene via Amarillo. The aircraft were sold in early 1948 to another early local service pioneer, Wisconsin Central Airlines. WCA placed them on its Twin Cities - Chicago service and on other routes within Wisconsin, beginning 24 FEB 48. They were replaced by DC-3s in 1951.

Boston-Maine Airways operated two L-10As on its New England network in association with Central Vermont Airways. The Electras also flew on the airline's Montreal route. Boston-Maine was owned by two railways, the Boston Maine and the Maine Central Railways. L-10A NC16056, c/n 1070, fleet no. 56, was photographed at Logan Airport, East Boston, in 1936. (Delta Air Lines photo via Norm Houle)



Pacific Alaska Airways, a Pan American subsidiary, flew the L-10A on its Juneau - Fairbanks service, later extended to Nome. Pacific Alaska also operated an L-10 on a non-retractable ski undercarriage. Illustrated is NC 14259. (Pan American photo)

Provincetown-Boston Airline was probably the best-known post-WW2 U.S. L-10 airline. It acquired two in 1950 for its Provincetown - Boston service and on 01 JAN 60 PBA started operations in Florida during the winter tourist season only under the name Naples Airlines. The majority of the PBA fleet was now working in and around Provincetown and Boston in the summer and in Florida during the winter. The L-10s at one time or another also operated on both networks and the airline was reported in 1970 to still be operating three Electras. However, they were gone by 1974.

FOREIGN SERVICE: CANADA

The first Canadian L-10 went into service on 04 AUG 36 on the Vancouver - Seattle service of Canadian Airways, which had two L-10s. The route and the two L-10s were taken over by recently-formed Trans-Canada Air Lines on 01 SEP 37. TCA bought three more from Lockheed and they remained in service until taken over by the Department of National Defence (four) and the Department of Transport (one) in 1939. One of these, CF-TCC, was still in service with Matane Air Services of Matane, Quebec, in 1962 and survived later in the United States until recently, when Air Canada bought it and restored it to its former TCA glory (see separate story).

Between APR 44 and JAN 46 Maritime Central Airways



The first Electra in Canada, L-10A CF-AZV, was one of two for Canadian Airways. It went to Trans-Canada Air Lines upon that carrier's formation on 01 SEP 37 and operated that airline's first service, Vancouver--Seattle, on that day.



Probably the best-known post-WW2 L-10 Electra operator, Naples & Provincetown-Boston Airline is now called PBA but it still operates the same short-haul, multi-stop services today as during its "Electra years" in the 1950s and 1960s. N36PB was one of several, all of which operated in different liveries.

of Moncton, New Brunswick, acquired two ex-USAAF and one ex-Eastern Air Lines Electras. They operated them on the Atlantic coast network of the airline until 1957, then sold two to Matane Air Services and one to Trans Gaspesian Air Lines, both of Quebec.

Matane operated charter and scheduled services from Matane along the St. Lawrence River. One of its L-10s was leased by Air Canada in 1963 for a 25th anniversary trans-Canada flight (see later story). Matane was acquired by Quebecair in 1965 and the Electras were disposed of.

Eastern Provincial Airways, operating services along Canada's Atlantic coast, operated two L-10As for a couple of years in 1955/57 but they were sold in the latter year to Trans Gaspesian for its non-scheduled passenger and cargo services out of Gaspé, Quebec. One of these remained in service until the early 1970s. The airline adopted the name Air Gaspé in 1962.

FOREIGN SERVICE: SOUTH AMERICA

The Lockheed twins were used extensively in South America. From 1936 until the mid-1960s the L-10 operated in five different countries:

BRAZIL

The first of two Panair do Brasil Electras entered service on the airline's new Rio de Janeiro - Belo Horizonte route on 23 MAY 37. The inland route was a first for the airline, which until then had operated primarily with flying boats along the Atlantic coast and up the Amazon River. In DEC 37 Panair also introduced the L-10 on its new Sao Paulo - Asuncion (Paraguay) - Buenos Aires (Argentina) route.

VARIG, Brazil's other major airline of the day, acquired eight Electras (including two ex-USAAF) in 1943 to replace a motley collection of obsolete pre-WW2 German, Italian and British aircraft that had somehow survived the rigors of time.

In 1949 Aeronorte started operations with three ex-VARIG Electras in Northeastern Brazil. This local network included Belem, Recife and Salvador. The aircraft remained in service until 1953 when Aeronorte was taken over by Aerovias Brasil. I have not been able to determine whether or not the Electras continued in service with Aerovias at that time.

VENEZUELA Linea Aeropostal Venezolana introduced the Electra on its domestic services in 1937 and at one point had seven L-10A and one L-10E, all bought new from Lockheed. They remained in service until the end of WW2 when surplus military DC-3s became available in large numbers.

COLOMBIA Servicio Aereo Colombiano (SACO), which hereto had operated a fleet of Ford Trimotors, placed two L-10Es on its routes linking the country's three largest cities, Bogota, Medellin and Cali, in 1939. But in OCT of that year the airline merged with SCADTA to form Avianca and beginning in early 1940, the Electras became part of the AVIANCA fleet, which also included a dozen Boeing 247Ds, formerly operated by SCADTA.

CHILE The first of six L-10s was delivered to LAN-Chile on 11 MAR 41 and the aircraft replaced the airline's German aircraft. Four of these Electras were actually the last ones built by Lockheed. LAN's Electras operated domestic services and services to neighboring Argentina across the Andes. Many years later, in 1953, a new airline, Compania Nacional de Turismo Aereo, started domestic operations with two L-10A, both ex-LAN aircraft.

PARAGUAY Pan American Airways, through its subsidiary Panair do Brasil, began L-10 service to the capital of Asuncion in DEC 37. The aircraft operated from Sao Paulo to Buenos Aires via the Paraguayan capital. The L-10s were replaced by DC-3s in 1938.

ARGENTINA Primera Linea Aerea Santaferina (PLAS) was the only airline in Argentina to operate the L-10. It had one or two and operated them on the Santa Fe - Rosario - Buenos Aires route. The service ended in the mid-60s.

FOREIGN SERVICE: THE CARIBBEAN AND CENTRAL AMERICA Mexico was the first country outside the United States to receive L-10 service. That was when Pan American Airways introduced the type on its Los Angeles - Mexico City service in APR 34. This service was the first one which enabled Californians to reach the Mexican capital in daylight hours of the same day.

Aerovias Centrales, which was controlled by Pan American, operated five L-10Cs on the so-called Aztec Trail air service from the border city of Ciudad Juarez down central Mexico to Mexico City during 1934/35. However, the airline was disbanded by PAA in DEC 35 and the fleet transferred to Compania Mexicana de Aviacion, another PAA subsidiary. CMA had started L-10 service from the capital to Los Angeles in SEP 34 and it continued operating Electras until 1937, when their replacement by DC-2s and DC-3s started.

In Cuba, PAA subsidiary Compania Nacional Cubana de Aviacion (Cubana) started L-10 operations on 29 JUL 35 between Havana and Santiago, replacing Ford Trimotors. Cubana, which had a total of five Electras, operated them until the end of WW2, when they were replaced by ex-military DC-3s.

The legendary Transportes Aereos Centro-Americanos (TACA) of Honduras began operating the L-10 in 1939, one year after it had introduced the later L-14. TACA of course, operated throughout the Central



Servicio Aereo Colombiano operated two L-10Es on its services linking Bogota, Medellin and Cali in 1939. C.110, c/n 1133, is illustrated. C.111 was c/n 1134. (Lockheed photo)

American region. It was primarily a freight airline, but it also operated some passenger services.

FOREIGN SERVICE: EUROPE Collectively, the European countries were the largest operator of the L-10 after the United States. Four airlines in four different countries bought a total of 31 Electras and operated them until the outbreak of World War 2, in many cases in competition with the DC-2s and DC-3s of other airlines.

British Airways was the first European airline to place an order for the Electra. The only British aircraft of that time that could compete with the L-10, was the Bristol 142 "Britain First." But in its military guise as the Blenheim bomber, the Royal Air Force had first call on the production.

BA was therefore forced to go elsewhere for modern passenger aircraft to compete on several key European services with the DC-2s and DC-3s of the Dutch KLM and the Swiss airline Swissair. The first L-10 Electra for the British operator was delivered in 1936 and went into service on the twice-daily London - Paris service on 05 APR 37, reducing travel time to 1 hr 20 mins from 2 hrs 20 mins. In the same month the Electra also started operating the BA service from London to Malmo and Stockholm, Sweden.

British Airways was one of the principal L-10 Electra operators in Europe. Its seven L-10As brought new standards of air travel to the British public and they allowed BA to operate competitively throughout Europe in the face of DC-2 and DC-3 competition. (Lockheed photo)



Polish Airlines LOT Lockheed L-10 SP-AYC at Warsaw Airport. Text at the bottom of the publicity shots gives information about capacity and max. speed of aircraft in both Polish and French text. (LOT photo)

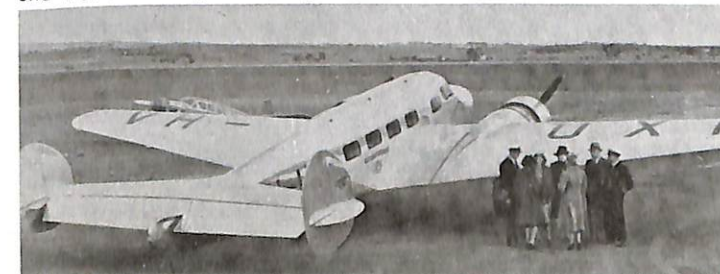
For a short time BA's L-10s operated out of Croydon airport while their home base of Heston was undergoing major reconstruction. Croydon was the base for Imperial Airways and nowhere else was the difference between the new American airliners and the old-style British biplanes so obvious as at Croydon during those months.

The first war clouds started to gather over Europe in 1938 and Royal Air Force pilots began flying as co-pilots on BA Electras, for the dual purpose of gaining experience flying modern high-speed long-distance aircraft and to get to know Germany from the air. In 1939/40 two of the BA L-10s were transferred to the RAF and the three remaining planes went to the new British Overseas Airways Corp. (BOAC) formed in APR 40 by amalgamating British Airways and Imperial Airways. BOAC continued to operate the Electras, primarily on its North African services.

LOT of Poland, LARES of Romania and Aeroput of Yugoslavia also bought the L-10. LOT took delivery of 10 in 1936/37 for its domestic and East-European services. When the war broke out in SEP 39, five aircraft escaped to Bucharest, Romania and a sixth was incorporated into the Soviet Air Force that same month. It is believed the five L-10s in Bucharest were seized by the German Luftwaffe, but their fate is unknown.

LARES of Romania had seven L-10s by 1939 and Aeroput had four. Both carriers used them on domestic and regional routes.

FOREIGN SERVICE: AUSTRALIA AND NEW ZEALAND Guinea Airways started L-10 service on 22 FEB 37 between Darwin in the north and Adelaide in the south, with two aircraft. Six months later the service was extended east from Adelaide to Sydney. In WW2 Guinea AW flew two L-10s in Papua-New Guinea in support of military and civil authorities. McRobertson-Miller Aviation had two L-10s on its mail service from Perth in the southwest along the west coast, to Daily Waters in the Northern Territories

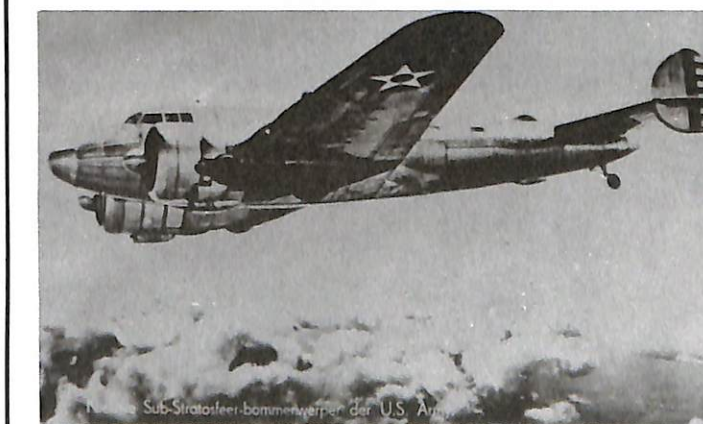


VH-UXI was an L-10 Electra operated by Guinea Airways of Australia.

linking up with the European service of QANTAS. Ansett and QANTAS also had L-10s on their pre-war services out of Melbourne and Sydney respectively.

Union Airways of New Zealand placed three L-10s in service out of Wellington and Auckland on domestic service on 26 JUN 37. They were the first all-metal aircraft used by any New Zealand airline.

TO BE CONTINUED IN NEXT ISSUE



These three black-and-white postcards were produced commercially in the Netherlands before WW2. They show from top to bottom: Lockheed L-10 SP-AYB of LOT, Poland; L-14 PJ-AIP "Parkiet" of KLM West Indies Division, and the XC-35. The latter card reads at the bottom "New Sub-Stratosphere-bomber of the U.S. Army" in Dutch. L-10 card carries no publisher's name, L-14 is by Sparo of Rotterdam and XC-35 by J. Sleding of Amsterdam.

WINGS & THINGS

by RICHARD KORAN



(LEFT)
Ms. Ruth K. Rhodes, the first Chief Air Hostess for Transcontinental & Western Air, Inc. This photo, in the Tom Dragges collection, was identified after appearing in a couple of displays in the Bay Area. Found at a Marin County flea market, this photo of Ms. Rhodes is a highly prized part of Tom's airline collection.



The Transcontinental & Western Air, Inc. hostess badge worn by Ms. Ruth K. Rhodes while she served as Chief Air Hostess for the airline. This badge was given to Tom Dragges after Ms. Rhodes was located from an identification of her photo, which was found at a Marin County flea market. The badge is silver with red enamel in the center.



This Continental Air Lines logo appears on the back of an International Airlines Museum post card of a Lockheed Lodestar. This is a detailed Continental insignia not often found reproduced with such quality. The card is done in black & white. I have seen only one wing badge with this insignia on the wing.

The introduction in a recent book on military pilot insignia and badges begins, "Collecting wings is a science as well as a hobby. Once the collector gets started on this challenging area of (aviation), he needs to have a body of knowledge to work with and all the instincts of a good hunter."

This comment on collecting has special merit as it applies to a great degree to the following facts from Tom Dragges (the LOG's airline playing cards editor) and his search for a name to go with a photograph he acquired last year. Tom was able to add a photograph of an "unknown" Transcontinental & Western Air hostess to his collection when a friend of his picked it up at a Marin County flea market (see picture to the right). At home he opened the back of the framed photograph, hoping to find a name and perhaps some other information. But nothing was on the photograph other than the number "37" on the border and that was thought to be, perhaps, the year it was taken. A picture of this quality had to have a "name", so Tom began to probe various means of finding out who the hostess was.

While promoting the Airliners International 85 convention in San Jose, Tom set up exhibits at various places. One of these was the Burlingame Public Library and the TWA photograph was part of that display, along with a card requesting information and possible identification of the "mystery hostess."

Following the AI 85, Tom promoted a Bay Area mini-convention a few weeks later and set up another exhibit at the Los Altos Public Library. The TWA photograph was used again, together with the card asking for any and all information. This time there was a response. The librarian called him and said a woman, who also had been a Transcontinental & Western Air hostess, had identified the person in the photograph!

"MYSTERY HOSTESS" IS IDENTIFIED

Tom contacted the woman, a Ms. Margaret Clarke Thrush, who told him the "mystery hostess" was a Ms. Ruth K. Rhodes, and that she would be seeing

Ms. Rhodes at a 50th anniversary reunion of TWA hostesses in Albuquerque, New Mexico, which she was planning to attend. Ms. Thrush said she would be sure to have Ms. Rhodes contact Tom.

Three weeks after the hostess reunion, Tom received a letter from Ms. Rhodes in which she thanked him for wanting to get in contact with her and she told him how pleased she was that he had the photograph. She also commented to him about how hostessing was so much different these days compared to her time. She told him of when she was one of the first group of hostesses hired by Transcontinental & Western.

Ms. Rhodes told Tom that after she had been on the job a few weeks, she was serving a flight with Jack Frye (TWA president) and his wife on board as passengers. Frye thought she was doing an excellent job, Ms. Rhodes remarked, and within a week he offered her the position of Chief Air Hostess for the line. Ms. Rhodes said she declined, believing it would be unfair to the other women to make a selection so soon. TWA then appointed three senior hostesses, including Ms. Rhodes, and put them in charge of selected flights for the airline.

A few months later, Ms. Rhodes was again offered the top hostess position and this time she accepted, thus becoming the first Chief Air Hostess for Transcontinental & Western Air, Inc. After further correspondence, Tom received Ms. Rhodes's original hostess badge along with a letter telling him how happy she was it would be a part of his collection.

My thanks to Tom Dragges for contributing this story and the photograph. It just shows what a little effort will do when building a collection. Being a "good hunter" has its rewards!

With the Lockheed series of twins featured, Charlie Dolan's recent letter has some information to share too. He writes, "Air Canada is celebrating 50 years of operations this month (APR 86). Today they had a Lockheed 10A, registry C-FTCC, on display at the Air Canada hangar in Montreal. It is getting on a 50-city tour and will join CF-TCA at Expo 86 in Vancouver. They did a magnificent job restoring it and the crew is wearing the original TCA uniforms and brass. Very impressive!" Perhaps those of you who will visit Expo 86 in YVR this year will have an opportunity to see the Lockheed 10A, as well as the "brass."

BETTER PICTURES

I had the pleasure of shooting my photographs for this issue of the LOG with new copy stand equipment (finally!) and utilizing sets of lights in the hope of eliminating shadows around the wings and badges. I am happy with the results and I hope you enjoy the photos even more. For those of you who would like to share your items by contributing photographs, please do them in black & white. They are easier to work with when they are in B&W. (Ed. note: the LOG does accept color photos too. They can be used, but the reproduction of them is sometimes "softer" than that of a good B&W photograph.)

I recently acquired the book "Sky Truck" by Stephen Piercey, one of the Osprey Colour Series productions. The book records in photographs and text "the dwindling number of spirited operators who still use fleets of old transport aircraft, against all odds." "Sky Truck is profusely il-



Chicago and Southern Airlines wing is a pin-back piece produced by Balfour. It is gold over Sterling and one of the finest in my collection. There is a version in the Quarles collection that has blue and orange enamelling in the center logo that is quite striking. Hopefully I'll be able to acquire a photo of that one for the LOG.



National Airlines "flagpole" wing that is treasured by many wing collectors. This double screw back wing has a gold finish with the red, white and blue enamel center. A finely feathered piece, this wing is from the early Lockheed era.

lustrated with pictures of these Third World propeller-driven airline relics which have been forced out of service by the major carriers, into the hands of the smaller, more-colorful cargo haulers. "Often one-man bands running on less than a shoestring budget," these carriers "ply back-street cargo markets seeking work, and carry literally anything that will pass through their cargo doors." DC-3s, -4s, -6s, -7s, old Connies, Curtis Commandos and others fill the pages of this book, giving the reader an opportunity to perhaps identify some wings or badges from the logos and livery markings on these sometimes dilapidated pistons.

At the time of his death in an air crash following a mid-air collision during an air-to-air photo mission at the Hannover Air Show in W. Germany on 20 MAY 84, author and photographer Piercey worked as the Chief Photographer for the British aviation weekly Flight International and was doing a great job recording this present-day look into the past. Whether you are a wing collector or an "airliner nut," this book is a must for your reference shelves.

"UNKNOWN" WING IS IDENTIFIED

Back in the summer 1984 issue of the LOG I placed a photograph of an "unknown" wing - black enamel center with white "birds" in the center of a gold-finished wing. Well, Hector Cabezas of Frankfurt am Main, West Germany, an associate of "Das Fliegende Museum" located at FRA International Airport, has identified it! The wing is from a flight school and charter operator, FLUWA - Flugschule Kassel-Waldau. The wing was used in the early 1960s. It took a while, but this wing finally has a name! Many thanks, Hector!

Another "unknown" wing is included with this issue. It comes from the Tom Dragges collection. A gold-finished wing, the center logo is done in blue enamel and the characters are in gold. The wing is clutch back for wear and there are no hallmarks or other distinguishing marks. HELP!

To wrap up the Pan American effort, I recently spent an hour or so on Treasure Island, next to San Francisco, in



Wisconsin Central Airlines also flew the early Lockheed airplanes. This wing was given to me by Capt. Don Plank, one of the original WCA pilots. The wing is silver with deep red and light blue enamel work in the center. It is hallmarked Green Duck Co., Chicago, and has numerous other marks on the back. It is clutch back for wear.



Central Airlines pilot wing with red, white and blue enamel in the center shield. The wing is silver. However, there are no hallmarks. For its age, the wing is in great condition. Central was one of a number of airlines which flew the early Lockheed airplanes.

the old PAA terminal building which now houses Navy offices and a Navy/Marine Corps museum. A number of Pan American items are also on display in the building that served as PAA's terminal after the 1939 Golden Gate International Exposition ended in 1940. The large Pan American globe that was displayed during the exposition is there, along with numerous mementos of PAA's Pacific flying. A dynamic model of the China Clipper, with a wing span of about



Pioneer Airlines pilot wing is gold and uses screw backs for wear on the uniform. This wing is a finely detailed piece and is one of my favorites. The Pioneer Airlines wing that came after this one appeared in a previous issue of the LOG.



Eastern Air Lines agent's badge as worn in "the early days". The badge is Sterling and has a pin for wear. The enamel work is superior and is red, light blue and dark blue ... a great collectible.



Northeast Air Lines wing done in bronze with the letters "NEA" in orange enamel. The wing is clutch back for wear and there are no hallmarks. This wing was found in the Montreal area.



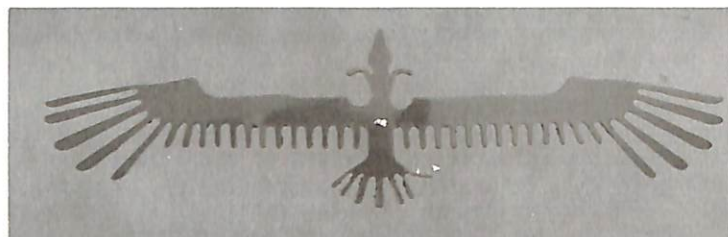
American Airlines kiddie wing found at a military show in the Detroit area. It is silver overall with a pin back for wear. AA eagle and letters are somewhat worn, but the red and blue can be seen under magnification. Wing is 2 1/4 inches (57 mm) wide. All metal wing weighs quite a bit too.



Although there were no flight engineers on the early Lockheed airplanes, this Northwest Airlines FE wing is shown because I really like it ... and it is from the early Lockheed era. It is overall gold finished with the Gold Filled mark on the reverse side. Two screw backs for wear. Die-struck using the Navy-style wing pattern. An example of this wing with dark blue enamel center is in a collection in the Seattle area.

four feet (1.20 m) is on display too. The model appears to have been covered with thin metal wherever the real aircraft was. I also acquired Stan Cohen's "Wings to the Orient," a pictorial history of Pan American Clipper planes from 1935 to 1945.

I recommend a visit to this small museum whenever you are in the Bay Area - and I bet a lot of us have driven past all the history located there!



This Condor Syndikat ground personnel badge represents the 1920s era of German airline operations in Columbia, South America. A very fine badge, worn by ground operations employees and others, this badge was provided by Hector Cabezas. Hector acquired this badge during a recent trip to South America. A pin on the back is used for wear. This is a large badge, measuring just under four inches (100 mm) across!



U.S. Air Mail wing in the style worn for many years, starting in the late 1920s, up to the 1940s. This wing is hallmarked with "Patent Applied For" behind the globe and has "Rolled Gold" struck on one of the wings near the globe on the back. It is screw back for wear. This wing has a very detailed feathering and is in very fine condition.



Pennsylvania Air Lines wing, a Josten re-strike, represents the company that merged with Central to become Pennsylvania-Central Airlines. This finely-detailed piece represents the art of wing-making to a great degree. The shield is light blue enamel with red letters "PAL". Clutch backs are used on this example and I am not sure whether the original used them or that it had pinback. Perhaps one of our readers knows that detail and wants to share it with us.



From the Tom Dragg collection, this nicely-made wing remains unknown. The badge is gold-finished with a blue enamel center with gold symbol. Clutch backs are used for wear and there are no hallmarks or other distinguishing features on the reverse. Any ideas anyone? If you do, please write and let us know! Thank you

COLLECTORS

Niek Vermeulen of Wormer, The Netherlands, is unique among airline memorabilia collectors. The 48-year-old Dutchman has the largest collection of airline air sickness bags in the world. He has nearly 200 different ones from just under 100 different air lines. The collection is recognized as the world's largest in the Dutch- and the German-language editions of the Guinness Book of World Records, and Mr. Vermeulen hopes to have the English-language edition list it in the near future.

It started all as a lark about six years ago. Over a drink, Mr. Vermeulen and his brother-in-law, Rob Hupkens, were discussing fun ways of getting their names into the records book but without having to spend a lot of money. Both are frequent business air travellers and so they hit upon the idea of collecting the air sickness bags airlines so thoughtfully provide in the seat pockets in their aircraft.

To get as many different bags as possible fast, Mr. Vermeulen booked his business trips on as many different airlines as he could, always taking the air sickness bags he could find, home with him. He also frequently asked airline personnel at airport counters, "they stared at me as if they were seeing a ghost," he said. "But after I explained my request, they always tried to help."

He has also tried writing airlines to ask for copies of their air sickness bags, but that was not successful. Several years ago he wrote to some 20 airlines, and only one, Singapore Airlines, replied.

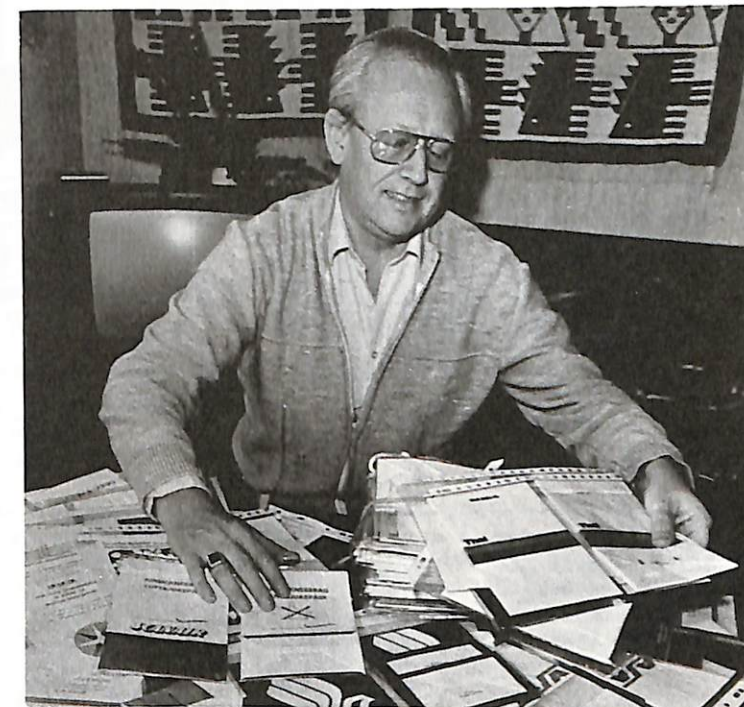
Now that the collection is getting known, many people from around the world are sending him bags they have obtained for him during their travels. He even has contact with one or two airline pilots in the U.S.A. who send him new issues they come across.

Most airlines print their logos and other promotional messages on their air sickness bags. But since these logos and messages change frequently, there are many more different bags than there are airlines. Mr. Vermeulen says this provides him with unlimited opportunities to expand his collection.

One day Mr. Vermeulen was booked on an Air Jamaica flight out of Miami, FLA. But a strike by air traffic controllers halted all air traffic. After a five-hour wait, passengers were offered a choice between waiting still longer, or getting their money back. "I took my money back," Mr. Vermeulen said, "but I did get my air sickness bags."

On another occasion he flew on COPA of Costa Rica, but that was a disappointment from the collector's point of view. COPA's air sickness bags did not have any logos or messages printed on them and plain bags are of no interest to a collector.

Air Sickness bags all have their own personality, says Mr. Vermeulen. Those of Swissair are classy, he says, and National Airlines' were the largest he has ever seen. There are also airlines which have different bags for different routes and different types of aircraft in their fleet.



WAHS member Niek Vermeulen of The Netherlands has the world's largest collection of airline air sickness bags. It is formally recognized in two European editions of the Guinness Book of World Records and may soon also be in the world-wide English-language edition. Here he shows part of his collection.

In September of 1985 Mr. Vermeulen's collection was officially included into the Dutch- and German-language editions of the Guinness Book of World Records, during a special "Records Week" sponsored by the Guinness people and the tourist board of the Austrian city of Faakersee. It was described as the largest "luftkrankheitsbeutelammlung der Welt" - the largest collection of air sickness bags in the world. And "natürlich ungefüllt" - empty of course.

While in Miami, Mr. Vermeulen was interviewed about his collection on the local Channel 4 TV station. He has a copy of the video tape to prove it.

The goal has been reached: Niek Vermeulen's name is in the Guinness Book of World Records. But that isn't the end of the collection. There are many more than the just under 100 for which Mr. Vermeulen has air sickness bags. Besides, he says, he has come to enjoy the attention his collection attracts everywhere he goes. All bags fit into one large box which he can take along easily to conventions and other events where collectors gather. He also has many spares and would like to trade those with other collectors.

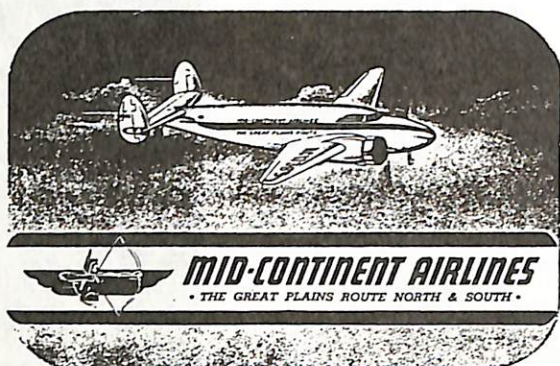
He said his brother-in-law has been working and living in the Middle East for some time now and he hasn't heard from him for awhile. He doesn't therefore know how his collection of bags is coming along. But he has heard from reliable sources that there are more people who collect these bags and he would like to hear from them.

STICKER CHATTER

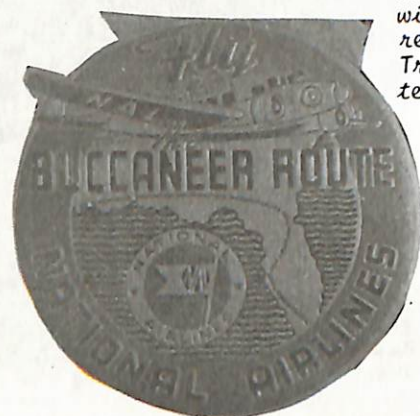
by DON THOMAS



#1. Orange, silver and black sticker depicting L-10 of Chicago and Southern Air Lines.



#2. Mid-Continent label shows L-18 on blue-green sky background with red text in bottom bar, red wings and blue Indian figure. Trim on aircraft is also red, text and NC number are in black.



#3. This National Airlines sticker comes in red (outer circle, background of flag, route line), blue (all texts, ocean waves, airplane) and silver.



#4. Shield depicting CPAL L-18 comes with two-color background: top and bottom are blue, centre (A) is red. L-18 is also blue and a narrow half circle in blue section below the airplane is red.

#5. City, prairie, mountain and sea scenes show where Yukon Southern's L-18s operated. Outer rim of this label is red, with white aircraft on multi-colored background.



heed L-18 Lodestars on some of their early labels. The CPAL label comes in two different sizes, 3 3/4 inches deep and 2 7/8 inches wide (9.5 and 7.3 cm) and 3 inches deep by 2 1/4 inches wide (7.6 and 5.7 cm). Otherwise they are identical.

Latin American airlines made good use of the Lockheeds. Note the beautiful label of Panair do Brasil (#6 - very rare!) and the smaller one (#7). VARIG (#8), LAN-Chile (#9) and Cubana (#10) labels are also shown, and even one from NKK of Japan (#11) which looks like a Lockheed L-14 or a copy of it. Mexicana also used Lockheeds, but did not illustrate them on labels, nor did Alaska Airlines and Pacific-Alaska. Lockheed Electras on wheels could be chartered from Pacific-Alaska for \$125 per hour, according to their APR 35 timetable. The same rate for these 10-passenger air-



#6. Panair do Brasil was the major L-18 operator in South America. This label is very rare! Note the protruding covers for the guides of the large Fowler flaps at the trailing edges of the wing, for which the L-18 (and the L-14) were known.

planes still applied in the JUN-OCT 40 schedule. This schedule shows the Electras being used on the main routes, Juneau to Fairbanks and Fairbanks to Nome, with stops enroute. Incidentally, most of these Pacific Alaska timetables and brochures show good pictures of the L-10 Electras on the front covers. (Ed. note: see George W. Cearley's Airline Schedule article this issue.)

DEREGULATION AND MERGER The deregulation and merger madness is getting more hectic than ever. **MADNESS GETS MORE HECTIC** Eastern Air Lines sold to Texas Air, which had already bought Continental and New York Air. Trans World Airlines buying Ozark Air Lines, Piedmont acquired Empire Air Lines, Presidential Airlines purchased Gull Air, Northwest Airlines agreed to buy Republic Airlines, Pride Air going broke in New Orleans, rumors of Delta buying Western Airlines, Muse Air

#8. This VARIG label comes in a pastel green color with all text in yellow. Circle in bottom left corner is also yellow.



#9.



#7. "Com os cumprimentos da PANAIR DO BRASIL, S.A." says this L-18 label ("With the compliments of Panair do Brasil, S.A."). Then, below the very-well and accurately drawn L-18, "Seccao de Propaganda" ("Public Relations Department") and the airline's address at that time, Av. Graca Aranha, 226, SOB. Tel. 42-9830, Rio de Janeiro. Colors are green (top), yellow (centre) and orange (bottom) in background, with the aircraft a shade of green with very dark green trim and text.

changed its name to TranStar, Cascade Airways decided to cease operations when Beech took back its leased aircraft. United Airlines started serving Pan Am's Pacific routes in February, Virgin Atlantic Airways started flying to London from Miami, in addition to its low-cost London-New York flights. I haven't seen the paper yet today, so I don't know what other airline has gone bankrupt overnight, but I am sure there are some. Tune in next issue.

All of the above changes could mean new labels - certainly new BILs. Already we have a new one from Piedmont, showing tails of both Piedmont and Empire F-28 jets. (#12). This label, and Piedmont's Airline of the Year label (#13) will be sent to anyone who sends me an SASE. All collectors should try to get a supply of labels from

The large cloud in this LAN-Chile label is in deep blue. Aircraft trim is in red, as is the arrow, right-most feather in the archer's headband and the grip of the bow. Across bottom is the Chilean flag: left one-third of top bar deep blue with white star, remainder of bar white, and bottom bar red.

#10. Orange (centre) and blue (outer rim) label of Cubana, depicting a rather mis-drawn L-10. Letters spelling out company name are in white.





#11



#12



#13

#11. Nippon K.K. L-14 label shows aircraft on light blue sky inside a red outer circle with white text, and double inside circles in blue.

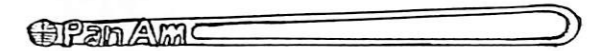
#12. Piedmont & Empire F-28 jets combine to create "The New Air Force in the Northeast." Tails are shown on blue-grey background.

#13. Piedmont's Airline of the Year label, brown bird and text on blue.

AIRLINE HAPPY HOUR

by AL S. TASCA

In this issue of the CAPTAIN'S LOG I am taking a look at Pan American swizzle sticks which show the new logo that came in use around 1958. Illustrated are six sticks, as follows:



#1

#1. This Pan Am one-sided stick is the most-common one found, and the light blue one is still in use today. It measures 5½ inches long a 3/8 inches wide at its widest point (14 cm by 0.95 cm). The centre is hollowed out, giving it a very thin ridge, and the bottom is flat. These sticks come in six known colors and all have a silver logo and writing. Colors known are light blue (most common and still used), dark blue, medium red, yellow, black and white. I know of at least three color variations in the light blue and I have a yellow one that is more of a gold color. I have also heard of an all-white one, logo and all, but I have never seen it.

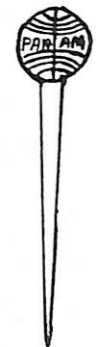
#2. This light blue with silver logo and writing, one-sided flat stick comes in two sizes. They are 5 5/8 inches and 5 inches (14.3 and 12.7 cm) and both have 13/16-inch diameter tops (2.06 cm). The matching pick is 3½ inches long with a 11/13-inch diameter top (8.9 cm and 2.15 cm).

#3. This stick has the same color as the three-piece set in figure #2 and is also flat and one-sided. There is a cut-out slot under the logo, probably for holding some sort of information card. The stick measures 6½ inches long (15.9 cm) with a 1 inch by 1½ inch rectangular top (2.54 cm by 3.8 cm). The end comes in both round and bubble. Another version of this same stick is a darker blue one with gold lettering and a bubble end. On this version the slot is much narrower.

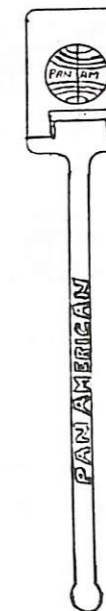
#4. This little pick is 2½ inches long (5.7 cm) and also flat and one-sided. It hooks to the edge of a glass and was probably used to hold an olive or fruit slice. The color is all-white, even the logo, with only the name over the logo in gold.



#2



#3



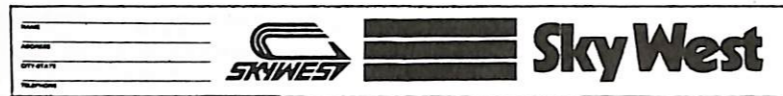
#4

(Mr. Tasca pointed out a couple of errors in his column in the Vol. 11 No. 3 issue of the LOG. Stick No. 2, line three, should read that this stick is flat and one-sided (not flat-sided). Also in the second paragraph of the second column, it should read American Airlines paddle sticks shown in (not Pan American paddle sticks). Finally, the first paragraph is repeated.

I wish to apologize to Mr. Tasca and all Captain's Log readers. These errors were the result of my being rushed getting the issue out. Mr. Tasca's copy was all right. - JG)



#15



#14

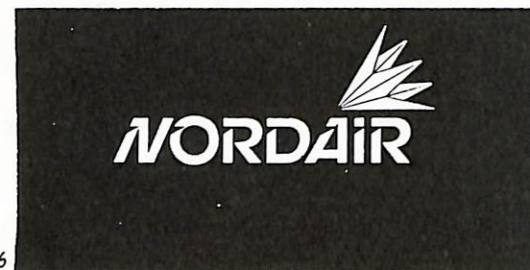
ONE OF OUR OWN NOW CURATOR Effective 01 APR one of our own, Bob Kopitzke, was appointed Curator of the History of Aviation

collection at the University of Texas in Dallas. Bob, who was for many years with the flight training section of American Airlines at DFW, is well qualified for the job. He has spent much time at the museum in the past few years as a volunteer. He has organized the extensive library and the good collection of timetables. This History of Aviation collection was the labor of love of George Haddaway, for 43 years publisher of Flight Magazine, who donated his many old and rare books on aviation. Ed Rice and Mike Quinn are former curators. Ed Rice donated his large aviation library and he and George Haddaway still come in often to work with the collection. The collection of Comdr. Charles Rosendahl, consisting of thousands of lighter-than-air artifacts, books and other memorabilia, and even including a large radio transmitter from the dirigible Los Angeles, were donated. General Doolittle's library is also part of the collection. It is a researcher's paradise, only exceeded in size in the U.S. by the Smithsonian's NASM and the Library of Congress.

Member George Cearley has done it again! His latest book is a fine history of Delta Air Lines, with more than 550 photos and illustrations in 160 pages. It also includes Northeast and Chicago & Southern, both Delta acquisitions. The cost is \$19.95 plus \$2 for postage and handling. George is now revising his history of Braniff, with many added pages and photographs, and expects it to be in print in May.

Speaking of timetables, there is a fine article in the AIRPOST JOURNAL of MAR 86, by our member Ron Davies, well-known author of aviation histories. His article, "The Fascination of the Airline Timetable" is an entertaining history of his own immersion in the timetable hobby, from his early schooldays in England to the donation of his collection to the Smithsonian and the important job of integrating it in the other timetable donations which are part of the NASM's collection. The whole 10,000 or so are now listed on a computer and filed away in protective envelopes.

24



#16

these airlines, particularly from the small commuters, before they are absorbed by another airline or go bankrupt. Right now I often cannot supply some of the old labels to collectors who send me want lists - labels which we thought common in the old days but which are unobtainable now. Think of how scarce some of these modern labels will be. So many of them are printed in small quantities of for use in certain cities only, and they are gone before we are aware of them. Like the Sunair and Skywest BILs (#14) sent in by Pat McCollam, who says there will be no more

Al Tasca of Miami sent in a "solidarity" label put out by the ALPA (Air Line Pilots' Association), TWU (Transport Workers Union) and IAM (International Association of Machinists), the unions of pilots, flight attendants and mechanics respectively which are involved in negotiations with Eastern Air Lines over new contracts (#15).

Nordair of Canada has a big round label, 7½ inches (160 mm) in diameter, saying: "Allez-y avec Nordair gets you there." It is blue on gray. Their BIL is shown (#16); it is a blue card with lines for name and address on the back.

25

CHICAGO—NEW ORLEANS

Table showing flight schedules for Chicago to New Orleans routes, including trip numbers, aircraft types (Douglas, Lockheed Electra), miles, and central standard time for various stops like Indianapolis, Louisville, Nashville, Chattanooga, Atlanta, Montgomery, Mobile, and New Orleans.

CHICAGO—MIAMI

Table showing flight schedules for Chicago to Miami routes, including trip numbers, aircraft types, miles, and central standard time for stops like Indianapolis, Louisville, Nashville, Chattanooga, Atlanta, Jacksonville (ET), Daytona Beach (ET), Vero Beach (ET), and Miami (ET).

MIAMI - TAMPA - JACKSONVILLE - NEW ORLEANS - NEW YORK

Complex flight schedule table for Miami-Tampa-Jacksonville-New Orleans-New York routes, featuring a grid of flight numbers (Flite 3-14) and times for various destinations like West Palm Beach, Fort Myers, Sarasota-Bradenton, St. Petersburg, Tampa, Lakeland, Orlando, Jacksonville, Tallahassee (ET), Pensacola (CT), Mobile, New Orleans, Savannah, Charleston, Wilmington, Norfolk, Philadelphia, and New York.

NEW YORK—MIAMI

Table showing flight schedules for New York to Miami routes, including trip numbers, aircraft types, miles, and eastern standard time for stops like New York City Ticket Offices, Newark Airport, Camden, Baltimore, Washington, Raleigh, Charleston, Savannah, Jacksonville, and Miami.

NEW YORK—NEW ORLEANS

Table showing flight schedules for New York to New Orleans routes, including trip numbers, aircraft types, miles, and eastern standard time for stops like New York City Ticket Offices, Newark Airport, Camden, Baltimore, Washington, Richmond, Winston-Salem, Charlotte, Spartanburg, Atlanta (CT), Montgomery (CT), Mobile (CT), and New Orleans (CT).

MIAMI—KEY WEST

Small flight schedule table for Miami to Key West, showing flight times and connections.

ET—Eastern Time, CT—Central Time, AM—Light Type, PM—Dark Type. *—Services delayed because of military activity. (Complimentary Meals Served Aloft As Indicated). †—Light Breakfast, ‡—Light Luncheon, §—Dinner. DOUBLE NUMBERED FLITES INDICATE CONNECTIONS.

FAST LOCKHEED LODESTARS ON ALL FLITES

IN 1940 NATIONAL ORDERED THREE NEW 14-PASSENGER L-18 "LODESTARS" WITH A CRUISING SPEED OF 280 MPH. IN 1944 NATIONAL WAS AWARDED A ROUTE EXTENSION NORTHWARD FROM JACKSONVILLE TO NEW YORK. LODESTARS WERE INITIALLY OPERATED ON ALL ROUTES TO NEW YORK AND WERE 100 MPH FASTER THAN DC-3'S THEN OPERATED BY EASTERN. ABOVE SCHEDULES EFFECTIVE OCTOBER 1945.

CARIBBEAN-ATLANTIC AIRLINES INC. MAYAGÜEZ-PONCE-SAN JUAN-ST. THOMAS-ST. CROIX SCHEDULES

Table showing Caribbean-Atlantic Airlines schedules for May 15, 1945, with columns for flight numbers (Flite 3-4, 7-8, 11-12, 17-16, 1-2, 5-6, 9-10, 15-14) and times for destinations like Mayagüez, P.R. (AT), Ponce, P.R., San Juan, P.R., St. Thomas, V.I., and St. Croix, V.I. (AT).

AT—Atlantic Standard Time (Same as EWT) All Flites Daily except Sunday Lockheed Lodestars on all Flites

MAY 15, 1945, CARIBAIR SCHEDULES. IN 1945 NATIONAL MADE AN ATTEMPT TO ACQUIRE THE PUERTO RICAN CARRIER AND LINK IT TO ITS DOMESTIC SYSTEM VIA A ROUTE EXTENSION BETWEEN MIAMI AND SAN JUAN. NATIONAL LODESTARS (EX MILITARY C-60'S) WERE LEASED TO CARIBAIR. LODESTARS WERE MODIFIED TO ACCOMMODATE 26 PASSENGERS WITH SEATS AGAINST THE SIDES OF THE FUSELAGE DOWN THE ENTIRE LENGTH OF THE PASSENGER CABIN - FORWARD FACING SEATS WERE FIRST REMOVED. THE CAB DENIED THE NATIONAL-CARIBAIR MERGER PLAN AND THE LODESTARS WENT BACK TO NATIONAL.

Table showing Tampa-St. Petersburg-Miami and New York-Washington-Chicago-Atlanta routes, including read down and read up schedules with flight numbers and times.

ABOVE: EASTERN AIR LINES SCHEDULES FROM OCTOBER 15, 1935. FIVE L-10 "ELECTRAS" JOINED EASTERN IN 1935 AND ALONG WITH DC-2'S CONSTITUTED THE CARRIER'S NEW "GREAT SILVER FLEET". AT LEFT: WITH THE AWARD OF A NEW ROUTE TO MIAMI IN 1937, LOCKHEED L-10 "ELECTRAS" JOINED THE NATIONAL FLEET. NATIONAL SCHEDULES AT LEFT EFFECTIVE JULY 6, 1938. THE "ELECTRA" WAS NATIONAL'S FIRST PLANE WITH TWO PILOTS.

National Airlines was a major operator of Lockheed L-10 and L-18 aircraft. It operated its first L-10 service in SEP 37 between St. Petersburg and Miami via Sarasota and Fort Myers. On 15 DEC 41 the airline placed its first L-18 in service, also between St. Petersburg and Miami, but now as the last leg of the Jacksonville - Orlando - Tampa - St. Petersburg - Miami service. National was the last major airline in the USA to operate the L-18 as a mainline aircraft on scheduled services, keeping them on its Florida network until 1959.

These timetables from the Lockheed twins era are dated:

- #1. 06 JUL 38 - showing an L-10 and the route it operated;
- #2. 12 APR 41, showing the Miami - New Orleans route and the L-18 which operated it;
- #3. 10 MAY 41, "Serving the Southeastern Defense Area" and advertising "National Airlines Fast Lockheed Lodestars";
- #4. OCT 45, by which time the L-18s were operating on the New York - Miami service. This time table also advertizes the airline's slogan "The Buccaneer Route."
- #5. An undated time table outlining National's Florida destinations.

NATIONAL AIRLINES
INCORPORATED
PASSENGERS-AIRMAIL-AIR EXPRESS

Serving Florida

CORRECTED TO JULY 6, 1938

#1

EFFECTIVE APRIL 12, 1941

NATIONAL AIRLINES

THE NEW LUXURIOUS TRANSCONTINENTAL RECORD-BREAKING LOCKHEED LODESTARS NOW IN SERVICE!
ADDITIONAL ROUTE THROUGH JACKSONVILLE NEW ORLEANS AND FLORIDA WEST COAST - MIAMI

#2

EFFECTIVE AUGUST 1, 1935

BRANIFF Airways

GREAT LAKES TO THE GULF

THE GULF

#6

BRANIFF Airways

EXPRESS-PASSENGER-MAIL

GREAT LAKES TO THE GULF

EFFECTIVE JULY 20, 1936

TWO MOTORS TWO WAY RADIO
TWO PILOTS TWO RUDDERS
for Smoother Flying

#7

MAY 15, 1945

CARIBBEAN-ATLANTIC AIRLINES

Serving...
PUERTO RICO
and the
VIRGIN ISLANDS

CARIBBEAN-ATLANTIC AIRLINES, INC.

PROPOSED SUBSIDIARY OF
NATIONAL AIRLINES, INC.
The Buccaneer Route

#8

EFFECTIVE MAY 16, 1941

NATIONAL AIRLINES

Serving the Southeastern Defense Area

NATIONAL AIRLINES FAST LOCKHEED LODESTARS

#3

OCTOBER 1945

NATIONAL AIRLINES

NEW YORK
FLORIDA
NEW ORLEANS

THE BUCCANEER ROUTE

#4

NATIONAL AIRLINES
INCORPORATED

NATIONAL AIRLINES

SCHEDULED FLORIDA SERVICE

MIAMI • TAMPA • ST. PETERSBURG
FORT MYERS • SARASOTA
DAYTONA BEACH • ORLANDO
LAKELAND

Through Connections Everywhere

U. S. AIR MAIL PASSENGERS
AIR EXPRESS

#5

Braniff was another airline to make extensive use of the L-10 Electra, enabling the airline to extend its network from the Great Lakes to the Gulf of Mexico. Its two time tables shown are:
#6, dated 01 AUG 35 and
#7. 20 JUL 36.

Caribbean-Atlantic had close ties with National Airlines and leased National L-18s for its Puerto Rican services. This timetable, dated 15 MAY 45 (#8) leaves no doubt about those close ties: "Proposed subsidiary of NATIONAL AIRLINES, Inc." it says across the bottom. The airline's flag near the top is identical (except for the letters CAA) to the National flag in time tables ## 2, 4, 5.

Pan American operated the L-10 on its Caribbean and South and Central American services and this 01 DEC 36 time table (#9) is from that era. Pacific Alaska's 01 APR 35 time table (#10) advertises the L-10 as the "World's Fastest Radio-equipped Air Liners" below the port engine.

PAN AMERICAN AIRWAYS SYSTEM
& ASSOCIATED LINES
TIME TABLES - PASSENGER TARIFFS

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

Corrected to December 1, 1936

#9

PACIFIC ALASKA AIRWAYS

WORLD'S FASTEST RADIO-EQUIPPED AIR LINERS

TIME TABLES
PASSENGER & EXPRESS TARIFFS

Corrected to APRIL 1 1935

#10



#11
DEC 37 Northwest Airlines time table says the carrier has been "11 Years in Continuous Operation - 63,000,000 Passenger Miles - without a Passenger Fatality." #12 is an undated time table of the same carrier. It advertises Chicago - Twin Cities - Spokane - Seattle service, but doesn't mention Winnipeg and Billings, which are listed on #11. Does that make #12 an earlier or a later time table than #11 is?



#12
This Delta Air Lines time table is of a different size than we have been used to traditionally. It advertises Delta as "The Trans-Southern Route" in small print at the bottom, below the line's name.



#13
Luxurious Lockheed Electras on ALL flights across The Trans-Southern Route... Complimentary meals aloft... Faster and more convenient schedules PLUS true Southern Hospitality—all combine to provide a service best described as "The Tops in Travel."

This Delta Air Lines time table is of a different size than we have been used to traditionally. It advertises Delta as "The Trans-Southern Route" in small print at the bottom, below the line's name.

READERS SAY:

HOUSE BOAT IDENTIFIED

John A. Giambone of Columbus, Ohio, has identified the Boeing 307 Stratoliner houseboat, a picture of which was published in the Vol. XI, No. 3 issue of the LOG. He enclosed material in his letter from a 1981 issue of AIRLINE QUARTERLY, which said this aircraft was c/n 1997, N19904. It passed from Howard Hughes to an owner in Florida in 1964. The aircraft suffered some storm damage in 1965 and was abandoned on Fort Lauderdale Airport. Sold at an auction in 1969, the remains became the property of a real estate man for \$61.99. The new owner took off the wings and tail and converted the fuselage into a luxurious powered house boat. The aircraft/boat was named "The Londonaire" and apparently was still around when Don Calder

photographed it at Fort Lauderdale in 1984. According to AIRLINE QUARTERLY, N19904 had accumulated about 600 flying hours before it was permanently grounded (moored??). Thanks for sharing this information with us, John. It is much appreciated.

AUTHOR SEEKS INFORMATION

From Postcard Editor and AIRLINERS INTERNATIONAL 86 organizer Bill Demarest comes the request to include the following plea for help:

Jim Adams, instructor in the Fine Arts Department at Kwantlen College, P.O. Box 9030, SURREY, B.C., Canada V3T 5H8, is writing books on aspects of aviation art.

The first book, called "Box Art," will trace the changes in model aircraft box art, company-by-company, country-by-country. The second book, "Creative Flight," deals with the influence flight has had on the art of the 20th Century.

Mr. Adams would like to get in touch with anyone who does, or collects, aviation art, and anyone who has information on or collections of airplane models (especially older kits).

"Both books are massive tasks and any help I can get will be greatly appreciated," Mr. Adams writes. If you contact him, ask for his information flyer on the project and please mention you read about him in the CAPTAIN'S LOG.

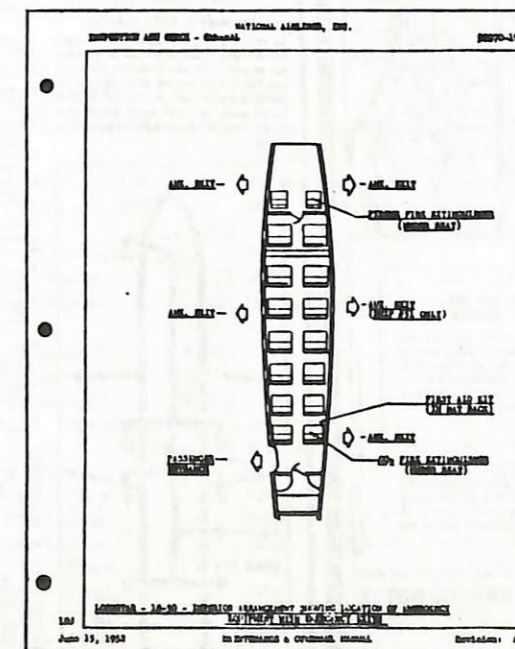
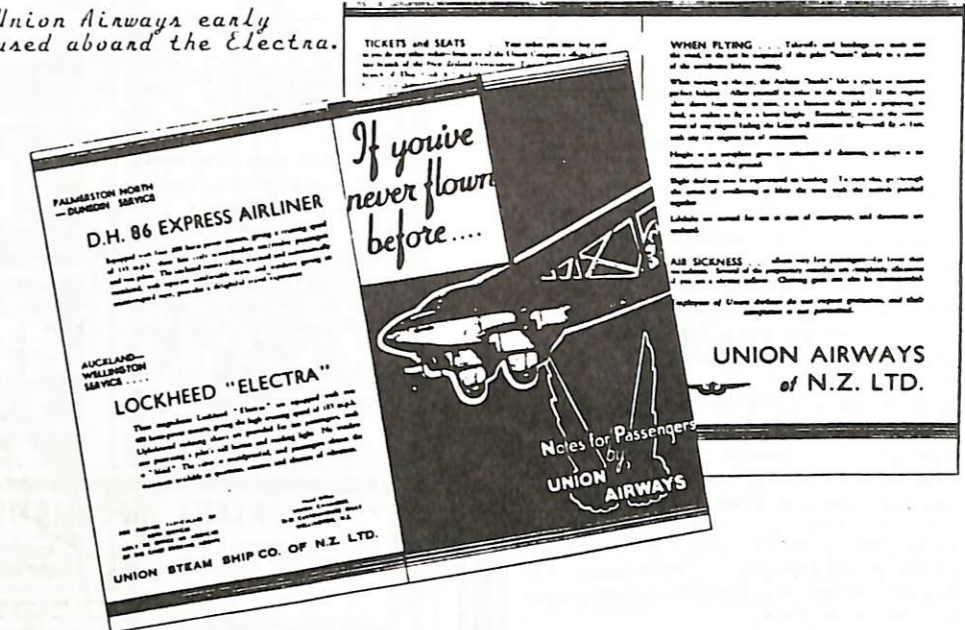
From The Early Lockheeds

These aircraft naturally present a problem for the Safety Card collector as early regulations required passenger safety instructions for overwater operations only. Since the Lockheed Twine rarely operated in this category, hence the likelihood of safety cards is very remote.

However, I did find a blue and black print leaflet for Union Airways of New Zealand that I've categorized as a safety card since it contains a notation about lifebelts (i.e., life vests). The leaflet also contains a brief description of the DH.86 and Lockheed Electra on the back page.

Several years ago, Ms. Martha Alexander (Former Manager of Flight Attendants at National Airlines) was very generous in lending me her original 1955 Stewardess Manual (The first issue of a cabin attendant manual for NAL). I've illustrated the Lockheed Lodestar floorplan and excerpts of the information about that aircraft. On close inspection, I'm sure you will find the notations humorous by today's standards.

Union Airways early used aboard the Electra.



Information about the Lodestar as found in the original National Airlines Stewardess Manual of '55.

NATIONAL AIRLINES, INC.
STEWARDESS DEPARTMENT
STEWARDESS MANUAL
Section VII
Page 1
1/1/55

LODESTAR PASSENGER SEATING RESTRICTIONS

REMARKS:

- 0 - 2 Must be in row 7
- 3 - 10 Must be 1 passenger in row 7, no one in row 1
- 11-12 no one in row one
- 13-14 no restrictions

If there is a vacant seat in row 7 stewardess may sit there otherwise she must sit in jump seat.

If passenger goes to First Class Stewardess will walk forward to that seat till passenger returns.

Lodestar is now heavy but maximum safety will be obtained if these restrictions are followed closely.

NATIONAL AIRLINES, INC.
STEWARDESS DEPARTMENT
STEWARDESS MANUAL
Section VIII
Page 1
1/1/55

LODESTAR EMERGENCY EQUIPMENT LOCATION

- One Pyrene fire extinguisher under Co-Pilot seat.
- One CO₂ under row 7 seat #14 on right.
- First aid kit in overhead rack at seat 14.
- If Lodestar is used over water, life jackets will be distributed in overhead rack over seats.
- Emergency exits: at row 3 on left, row 7 on right. To open break tissue, **SQUEEZE DOWN, PULL UP.** Cockpit windows, main entrance, Total 5.
- Overwater equipment is not placed on Lodestar as it is always within gliding distance of land.

On Gov't/Military Transports

For any involved collector of Safety Cards, the natural question of whether or not Safety Cards are used aboard government or military transports can remain just that: A question. A good rule of thumb as to the existence of a particular card is as one would suspect from that government's regulations applicable to their airlines.

For example, the United States, Canada, United Kingdom, France, Germany (basically any major power) would have cards.

Yet, many surprises are also available: Yemen, Saudi Arabia, Gabon; just to name a few.

Figure 1 illustrates both sides of the hard plastic safety card (red & black print) that was used aboard U.S. AIR FORCE ONE VC-118A (DC-6) during the Kennedy Administration, the last of the piston Presidential Aircraft with the American Government's 89th Military Airlift Wing.

During the Kennedy Administration, the Boeing 707 joined the 89th Airlift Wing with Figures 2 and 3 expressing the red & black plastic cards employed respectively on the C-135B and VC-137B. Note in particular the exit locations and operations on the C-135B card: These being radically different from commercial 707s. On the VC-137B, note the ceiling-mounted escape slides. Also, note that the basic card is that of the early 1960s TWA 707 card with life vest illustrations and text from the TWA Over-water Flight Procedures card.

FIG 1. Air Force One VC-118A plastic card.

The U.S. MILITARY AIRLIFT COMMAND (MAC) uses briefing cards on all of its transports. I've chosen to illustrate several more unusual examples. Figure 4 demonstrates the front and back of the light blue (Laminated) card used on the C-121 CONSTELLATION. I'd draw your attention to the location of the life

rafts in the top of the Connie's wings as shown clearly on this card. Figure 5 shows the front side of this same style card for the CONVAIR C-131A.

The last U.S.A.F. card that is illustrated (Figure 6) was an experimental card used aboard the LOCKHEED C-141 STARLIFTER, a

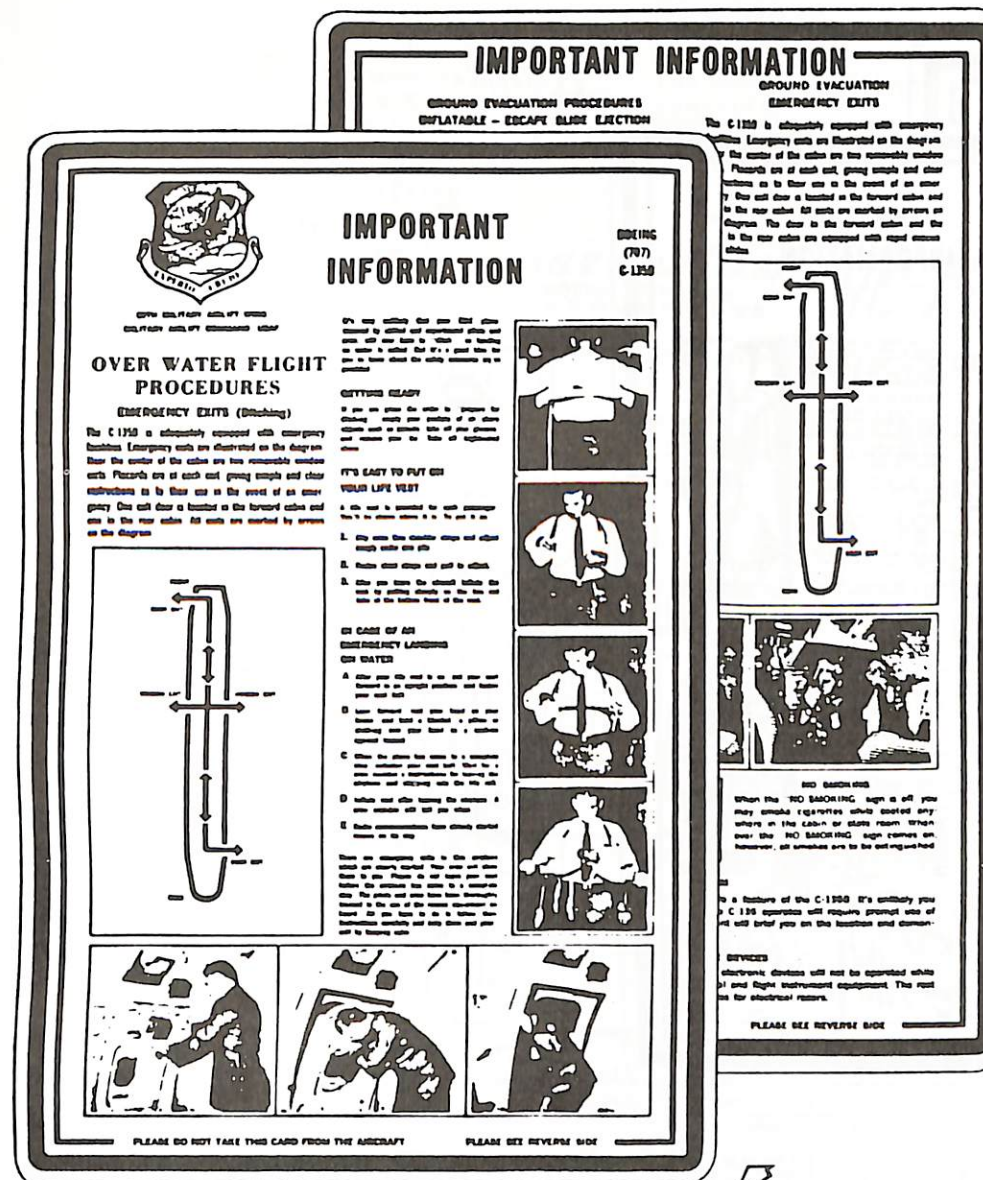
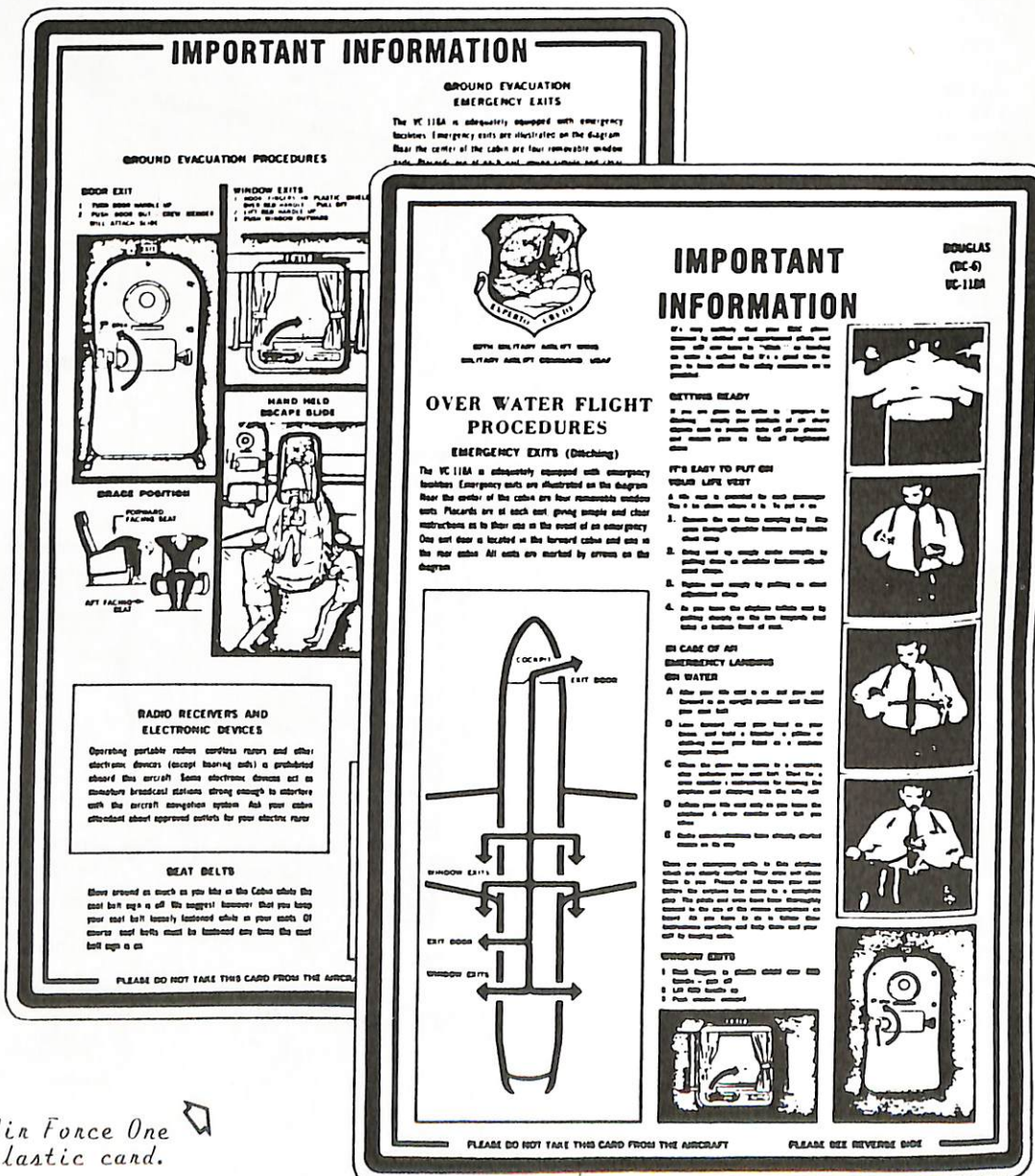


FIG 2. 89th Airlift Wing C-135B plastic card illustrating unique 707 exit operations.

cardboard version that has been refined over the years to delete the artistic front cover shown here.

The following graph will list known U.S.A.F. safety cards available to the collector:

AIRCRAFT	BRANCH	FORM/DATE	DESCRIPTION
Boeing (707) C-135B	89th Wing MAC	1966 O-237-104	Plastic
Boeing (707) VC 137B	89th Wing MAC	-	Plastic
T-43A (737)	-	-	Laminated Pink (UA-Format)
Douglas (DC-6) VC-118A	89th Wing MAC	-	Plastic
C-9 Nightengale (DC9)	MAC-S AFB, 111	MAC 360 Apr 72	Cardboard (Blue)
C-9 Nightengale (DC9)	MAC 69-01928	MAC 360 Mar 82	Cardboard (Blue)
C-9C	(DC9)	-	Laminated
KC-10A Extender (DC10)	-	SA1-262/SA1-2A	Yellow Card in Binder
KC-10A Extender (DC10)	-	1 Jan 82	Bright Yellow Cardboard
KC-10A Extender (DC10)	-	SA1-2C 3 Jun 83	Yellow Cardboard
C-121 (Constellation)	MAC-S AFB, 111	MAC 367 Oct 68	Laminated (Blue)
C-131A (Convair)	MAC-S AFB, 111	MAC 366 Oct 68	Cardboard (Blue)
C-130 Hercules	-	MAC 364 Dec 75	Cardboard (Blue)
C-141 Starlifter	MAC	MAC 361 Apr 73	Paper (B & W)
C-141 Starlifter	MAC (TEST)	MAC 365 Oct 77	Folding (Color)
C-141 Starlifter	MAC (TEST)	MAC 366 Oct 77	Cardboard (Color)
C-141 Starlifter	MAC	MAC 361 Nov 80	Cardboard (Color)
C-141 Starlifter	MAC	MAC 361 Aug 83	Cardboard (Color)
C-20A Gulfstream	89th Wing MAC	1983 (Temporary)	(Pentastar/Altman)
C-20A Gulfstream	89th Wing MAC	1983	(Pentastar/Altman)
C-5 Galaxy Troop Comptmt	MAC	MAC 370 Dec 72	Cardboard (Green)
C-5 Galaxy Flight Deck	MAC	MAC 370a Dec 72	Cardboard (Blue)
T-39 Seberliner	MAC-S AFB, 111	MAC 362 Oct 68	Cardboard (Blue)

SOURCE: CABIN SAFETY INC.

The U.S. COAST GUARD has issued several different safety cards that all vary tremendously in format structure. Colorful versions of the manufacturer's stock safety cards are used aboard the GULFSTREAM I and GULFSTREAM II with Coast Guard titles. Simple black & white (either with or without lamination) cards are used on the CONVAIR HC-131A SAMARITAN (Figure 7) and a small folding black & white type aboard the STKORSKY HH-52A (Cover shown in Figure 8).

U.S. NAVY C-9 NIGHTENGALE cards (O1-40NLA-1E of Nov 74 or O1-C9BAAA-42 of 1 Feb 78) do resemble the U.S.A.F. versions of the same aircraft combined with the NAVY C-118 card shown in Figure 9. This card, O1-40NLA 1E of November 1974, is the laminated black & white version (with color-coded life raft assignments) of two available C-118 cards.

The other is yellow with lamination and carries form number 9ND-12014 dated 2-73. Form O1-5MRB-1E of 1 April 1973 is NAVY C-131 black & white card.

North of the border, the AIR TRANSPORT COMMAND of the ROYAL CANADIAN AIR FORCE issued several red and black cardboard cards as Figure 10 will illustrate: CC-109 COSMOPOLITAN (CV-540), CC-137 (707) and FAN JET FALCON. Each of these cards is in English on one side and Quebecois on the reverse as required by Canadian law. A colorful, folding card now exists for the 707 using graphic art.

IMPORTANT INFORMATION

GROUND EVACUATION PROCEDURES
INFLATABLE - ESCAPE SLIDE EJECTION

OVER WATER FLIGHT PROCEDURES

EMERGENCY EXITS (Ejecting)
The VC-119 is equipped with emergency exits. Emergency exits are indicated on the interior of the cabin by the appropriate location signs. Passengers are to exit in order of priority and direction shown in the diagram. Do not exit until you are told to do so by the flight attendants.

GETTING READY
1. Prepare for landing
2. Brace for landing
3. Fasten seat belt
4. Remove extra baggage
5. Remove overhead bins

PLEASE DO NOT TAKE THIS CARD FROM THE AIRCRAFT

FIG 3. Presidential Support VC-137B card. Note very old TWA format and illustrations.

FIG 5. The front side of the MLC C-131A that shows "Bail-out" door rather than standard Convair door.

C-131A

FOR YOUR SAFETY Know how to move out of this airplane fast. There is a danger any time a landing is made in an emergency particularly when the airplane structure is damaged. Listen to the flight attendants. They are familiar with the location of the exits. Know where you are located in the airplane at all times. Do not go to your seat until you are told to do so by the flight attendants.

A WORD ABOUT YOUR SEAT BELT Though not a law, although infrequent, it is necessary to wear your seat belt. It is fastened with a buckle that is attached to the seat. Do not go to sleep unless you are told to do so by the flight attendants.

HOW TO OPEN EXITS

PLEASE DO NOT REMOVE THIS CARD FROM AIRCRAFT!!

The Luftwaffe format has surfaced with several VIP Transports as shown in Figure 11, those being with UNITED ARAB EMIRATES B707 and naturally, the LUFTWAFFE B707. The former uses a dark green cover while the Luftwaffe version is white.

FIG 7. The U.S. Coast Guard's Convair Samaritan "Normal?" Procedures card.

U.S. COAST GUARD

NORMAL PASSENGER PROCEDURES

HC-131A

Welcome aboard a Coast Guard HC-131A "SAMARITAN". It is one of 28 built by Convair between 1952-1964 for the Air Force. The original aircraft have been modified for a variety of USCG missions: Search and Rescue, Logistics, Forward Patrol and On Patrol (Offshore Patrol). The aircraft flies at altitudes up to 21,000' at speeds up to 260 MPH (276 KTS). Please return this card to the seat pocket when you have finished reading it.

EMERGENCY EXIT PROCEDURES

WINDOW EXIT
To Open:
1. Pull handle
2. Pull window inward
3. Remove overhead escape tray and throw out.
(RIGHT SIDE WINDOW ONLY)

LITTER DOOR & SLIDE
To Open:
1. Assume a crouching position
2. Unhook door handle
3. Remove overhead escape tray and throw out.
4. Push door out
5. Sit in slide (do not jump!)

FRONT FACING SEATS
1. Remove loose items
2. Put seat upright
3. Tuck seat belt
4. Brace for impact

REAR FACING SEATS
1. Left hand/Turn to right
2. Right hand/Turn to left
3. Drop to ground (approximately 5 feet)

REAR HATCH
1. Open small door
2. Move handle to right.

CAUTION: If aircraft is moved over, distance to ground will be greater.

(USE THIS EXIT ONLY IF WINDOW EXITS ARE BLOCKED)

HH-52A

EMERGENCY PROCEDURES

There is little likelihood we will encounter a situation requiring emergency preparations but it is a good practice to be acquainted with the safety features we have provided for you on this aircraft.

PLEASE DO NOT REMOVE THIS CARD FROM THE AIRCRAFT

FIG 8. Coast Guard's version of the civilian S-62 based at San Francisco International Airport use this folding card (cover shown).

C-121

FOR YOUR SAFETY Know how to move out of this airplane fast. There is a danger any time a landing is made in an emergency particularly when the airplane structure is damaged. Listen to the flight attendants. They are familiar with the location of the exits. Know where you are located in the airplane at all times. Do not go to your seat until you are told to do so by the flight attendants.

A WORD ABOUT YOUR SEAT BELT Though not a law, although infrequent, it is necessary to wear your seat belt. It is fastened with a buckle that is attached to the seat. Do not go to sleep unless you are told to do so by the flight attendants.

HOW TO OPEN EXITS

PLEASE DO NOT REMOVE THIS CARD FROM AIRCRAFT!!

FIG 4. MLC C-121 Constellation card using a format very similar to older United safety cards.

G-141 STARLIFTER

SAFETY INSTRUCTIONS

HOW TO BRACE
The left hand is placed manually from the aircraft to brace the left arm at the top and grasp the handrails at the end of the carrying case. The right hand is placed on the handle to the left of the carrying case and pulled over the head to the right. The right hand is placed on the handle to the left of the carrying case and pulled over the head to the right. The right hand is placed on the handle to the left of the carrying case and pulled over the head to the right.

FIG 6. The front cover of an experimental MLC C-141 folding card.

Figure 11A very clearly does justice for the LOCKHEED JETSTAR used aboard the Luftwaffe branch FLUGBEREITSCHAFT BMVg. With both sides of this cardboard card (folding with black and red print) shown, I can fairly certainly state that a HANSA JET card must also exist: The passenger oxygen illustrations are from the factory-issued Hansa safety card.

Very often the transport aircraft of a government will be airliners seconded or operated by the national flag carrier. This is demonstrated by SABENA BOEING 727, cards found aboard the FORCE AERIENNE BELGE, the MEXICANA 727 cards on the REPUBLICA DE MEXICO, EASTERN 727-25 cards aboard the 727 operated by Eastern crews for REPUBLIC OF LIBERIA or AEROLINEAS ARGENTINAS 707 cards on REPUBLICA ARGENTINA.

However, just as often a slight variation can occur reflectly the origins of the artwork. This occurs with the REPUBLIQUE DU GABON DC-8-63 leaflet that carries form number UTA 25 237/75 5 000 and date of 15.02.75.

Interaction Research "Just in Case..." cards (without photo covers) can be found aboard KINGDOM OF SAUDI ARABIA Royal Flight 747SP and GOVERNMENT OF YEMEN 727-100.

EMERGENCY EXIT INFORMATION

IT IS UNLIKELY THAT A SITUATION REQUIRING EMERGENCY PROCEDURES WILL BE ENCOUNTERED BUT IT IS A GOOD PRACTICE TO BE ACQUAINTED WITH THE SAFETY FEATURES PROVIDED FOR YOU ON THE AIRCRAFT.

WINDOW EXITS
1. PULL UP ON RED LEVER AT BOTTOM OF WINDOW
2. PUSH WINDOW OUTWARD
3. FACE REAR OF CABIN
4. STEP OUT ONTO WING

GROUND EVACUATION
1. REMOVE OVERHEAD BINS
2. REMOVE SEAT BELTS
3. MOVE AWAY FROM AIRCRAFT QUICKLY

AIRCRAFT EXIT DIAGRAM

YELLOW RAFT
Assigned to 2nd COCKPIT FLIGHT ENGINEER

GREEN RAFT
Assigned to 1st COCKPIT FLIGHT ENGINEER

RED RAFT
Assigned to 1st COCKPIT FLIGHT ENGINEER

EVACUATION ROPE
1. GRAB ROPE
2. CLIMB DOWN
3. MOVE AWAY FROM AIRCRAFT AS SOON AS YOU REACH THE GROUND

CARD DOOR EVACUATION SLIDE
1. GRAB SLIDE
2. FIRST FIVE PERIODS CLIMB DOWN SLIDE AND HOLD SLIDE OUT
3. SLIDE IN BY FINGERS POSITION DO NOT HOLD SLIDE OF BODY
4. MOVE AWAY AS SOON AS YOU REACH THE GROUND

SEAT BELTS
YOUR SEAT BELT FASTENED WHEN THE SEAT BELT SIGN IS ON WHEN THE SEAT BELT YOU MAY BE ASKED TO BRACE. HOWEVER, YOUR SEAT BELT SHOULD BE ALL THE WHILE IN YOUR SEAT.

PORTABLE ELECTRONIC EQUIPMENT
TV RECEIVERS SHALL NOT BE OPERATED DURING THE FLIGHT. THESE DEVICES MAY WITH THE NAVIGATIONAL AIDS OF THE AIRCRAFT.

BRACE POSITIONS
EMERGENCY SITUATION YOU SHOULD ASSUME ONE OF THE BRACING POSTURES SHOWN.

REAR FACING
1. RAISE ARMS OVER SHOULDERS
2. GRIP THE TOP OF THE HEADREST
3. SLIDING FEETLY AGAINST THE AD

DITCHING INFORMATION
RAFTS AND RADIO ARE PROVIDED ON OVERWATER FLIGHTS. EMERGENCY EQUIPMENT INDICATED ON THE AIRCRAFT EXIT DIAGRAM OPPOSITE PAGE 1 ARE PROVIDED IN THE POCKET ON THE SEAT. DO NOT INFLATE THE LIFE VEST UNTIL TOLD THE AIRCRAFT.

IF THE AIRCRAFT HAS STOPPED (FIRED OR BOMBED) IMPACTS MAY OCCUR. ALL PASSENGERS AND LEAVE THE AIRCRAFT AS INSTRUCTED BY THE FLIGHT CREW.

IF OFF THE GROUND WHEN DITCHING
ANY QUESTIONS, PLEASE ASK A MEMBER OF THE CREW.

PLEASE DO NOT REMOVE THIS CARD FROM AIRCRAFT

FIG 9. One of two U.S. Navy C-118 safety cards showing non-inflatable slides and the obsolete practice of placing arms over shoulders for bracing in an aft-facing seat.

FIG 10. Examples of the Royal Canadian Air Force's red & black cards (showing either the English or Quebecois side).

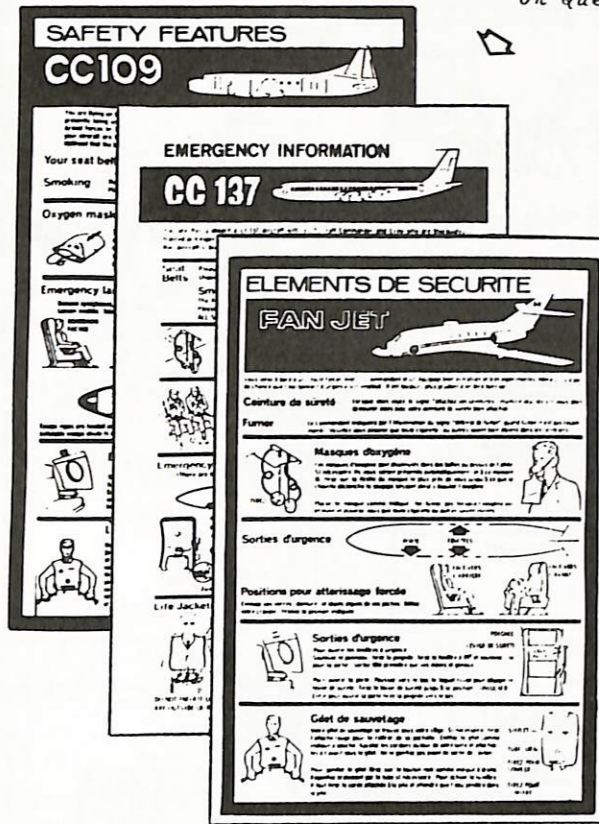


FIG 11. Lufthansa-style cards used on Luftwaffe and U.A.C. transports.

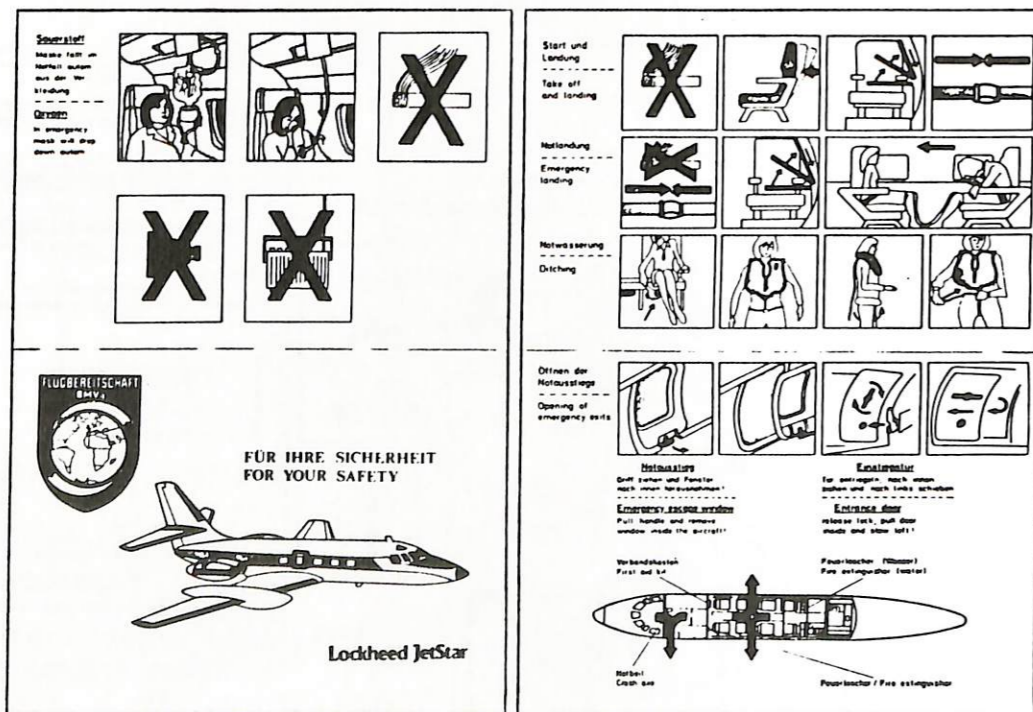


FIG 11A. Both sides of the folding Luftwaffe Jetstar safety card "Für Ihre Sicherheit".

The article will close with an example of one of several ROYAL AIR FORCE VC-10 cards that have been used over the many years of loyal service throughout The Empire. Shown in Figure 12 is one of the three known VC-10 cards: 2 folding versions with route and general information on the inside (front of one shown) and both dated 5.80 with one stating Litho Upavon. The third was a single card with blue backgrounds and containing only safety information (illustrations in all three cards is identical).

A VC-10K card with red backgrounds is also very similar and carries form 1G/RPC/356.

Figure 12A shows the front (right) and back (Left) of an older "Fleet" leaflet used by the NO.46 GROUP of the R.A.F. and contains statistics on the VC-10, COMET, BELFAST, HERCULES, BRITANNIA and ANDOVER. This several page booklet has a beautiful sunset cover and was printed by the Ministry of Defense (D MOV).

I would be delighted to receive samples of other Military Safety Cards from anyone in the Air Forces of the world for future articles. I am sure that Luftwaffe Hansa and VFW-614, U.S.A.F. C-54 and 747, R.C.A.F. CL-44 and Dash 7, R.A.F. TriStar 500 cards must exist. Would anyone like to help?

Until next season: Happy collecting and safe flying!

FIG 12. Front of a folding VC10 card used by the Royal Air Force. This card is highlighted with black, red and light blue.

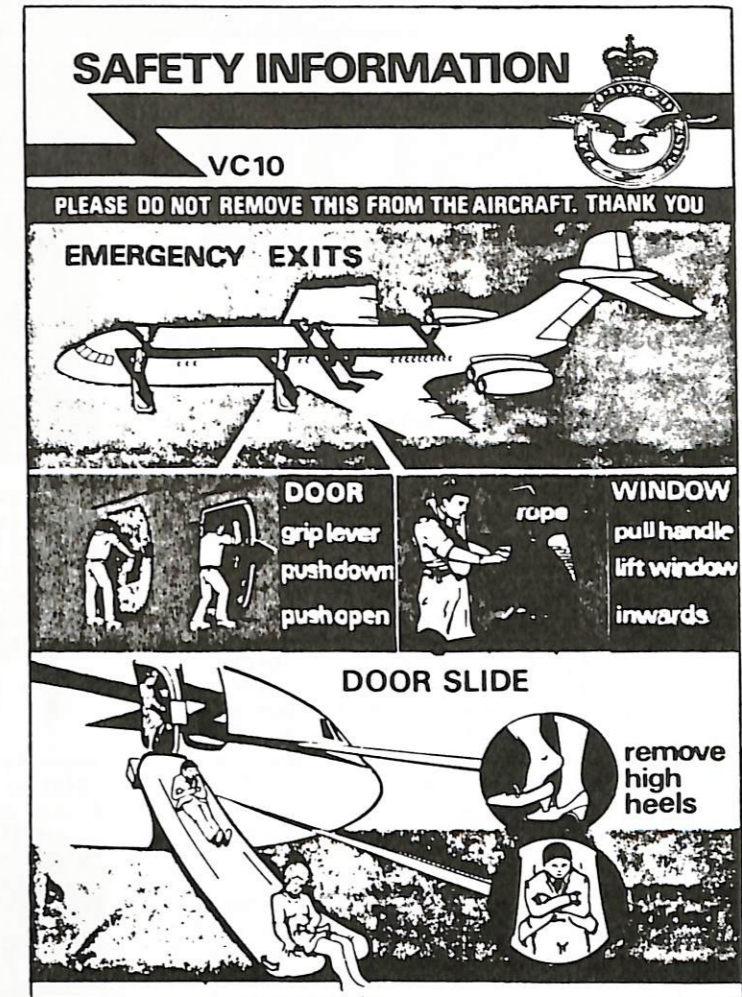
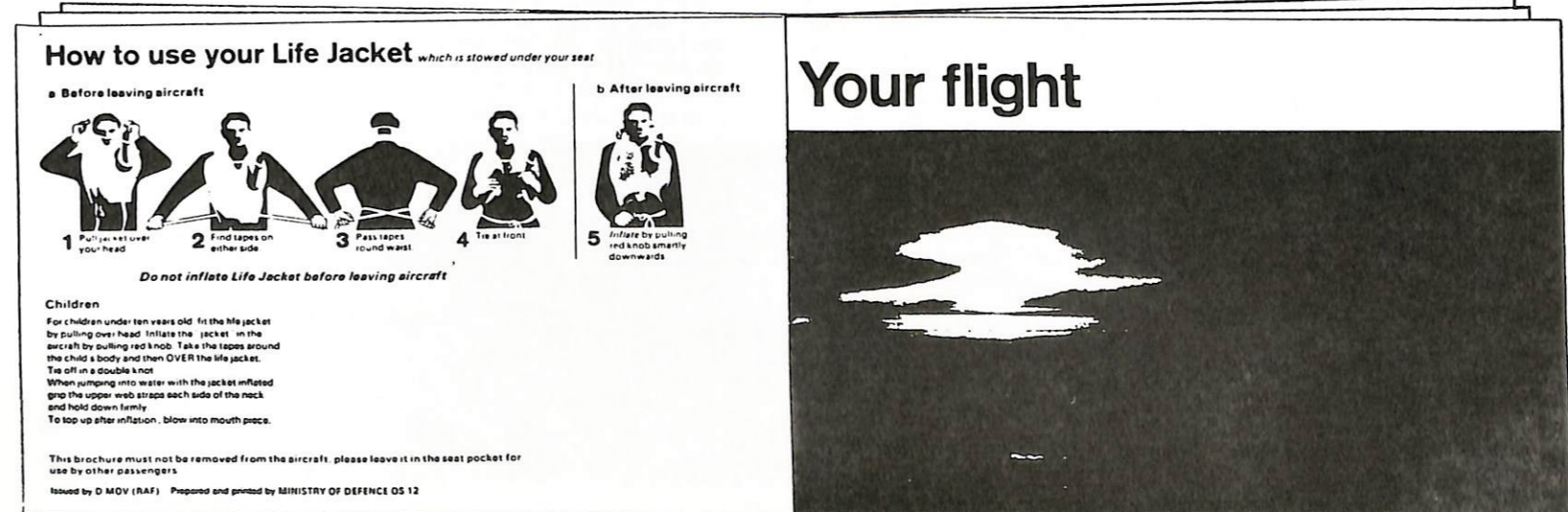


FIG 12A. The beautiful booklet produced by the Ministry of Defense for use on the No.46 Group's various transports.



REPORT FROM THE FIELD

By MIKE ADKINS

TUCSON

(Arizona)

WAHS member Mike Adkins is covering his home airport of TUS in this report. Jim "JET" Thompson will be back in the next issue.

Tucson International Airport is a fascinating blend of old and new and is an interesting stop for any aircraft spotter, photographer and propliner buff. In addition to airline and Air National Guard operations, the airport is home to an airliner restoration and modification centre and to a Gates Learjet bizjet plant. It also contains a number of vintage aircraft.

The entire airport underwent an expansion and modernization program during the past couple of years. Work on the 20-year-old terminal building was completed in the summer of 1985. Changes in the runway system and expanded facilities for general aviation and air cargo operations are still in the works. Some of this could begin before the end of this year, so visitors should be alert for temporary, construction-caused inconveniences and detours.

AIRPORT HISTORY

The history of commercial aviation in Tucson substantially predates that of the present airport, which dates back only to the World War 2 era. Commercial aviation came to Tucson on 28 NOV 27, when a Standard Airlines Fokker F-VIIa landed at Tucson Municipal Flying Field after a flight from Los Angeles, via Phoenix. This airfield, located where the Tucson rodeo grounds now stand, had been the first municipal airport in the United States when it opened in 1919.

Standard - headed by Jack Frye who was later to achieve prominence with TWA - soon moved its thrice-weekly flights to Davis-Monthan Field, southeast of the then-small town of Tucson. Davis-Monthan, named for two WW1 aviators from Arizona, was brand-new. It had been dedicated earlier in 1927 by Colonel Charles A. Lindbergh.



A Standard Airlines Fokker F-VIIa was the first commercial aircraft to use the Tucson Municipal Flying Field when it arrived from Los Angeles via Phoenix on 28 NOV 27. The service was extended to El Paso in 1929 and this photograph dates back to then, witness the legend "Los Angeles - El Paso" under the cabin windows of NC 7888. (Gerritsma files)



(ABOVE) Front of the old terminal building at TUS as it looks today. Built shortly after World War 2, the building is now an industrial complex. (Adkins photo) (BELOW) 1955 postcard shows the old terminal and hangars, probably photographed from the old temporary control tower. Note the single, canvas-covered gate.



(ABOVE) Front view of the present terminal building. Recent extension is on the left and a similar extension is on the right. (Adkins photo)

T
U
S

(LEFT) TUS control tower, which was built in 1958. (Adkins photo)

Standard's route, still without the benefit of an air mail subsidy, was extended eastward to El Paso, via Douglas (Arizona) in 1929. In the spring of the following year Standard was sold to Western Air Express, and the Los Angeles - El Paso route was extended further, to Dallas (Texas).

WAE's ownership of the route through Tucson was short-lived, however. On 16 SEP 30 American Airways was granted the southern transcontinental air mail route, CAM-33. Thus, Western was forced to sell Standard to American, which took over the service on 15 OCT 30. This marked the beginning of American's long association with Tucson, an association that continues to this day.

American continued to operate from what had now become Davis-Monthan Army Air Field, through the 1930s and into the 1940s, despite increased military operations at the field, especially after the start of WW2.

NEW AIRPORT SITE CHOSEN

Knowing that military requirements at Davis-Monthan would sooner or later make civil use of the field impossible, the City of Tucson purchased 4,000 acres (1,620 hectares) of land in 1940 on a relatively flat, level site then far south of the city. 2,600 acres (1,050 hectares) of this land would become the present airport.

The following year the U.S. government constructed three connected, laminated-wood hangars on the site, along with three 6,000-foot (1,800 m) runways. Each hangar measured 360 by 180 feet (110 by 55 m) and all three were soon doubled in length



to 700 feet (220 m), making them the largest free-span buildings in Arizona at the time.

During WW2 Consolidated-Vultee Aircraft of San Diego, Calif., used the new airport as a B-24 modification centre, where the four-engined bombers were modified for warm-weather operations. At war's end, Consolidated ended its operations and the airport awaited conversion for civil use.

To this end, the Tucson Airport Authority was incorporated by INCORPORATED 15 civic-minded local businessmen for the purpose of operating Tucson's airport and its related activities. Robert W.F. Schmidt was appointed airport manager and Charles H. Broman assistant manager.

Meanwhile, a temporary terminal building was added to the site of the easternmost of the three hangars. This building, two stories high, featured a single, canvas-covered gate 'finger' that provided passenger access to the aircraft. This 'temporary' terminal was used for 15 years for airline operations and still stands. It has been converted into industrial office space.

A temporary control tower and other support facilities were also erected and on 15 OCT 48 American Airlines, the weather bureau, the airways communications station and the control tower transferred their offices and operations to the new airport site. American's DC-6 "Flagship Oklahoma" was the first commercial airliner to land at the new Tucson Municipal Airport.

During the following decade, other airlines joined American. Frontier started DC-3 services in 1950 and TWA started bringing in Constellations in 1956. Arizona's first commuter airline, Apache Airlines of Tucson, started operations from the airport in 1957, flying Beech Bonanzas, and later Twin Bonanzas and Beech 18 aircraft, between Tucson, Phoenix and Fort Huachuca. Apache flew until 1971, was more or less 'reborn' the following year as Cochise Airlines, and flew for another decade. It suspended all services in 1982.

Non-airline operations also flourished at the airport in the 1950s. Grand Central Aircraft Co. of California leased hangar space in 1950 and began a B-29 modification program for the air force. Mott-balled B-29 bombers were towed the five miles (eight km) from Davis-Monthan, now strictly an air force base, to TUS and were reactivated for Korean War service. The main runway (11-29) was doubled in length from 6,000 ft to the present 12,000 ft (1,800 m to 3,600 m) for this project.

Douglas Aircraft leased hangar space in 1954 for various aircraft modification programs and remained at the airport until the end of the decade.

TUS gained a major new tenant in 1956 when the 162nd Fighter Group of the Arizona Air National Guard was established here. After first occupying temporary quarters near where the control tower is now located, the Guard moved to their present site at the north end of the airport in 1958. At this time one of the three original runways, with a north-south alignment, was closed. The third original runway (03-21) has also since been lengthened and today is 7,000 ft (2,135 m) long.

A new, permanent control tower was built and opened in 1958. This 100-foot (30 m) structure is noted for spelling out the name "TUCSON" in large, lighted block letters down its side.

An executive terminal for general aviation was opened at the foot of the tower at the same time. This facility is also still in use, although plans have been finalized for an extensive expansion and renovation of this area. Work will probably start toward the end of the year.

THE JET AGE ARRIVES The jet age came to Tucson on 01 SEP 60 when American introduced the Boeing 720 on its

TUS schedules. The following year both Continental and Aeronaves de Mexico began flying to Tucson, using the Viscount and the DC-6 respectively. Continental's service continued until their 1983 reorganization, while Aeronaves became AeroMexico and still flies the only direct international service from Tucson.

With this new airline activity and with the advent of the bigger, noisier jets (TWA began Convair 880 service in 1963), it had become obvious that the old 'temporary' terminal building was simply no longer adequate for Tucson's air travel needs.

Ground was finally broken in 1962 for the new terminal, located across the runways from the old hangar-terminal complex, on the east side of the airport, adjacent to the new tower and executive terminal.

Opened for airline traffic on 01 DEC 63, the present terminal building was originally 150,000 sq.ft. (14,000 m²) in area and featured two concourses with ground-level aircraft access through 12 gates.

In 1982 work began on the expansion and renovation of terminal building. Finished in the fall of 1985, the overall area has been increased to 300,000 sq.ft. (28,000 m²), including extended concourses with second-level boarding through 21 gates (opened in OCT 84) and a separate, interconnected international terminal (now also open).

Airport manager Schmidt did not live to see the completion of the present terminal. He died in 1962 while it was still under construction. Broman took over as airport manager and after retiring in 1979 was succeeded by the present manager, Walter A. Burg.

Throughout Broman's tenure, commercial aviation in Tucson continued to grow. Through the 1960s and early 1970s, various international airlines, including Lufthansa, QANTAS, BOAC and KLM used the airport for flight training (using their own aircraft), taking advantage of the area's generally dry and sunny weather. KLM's DC-10s were the last foreign aircraft to do training at TUS in 1972/73.

On the airline operations scene, the status quo

prevailed during these years. The exception was the arrival of Bonanza Airlines in 1968. Later in the same year Bonanza became part of Air West, later Hughes Air West, which in turn merged into Republic in 1980. In 1971 American offered the first wide-body service from Tucson, with a DC-10 departure to Chicago.

After the airlines left, the old terminal saw a variety of uses. For a while in the late 1960s it was used for classroom space by Pima Community College and was later taken over by the Tucson Aviation Center, which today leases the entire hangar complex from the airport authority, and in turn subleases space to various industrial tenants, including IBM, a moving and storage company, and a hose manufacturer. Other industrial firms leasing space from the airport authority include Samsonite, Gates Learjet (building Lear jets here) and Hughes Aircraft. Hughes operates a large missile plant just south of the airport. Earlier plants by Gates Learjet to close its Tucson plant are on hold now.

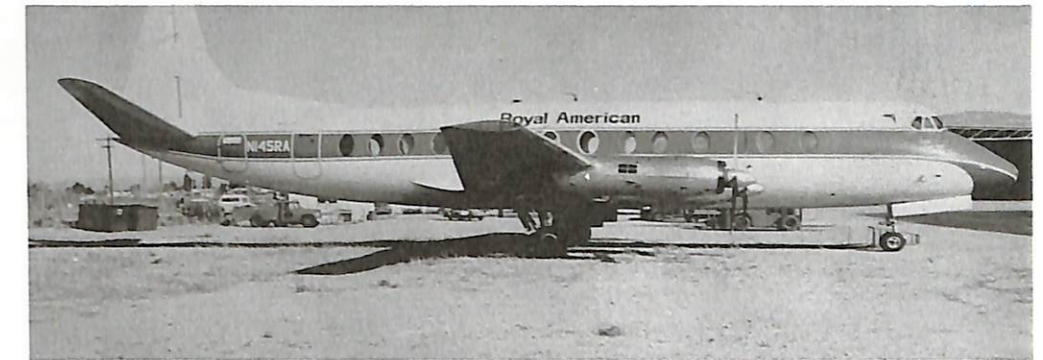
Other airport facilities include two air cargo buildings southeast of the main terminal, several fixed base operators (FBOs), mainly on the north and west sides of the field, general aviation hangars and helicopter hangars for the Department of Public Safety and the Tucson Police Department.

Airline activity increased with deregulation. Braniff, North Central, United, Eastern, US Air, PSA, Western, Texas International and Northwest are all well-established airlines which have started



(TOP) American Airlines MD-82, N207AA on final approach to Runway 11-29, OCT 84.
(CENTRE) PSA MD-82, N942PS photographed from inside the new west concourse at TUS, OCT. 84.
(BOTTOM) AeroMexico is at present the only non-US airline operating scheduled services into TUS. Its DC-9-15, XA-SOG was also photographed from inside the west concourse, OCT 84. (All three Adkins photos)

(TOP) Go Air Viscount 814, N145RA in Royal American colors, JAN 83. Aircraft still is at TUS, but the titles are gone.
(BOTTOM) Ex-Arkia (of Israel) Viscount 831 at the Go Air hangars, JAN 83. At the time this picture was taken, 4X-AVE was used as a parts plane. Upon close examination of this photograph, one can see that the in-board engine is missing.
(Both Adkins photos)



serving Tucson since the start of deregulation in 1978. Of these, United, Eastern, US Air, PSA, Western and Northwest are still serving the airport. Braniff pulled out shortly before their 1982 collapse, North Central became Republic and then took over Hughes Airwest, and Texas International took over Continental, keeping the latter name, before suspending service here in 1983. Alaska Airlines started service into TUS in the fall of 1985 and Continental returned early in 1986. There are now about 60 daily jet departures and several airlines are rumored to be considering adding Tucson to their networks (including Delta, Southwest and Piedmont).

Several of the new low-cost jet airlines also now serve Tucson, including Sunworld and America West. Commuter airlines most-recently flying into TUS were Huachuca and Airways of New Mexico. Both are gone now. For some reason, commuters never did well in TUS. Incidentally, America West is now the number one airline at TUS, both in number of flights and in passenger market share (25%).

Another new airline, Royal American - a division of Go Air Group based at the airport, flew Viscounts to San Diego and Las Vegas briefly in 1982/83 before suspending all scheduled service.

On the air cargo side, Federal Express and Emery fly into TUS. Atorie Air Cargo used to come here with C-46 and C-47, feeding Emery, but they have withdrawn since Emery included the airport in its own network.

AIRCRAFT SPOTTING AND PHOTOGRAPHY The scheduled passenger and cargo airlines now operate into Tucson exclusively with pure-jet aircraft. They include:

BOEING
727-100: Eastern, Federal Express, United;
727-200: Alaska, American, Eastern, Federal Express; Northwest; TWA, United; US Air, Western;
737-100: America West;
737-200: America West, Frontier, US Air, Western;
737-300: Sunworld;
757-200: Eastern.

MCDONNELL DOUGLAS
DC-8-73: Emery;
DC-9-10: Sunworld;
DC-9-30: AeroMexico, Continental, Republic;
DC-9-50: Republic (often substituting for -30);
MD-82 : American, Frontier, PSA, TWA

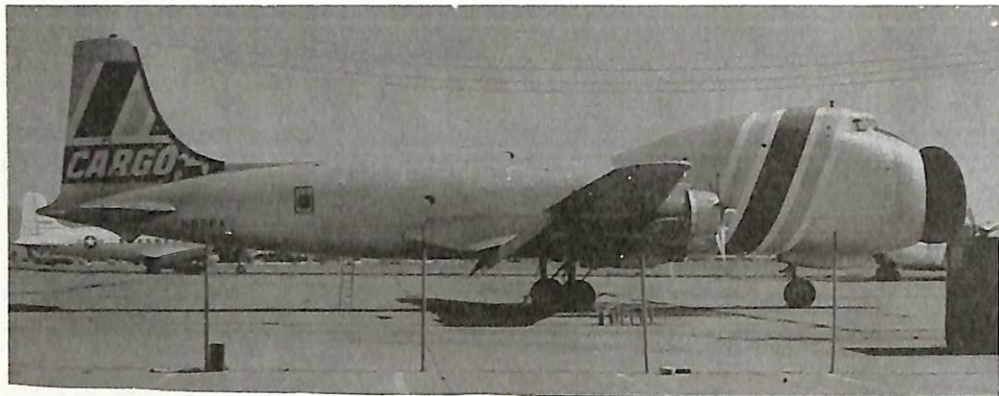
As explained earlier, no commuter airlines serve TUS at this time. Most-recently departed Huachuca flew Navajos and Twin Otters and Airways of New Mexico brought the Beech 99 and Cessna 402 in here.

The freighters are normally parked northwest of the main terminal, by the tower, where you can also occasionally see an aircraft belonging to Ports of Call or one of the other flying travel clubs.

There is a lot more to see at TUS besides jetliners, however. Continuing to the northwest, we come to the Arizona Air National Guard at the north end of the airport. The ANG currently flies the A-7 and C-130, but is in the process of replacing the A-7 with the F-16. Examples of former types flown by the 162nd Fighter Group, the F-100 and F-102, are on static display in front of their main building. The Guard offers tours of their operation upon request.

Just west of the Guard, on the southeast corner of Park Avenue and Valencia Boulevard, is the Go Air maintenance base. Go Air specialized in the leasing of Viscounts before it ceased operations. Although the base is now shut down, about six Viscounts are still parked there in apparently good condition, together with eight to ten parts planes. This has got to be the largest concentration in one place of these pioneer turboprop airliners outside Britain. Nearby also stands a bare-metal Caravelle jetliner, another pioneer of the jet age.

Travelling southwest down Park, one crosses the final approach to runway 11-29 and then one comes to the Hamilton Aviation lot. Hamilton became known in the late 1950s and early 1960s for their Beech 18 conversions into Little Liners and in the early 1970s for turboprop Westwind conversion of the venerable Beech 18. Well over 400 Little Liners were completed, as well as more than 40 Westwinds. Lately, the company has specialized in modification of Convair twins from passenger to freight configuration. Sometimes one can see other turboprops at Hamilton as well.



Ex-Falcon Airways ATL-98 Carvair N88FA. The aircraft stands at the former Go Air base at TUS, but has been repainted since this picture was taken in FEB 83. (Adkins photo)

Ex-Wright Airlines Convair CV-600s are at the Hamilton Aviation aircraft modification centre awaiting conversion to freighters. Shown are N74854 and N74855, Photo taken at TUS, DEC 84. (Adkins photo)



The people at Hamilton are most accommodating to aircraft photographers, with entry to their fenced in area usually requiring only an advance phone call.

Between Hamilton and the old hangars to the south lies a small 'boneyard' containing various old military types in several stages of disrepair. In addition, the pieces of the last Boeing Stratocruiser in existence are located here, as well as a well-preserved Carvair.

At the opposite, south end of the hangars is a group of slurry bombers, mostly converted C-54s, along with several ex-military cargo aircraft, including one of only six Douglas C-133 Cargomasters on the civilian registry. However, this particular aircraft hasn't moved in some years.

THE BEST PHOTO LOCATIONS AT TUS

For capturing jetliners on film, by far the best location is at the northwest corner of the field, between the Hamilton and Go Air facilities. As noted before, Park Avenue goes right by the end of the main runway, so excellent approach shots can be had of aircraft landing from the northwest, which seems to be the case of the majority of the time. A telephoto or zoom lens is recommended, and no parking is allowed along the road, so park further south by the Hamilton lot and walk several hundred feet north. You will then be parallel with the end of the runway. This spot will not be as good for photography in the future, however, as plans are under way to add 2,000 feet (610 m) to the southeast and to remove as much from the northwest end. This is being done to help reduce jet noise over the populated areas to the north and west of the airport. Work could start as soon as the end of 1986. If you'd try the southeast end of the runway for photography, be prepared to hike a fair distance through the desert because there are no roads down that way.

Other possible photo locations are from inside the terminal concourses. Shooting from there is through slightly tinted glass, but this should not be any problem for B&W photography. Good shots can be had of AeroMexico aircraft as they taxi to and from the international terminals from inside the west concourse. Other locations include the nearest of the two air cargo buildings, where you will need a long lens and have to shoot through a chain-link fence. From just northwest of the tower you can photograph private aircraft parked on the executive ramp. There is a low fence surrounding this ramp, but that is not an obstacle and with a telephoto lens you can shoot aircraft as they taxi out to the runways. A standard (50 mm) lens is all you need to shoot the Federal Express and other cargo aircraft which are normally parked to the northwest of the executive terminal.

Whether one is interested in modern jetliners, older propliners, or both, Tucson International is definitely worth a visit. If possible, combine your visit with a trip to the nearby Pima Air Museum, the Davis-Monthan Military Aircraft Storage and Disposition Center (the D-M 'boneyard'), or the Pinal Air Park near Marana, an hour's drive away. All will be of interest to the airliner buff, especially if one is interested in older aircraft types which are no longer in service with the world's major airlines.

CREDITS

The author wishes to thank Lorilee Hess and Paula Morgan of the Tucson Airport Authority, and Charles H. Broman, retired airport manager, for their help in preparing this material. The historical part of this article is based in part on an article about the old Tucson airport terminal, written by Bob Altman and this writer. The article appeared in the Tucson Citizen on 10 NOV 83 under the title "Some of Tucson's aviation history lives on ... feebly."

AIRLINE PLAYING CARDS

by THOMAS DRAGGES

Welcome to the wonderful world of playing cards.

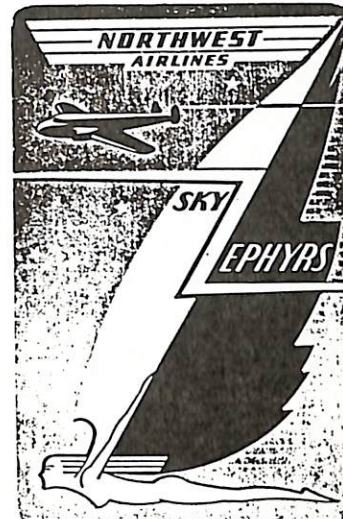
I was able to come up with a pair of Northwest Airlines playing cards issued during their Lockheed Sky Zephyr era. Illustrated is one card to show the design pattern. One card has a gold background with brown and white print. The goddess is in white, as is the front part of the wing. The rest is brown. The mate card has a silver background with black and white print. The goddess is again white, as is the front part of the wing. The rest is black. These decks were issued in the mid 1930s (#1).

NEW DECKS OF THE PAST YEAR

New decks which appeared in the past year are as follows: Ozark Air Lines has a deck showing a DC-9 in flight above the clouds with the Gateway Arch in the background. Colors are shades of blue, with blue and green trim on the aircraft (#2). Republic Airlines has issued a pair. One is with a red border, white background and blue print underlined in red. The mate has a blue border, white background and blue print underlined in red (#3). Philippine Airlines has issued an anniversary deck for their 45th anniversary. Silver background with Philippine Airlines in white, Mubuhay and Anniversary in blue print. The design pattern around 45th is also in blue and 45th in red (#4). Korean Air card shows a 747-300 flying over mountains. Card is in shades of blue except for the red and white parts in the airline's logo on the tail and in the '0' of Korean (#5). Finally we have a World Airways card. It has a white background with the outer border in red and a thin gold border immediately inside the red border (won't show in the B&W illustration here). All print is in gold except the two words "World" which are in red (#6).

That is it for this time. May the next deck you find be a rare one.

Happy Collecting.



#1



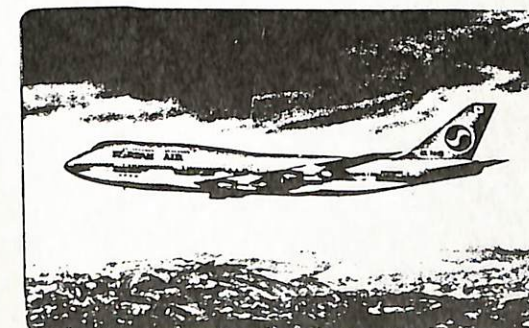
#2



#3



#4



#5

NOTE re #4: Our production process is not able to make the white letters of the airline name stand out against the all-silver background of this card. We have therefore superimposed the name on a dark background and have placed this over the name on the reproduction of the card, for purposes of clarity only.



#6

POST CARD CORNER

by WILLIAM DEMAREST



#1. Boeing 767 card released by QANTAS of Australia. Card has some technical details about the aircraft on the back, as well as a line for passengers to write down their flight number if they want to keep the card as a memento, or for if they want to make comments about the service to the airline's president.



#2. HOLLAND AERO LINES card of its two Nomad aircraft. Card has map on the back showing the airline's routes from Rotterdam to Norwich and Southend in England, and Hamburg in Germany, the airline's logo and a picture of its Piper Navajo Chieftain.

Once again it is time to sit down and put together my notes on new postcard issues from around the world.

I am glad to say that postcard publishers are continuing to satisfy our quest for new cards by producing them in record numbers.

The most sought-after aircraft postcards are those issued by the airlines. I define an airline-issued postcard as any postcard printed or distributed by the airline. I favor airline-issued postcards over the collector-type cards. Luckily, the private publishers are producing postcards of aircraft which you won't see distributed by the airlines.

Several new airline-issued postcards have appeared in the past few months. YES FOLKS, there is an airline-issued postcard of an EASTERN DC-10. This is a regular-sized card, inflight, facing left and appears to be an artist's retouch. Finding the card may be difficult as, I am told, this DC-10 card can be found only in the First Class section of the aircraft.

QANTAS and AIR NEW ZEALAND both released nice inflight postcards of their Boeing 767 (#1). Both cards are regular size and facing right. In addition to the postcard mentioned in my previous column, AIR HOLLAND has an inflight drawing postcard of their Boeing 727-200. GUERNSEY AIRWAYS has a nice card of their Viscount 800. Another interesting card comes from HOLLAND AERO LINES, showing two N-24A

Nomads on the ground (#2). EAGLE AIR's latest issue shows a Boeing 737 on the ground with passengers deplaning. I am told there is a Twin Otter postcard from the airline as well. BRITISH AIRWAYS has postcards available of their aircraft in the new color scheme. I have found a Boeing 747 issue printed in Britain (#3) as well as one produced in the USA.

Brendt Frenzel supplied me with the following information on additional new airline-issued postcards: ICELAND-AIR DC-8 Landing head-on (as well as the cards mentioned in the previous issue); CAAC (N.Korea) TU-134 and

TU-154; CAAC (China) A300, MD-80, 747 and 767. I have told you before about the CAAC 737 and 747SP issues. Has anyone seen these new CAAC postcards? When I travelled to PEK in February I couldn't find any postcards on the aircraft.

Brendt also told me that THY Turkish Airlines has an A310 postcard. Others are NORONTAIR Dash-8, TYROLEAN Dash-8, LAUDA AIR BAC One-eleven, AIR SAFAIRI DC-8, MAERSK AIR 737-300, AER LINGUS 737 and a DLT Bandeirante 120.

#3. BRITISH AIRWAYS 747 in new colors. Printed in Great Britain.



#4. This card from Nut Tree Associates shows a model of a Curtiss T-32 Condor in the colors of American Airways. Card is one of a series showing historic airliners.

WAHS member Dave Prins has released his own postcard series. So far he has produced an INVICTA Vanguard TRANSAVIA DC-6B, TRANSVALAIR CL-44, PACIFIC WESTERN CV-600, TRANSAVIA Caravelle, SPANTAX DC-6A and AIR CEYLON DC-8. All postcards are of continental size and are of excellent quality. For ordering information, contact Dave J.G. Prins, Oudeweg 20, 7351 BK HOENDERLOO, The Netherlands. Keep up the good work, Dave!

An unusual set of postcards can be obtained from Nut Tree Associates 1985, NUT TREE, California 95696, USA. These cards show a beautiful model of a Curtiss T-32 Condor in American Airways markings (#4), a Ford Trimotor, also in American Airways livery, a black & white postcard photograph of an American Airways Condor, another black & white postcard showing a Pan American Martin M130 China Clipper, a model of a Pan American Sikorsky S-42 in color, and a black & white shot of a United Airlines Boeing 247 at Burbank.

The featured aircraft in this issue of the LOG are the Lockheed twins. I know that a number of postcards exist showing these aircraft, but unfortunately, I don't have any in my collection to share with you, other than the one of this National Airlines-issued card showing and L-10 (#5).

(Ed. note: I have in my collection three black & white postcards of Lockheed twins. These cards were produced commercially in The Netherlands before World War 2 and depict a Polish Airlines LOT L-10, a KLM West Indies L-14 and a U.S. Army Air Corps XC-35 high-altitude research development of the L-10. All three cards are shown in this issue, see page 17 - JG.)



#5. Mailed from West Palm Beach, FL on 17 FEB 42 and bearing a 1¢ postage stamp, this card shows a National Airlines Lockheed L-10 Electra flying over the Everglades while a family of Indians watches. The card is a drawing, not a photograph and was published by Eli Witt Cigar and Tobacco Company, Miami.

CAN'T GET IT RIGHT

are sorry to report that for the second time the printer has switched the CAAC Boeing

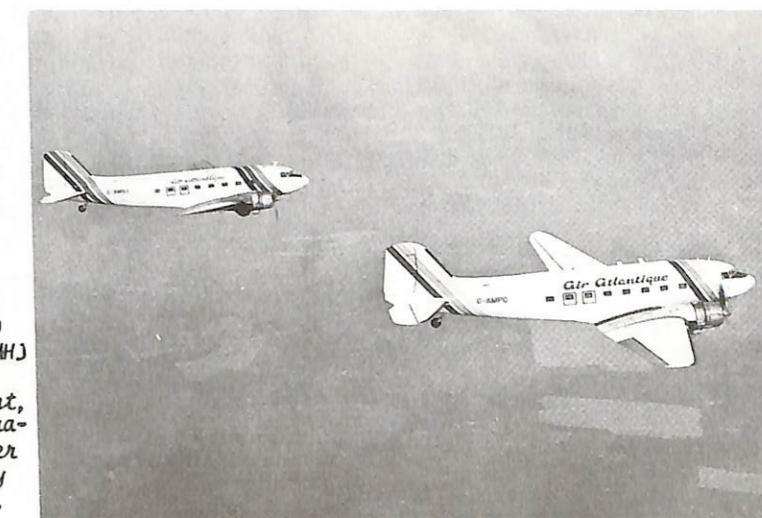
In the "Can't Get It Right" department, we

737 card with another card. In Vol. 11, No. 4 this 737 card was switched with the card of Civil Air Transport DC-6B B-2501 (See pages 31/32). Our apologies to all.

LADECO 727-116 is published by U.S. Publications in their Airborne Postcard series (See next page) Aircraft is CC-CAG, c/n 19811 and was photographed at Miami in the summer of 1985 by Eddy Gual.



Two DC-3s of Air Atlantique flying in formation for a card produced to commemorate the 50th anniversary of the DC-3. G-AMPO (front) and G-AMHJ are flying over Biggin Hill, Kent, and were photographed from another DC-3, G-ANAF, by Adrian M. Balch.



STORAGE TIPS Everyone has a different system for organizing their postcard collection. I prefer to have mine arranged by aircraft type, with each album showing the airlines in alphabetical order. This works for me because I collect only certain aircraft types. I mount the postcards onto clear plastic sheet protector pages, available from stationery stores, with clear photo corners. With this method I can expand the three-ring binders by simply adding pages to the end, rather than rearranging all the postcards.

PLEASE DON'T mount your postcards in albums with plastic overlay pages and sticky type pages. You'll find that the reverse of your postcards will be damaged. And, PLEASE don't cut your postcards to fit your album pages. I go into shock just thinking about it. Most collectors like to have their cards in good shape - so protect your collection.

NEXT MONTH Tips on obtaining postcards for your collection.

See you all in Hartford for the AIRLINERS INTERNATIONAL '86 convention!

From the commercial postcard producers, the following aircraft postcards are now available or will be released shortly:

AEROGEM POSTCARDS:

- 0501 - American A.L. 720-023B
- 0502 - Eastern 720-025 (hockey stripe)
- 0503 - Henson/Piedmont Dash-8
- 0504 - National DC-8-32 (Sun King)
- 0505 - New York Air 737-300
- 0506 - National 747-135 (Sun King)
- 0507 - Northeast 727-95
- 0508 - Northeast 727-295
- 0509 - Northwest 720-051B
- 0510 - Pacific Interstate 727-51
- 0511 - Piedmont 737-301
- 0512 - Presidential 737-230C
- 0513 - Pride Air 727-35
- 0514 - TWA 727-231 (bare metal)
- 0515 - Western 727-247 ("Bud Lite" cls)

- 0601 - AirCal 737-3A4
- 0602 - Air Wisconsin F-27-500
- 0603 - Air Wisconsin BAC One-eleven 201
- 0604 - America West 737-3G7
- 0605 - Aspen CV-580 (new colors)
- 0606 - Bahamasair 737-2L9
- 0607 - Challenge Int'l 737-2K2C
- 0608 - CP Air 737-317 (red/orange cls)
- 0609 - Eastern DC-10-30
- 0610 - Eastern Metro Express Dash-8
- 0611 - Egyptair 747-2B4B
- 0612 - Northeastern MD-82 (Alisarda cls)
- 0613 - Northwest Orient DC-10-40
- 0614 - Pilgrim F-28
- 0615 - Republic 727-2M7 (new cls)

THE AVIATION HOBBY SHOP

- AHS 68 - BOAC Britannia
- AHS 69 - BEA Viscount 701
- AHS 70 - BEA DC-3
- AHS 71 - Iraqi AW 747-270C
- AHS 72 - Channel AW BAC One-eleven
- AHS 73 - Air Luton DC-3
- AHS 74 - Aer Lingus 747-130
- AHS 75 - Caledonian Britannia

APC PUBLICATIONS

- APC A50 - Kuwait AW Trident
- APC A51 - Tunis Air 707
- APC A52 - Air France Transall
- APC A53 - Court Line BAC One-eleven
- APC A54 - Winner AW Viscount 808
- APC A55 - East African Super VC-10
- APC A56 - Trans Polar 720
- APC A57 - Nigeria AW DC-10-30

JETSTREAM

- JO17 - JAT Yugoslav DC-3
- JO18 - British United Bristol 170
- JO19 - SAS DC-7C
- JO20 - Air W.A. BAe 146-200
- JO21 - Aloha Pacific DC-10-30

- 38 - London European AW Viscount 806
- 39 - Cubana AN-24
- 40 - United Arab Emirates A300B4
- 41 - Icelandair DC-8F-55
- 42 - Flight International 727-35
- 43 - Ryan International 727-22
- 44 - Ladeco 727-116
- 45 - Okada Air Caravelle 6N
- 46 - Amerijet International 727-51

AEROPRINT

- 98 - Inex Adria Airways DC-9-32
- 99 - Sunworld Int'l 737-300

CHARLES SKILTON

- 476 - Air Atlantique DC-3 (two a/c in formation)
- 606 - British AW 747-136 (new cls)
- 607 - British AW Concorde (new cls)
- 608 - Air UK BAC One Eleven
- 609 - Air UK SD-360

MICHEL MOSKAL

- 105 JAT Yugoslav 737-3H9



Jetstream postcard of SAS DC-7C OY-KND, c/n 45211 at Zurich, JAN 61. Photo by A. Freund

U.S. PUBLICATIONS - Airlines Special Ed. 3

- 46 - Sun d'Or Int'l. A.L. 707-358C
- 47 - Sierra Leone A.L. 720-030B
- 48 - Aerosucre Caravelle 11R
- 49 - Aviateca 727-173C
- 50 - Gulf Air Transport CV-580
- 51 - Millon Air CL-44
- 52 - Trans-Air-Link DC-7CF
- 53 - Millon Air DC-7CF
- 54 - British Caledonian DC-10-10
- 55 - Air Zimbabwe 737-2L9
- 56 - Condor DC-8-73CF
- 57 - Okada Air 707-355C
- 58 - Airways Int'l Cymry 737-204
- 59 - Tunis Air 737-2H3C
- 60 - Air Zimbabwe 707-330B
- 61 - Kabo Air 727-155C

U.S. PUBLICATIONS - Airborne Postc.

- 31 - Samoa Air 707-351C
- 32 - Air Seychelles A300B4
- 33 - Korean Air DC-10-30 (new cls)
- 34 - National Air Charters 707-349C
- 35 - Cubana 11-76
- 36 - Corse Air Caravelle 6N
- 37 - Stellair DC-3C

FOUR COLOR/FLITE LINE FOTOS

- Air California L-188 Electra
- Evergreen Int'l. DC-8-73CF
- LAN-Chile 707-320B (with spe-stickers)

EDITIONS PI

- Panam 737-200
- Western 737-200 (old colors)
- Birmingham Express SAAB 340
- Air Seychelles DC-8-63
- Airways Int'l Cymru 737-200
- Sunworld 737-300

MARY JANE'S RAILROAD SPECIALTIES

- MJ571 - Air 1 Boeing 727-214
- MJ572 - CP Air DC-10-10
- MJ573 - CP Air 737-213 (red/orange cls)
- MJ574 - Evergreen 727-27
- MJ576 - Northeastern A300
- MJ577 - Pan Am 747- 212B
- MJ 578- Republic DC-9-15 (new cls)
- MJ579 - South West Air Navajo Chieftain
- MJ580 - Western 737-2J8 ("Bud Lite" cls)
- MJ581 - Worldways Canada DC-8-63

CONTENT
DELETED DUE
TO PRIVACY
CONCERNS

CONTENT DELETED DUE TO PRIVACY CONCERNS

FROM THE PRESIDENT

I would like to take this opportunity to thank Mr. Joop Gerritsma for the fine job that he is doing as Editor of the CAPTAIN'S LOG. Joop, along with his fine staff, has produced several very nice issues. I am sure the quality of the LOG will continue to grow as Mr. Gerritsma, through trial and error, finds better ways to get various jobs done. I will continue to give him and the staff my full co-operation.

At this time we are still looking for a new editor for the model section. We have had one member volunteer to take over this important section of the LOG. As of this writing, however, we have not been able to get his confirmation as to when he will start duties as model editor. A number of you have subscribed to the LOG for the modeling information that we published. Please bear with us until we do get a new editor, then decide if you wish to stay a member or not. I would like to thank Dave Minton, the former model editor for the time and effort that he put in to the columns that he did for the LOG.

At this time I would like to invite all of you that will be attending the convention in Hartford to attend the Society business meeting that will take place some time during the convention. There will be several issues placed on the floor for discussion, one of which will be the future leadership of the Society. A number of you have stayed away from these meetings, for various reasons of your own, but the meeting this year will focus on the direction that the Society will be taking in the years to come. I can not emphasize the importance of this meeting strong enough. Please plan to attend.

Membership renewals are coming in at a very nice rate and your continued support is really appreciated. With this issue of the LOG you will be receiving the annual roster. We are planning some changes for the roster listing in 1987, so be sure to read what the membership co-ordinator has to say in the roster.

If you take the time, while at the convention, to visit my table you will see the new jacket and hat that have been designed for the Society. I had hoped that the jackets would be ready in time to sell at the convention, but due to the heavy work load where the jackets are being made, this will not be possible. I will, however, have Society hats with me that I will be selling for \$5 each. Jacket orders will be taken and they should be mailed to you several weeks after the convention. Please be sure to stop by and see these nice Society items.

That about takes care of things until the next issue of the LOG. I am looking forward to seeing many of you at the convention in Hartford. I will be arriving sometime on Thursday and departing on Sunday morning for some sight-seeing along the coast. Until then--happy collecting!

Paul

TWAers RALLY AROUND A CONNIE

"Save A Connie" a group of TWAers, active and retired, has bought a 1049H Constellation and moved the aircraft from Mesa, AZ to Kansas City in late May of this year. They plan to restore the Connie to passenger configuration, paint it in TWA colors and fly it to airshows around the U.S. as a living museum of commercial aviation's propeller-driven days.

TWA flew 147 Connies, in seven different models, between 1946 and 1967, when the last was retired. An 049 Connie inaugurated TWA's scheduled international service just 40 years ago, in February 1946.

Larry Brown, president of the group says the non-profit organization is looking for other TWAers and airline enthusiast groups who are interested in aircraft restoration and willing to donate their time or money to aid the project. It cost \$20,000 just to buy the Connie and get it to Kansas City.

The aircraft will be housed at the Air Center, Downtown Airport, which is contributing free parking. Omni Air is providing free electricity and space for the project.

For more information write to: Save A Connie, Inc., P.O. Box 914, Riverside, MO 64168.

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AeroGem Books offers the best in airliner books from around the world, including the world-famous JP AIRLINE FLEETS INTL. JP85 available June 1: pre-publication price (before April 30) is \$19.95 US or \$26.35 CA. After that: \$22.50 US/\$29.70 CA.

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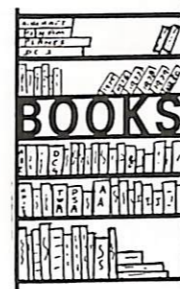
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"Watch It Work! The Plane" by Ray Marshall & John Bradley and published by Viking Penguin Children's Books. Sept. 1985 New York, NY price \$13.95.

Take off with this exciting and ingenious pop-up book that's sure to be a hit with everyone from children curious about the mystery of flight to adult aviation buffs.

From takeoff to landing, this book puts you in the captain's seat. Pop-ups, moving diagrams, lift-up tabs, and detailed illustration clearly and simply demonstrate the structure of a modern passenger jet and how your piloting controls its movements.

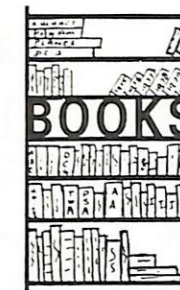
Enter the flight deck, where the functions of the most important instruments are explained to you. Learn how to control such movements of the plane as pitching, yawing, and rolling. Pull the sliding tabs and take off and land your own 747. Find out how to lower and retract your wheels and see how a turbofan engine works.

You'll also go behind the scenes at a modern airport, where you'll learn about the fleet of vehicles that make up the aircraft ground services and what goes on in the control tower. And now that you've earned your wings you're ready to make the easy-to-assemble plane model that's enclosed and take off on your own!

Children will delight in manipulating the movable parts of the book while at the same time learning the many answers to such often-asked questions as "How does a big plane stay in the air?" And because of the validity of the technical and factual information provided in THE PLANE, adults will appreciate it as a useful guide presented in an easy-to-understand format.

So clear the runway--and happy flying!

BOOKCASE



"Flight--Great Planes of the Century" by Donald Lopez and published by Viking Penguin Inc., New York, NY 1985. Published at \$18.95.

This is a very good companion book to the book previously reviewed. Where "THE PLANE" gives us all the basic instructions on how the airplane works and what we need to know to fly it, "FLIGHT" illustrates many of the great aircraft that have made flying history.

The reader is introduced to flying through the first flight made by the Wright brothers at Kitty Hawk, NC in 1903. A very detailed pop-up of the first Wright aircraft is used to illustrate this first flying adventure.

From the Wrights, we move on through history to the use of aircraft in WW I with a very nice Fokker Triplane representing the aircraft flown by Baron Manfred von Richthofen. This is a very imaginative pop-up that will catch your interest.

One of my favorite illustrations is that of early commercial aviation. Having just finished a history on Pan American, the pop-up of the Boeing 314 Clipper is very attractive. The wing span on this piece of "art" is beautiful.

Illustrations remaining cover WW II and the post war period of commercial aviation. The final pop-up is that of an Air France Concorde.

When I first received these two books from Viking I treated them as just "kids" books that members of our Society would not be very interested in. However, after sitting down and going over each book, I came to the conclusion that they are works of art and books that you will treasure for many years to come.

Both books will be available for inspection at the Hartford convention.

"DC-3 Production List" by John and Maureen Woods, published by Airline Publications in London, England.

This is not just one book, but a series of books on EVERY DC-3 produced. While I have 18 of the books, there are still additional copies that have been published.

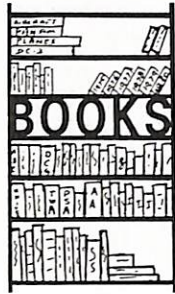
These books, measuring about 6 inches by 8 inches, costing various prices during their publication, contain a number of photos, in both b&w and color. Part 1 starts at the beginning of the production run of DC-3 aircraft by the Douglas Company and continues on from there. The color photos in each of the books are worth the price of the book. The information contained within the pages are an extra bonus!

John and Maureen Woods have spent most of their life recording the history of the DC-3. These books are truly a work of love and this comes through in the material that is presented.

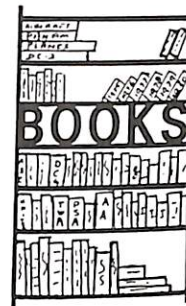
Some of the outstanding photos to be found in these issues include: a very attractive paint job on M101SF showing a desert scene on the tail fin (Pt 1); N395F of Royale Airlines in a very nice paint scheme (Pt 2); the very rare photo of the DC-3 of Sun Travel Club N9012 in Fort Lauderdale. Very strange! I could go on, but the list would be to long for this review.

These books were initially published in the early and mid-70's but I am sure that you will be able to find them if you try. If you are a DC-3 buff, you really need these publications for your reference work. All information that was available at the time of publication was included for each of the DC-3s listed in the books. I recommend that you get these books for your library.

All reviews done on these two pages by Paul F. Collins.



BOOKCASE



"Jet Liners" by Chris McAllister published by B. T. Batsford, Ltd. London, England in 1982. Price \$2.95 64 pages and color and b&w photos.

A very nice little book about the aircraft that make up the airline fleets of the world today. You won't find anything in this book that you probably don't already know, but the pictures are worth the price of the book. The text is easy to read and understand and gives facts and figures on a number of things having to do with jet liners.

The book covers all jet aircraft from the Comet through the Airbus and Boeing 757 and 767. A number of interesting facts are presented on each of the aircraft mentioned as well as some nice photos, many of which have not appeared in other aviation publications.

Along with complete photos of aircraft, there are a number of close-up shots of the various working parts of jet airliners. Flaps, slats, speedbrakes and thrust reversers are all shown close up. This would be a good book for modelers. There is also a nice chapter on how a jet engine performs.

I obtained my copy of this nice book at the gift shop located at the USAF Museum, Wright Pat AF Base in Dayton, OH. If you are traveling in the Dayton area this summer you owe it to yourself to stop at the museum and visit the gift shop. You will find many books on commercial aviation and other items of interest at this shop than at any other in the country. The museum is super. Also--it's FREE.

"Planes and Airports" by Chris McAllister and published by B. T. Batsford, Ltd. London England in 1981. Price \$2.95, 64 pages with color and b&w photos.

This is a very nice companion book to go along with "Jet Liners" by the same author.

Where "Jet Liners" illustrated and told us about the aircraft that make up the fleets of the world's airlines, "Planes and Airports" gives us a look at what takes place before, during and after you arrive or leave the airport.

The books tells us about operations of the airport. Where the jet fuel comes from, how the weather is passed onto the crew, service procedures and much more. There are a number of books on the market that will go into greater detail on explaining these things, but for \$2.95 you can't go wrong with this book. As in the previous review, the photos in this book is worth the price. On page 14 there is a great picture of a Eastern Airways DC-3 followed by a great photo of a British Caledonian DC-10. There are also a number of other very nice color and b&w photos that makes this book a nice addition to your aviation library.

ABOUT THE AUTHOR:

Chris McAllister is a lecturer in Psychology and Communications Studies at North Cheshire College. He is a dedicated aviation enthusiast; the fact that he grew up under the approach flight path of Dublin Airport's main runway served only to start him off on a life-long hobby.

"NORTHWEST ORIENT" by Bill Yenne and published by Gallery Books, W. H. Smith Publisher, Inc, NY, NY 1986. 112 pages and fully illustrated in color and b&w. Price \$8.95 at Walden Books.

Mr. Yenne has produced a number of aviation books over the last several years but this one may be his best effort to date. The history of this airline is a little different than most of the carriers in the U.S. due to the fact that this carrier was one of the leaders in opening air routes to other than domestic destinations.

Starting at the very beginning of the carriers history, the author takes us through those tough years in the beginning and carries us right through the year 1985 when the airline is expanding routes and obtaining new aircraft with which to services these routes.

The book is well illustrated with both b&w and color photos of all the various aircraft that the carrier has flown over the years. A number of the photos are from the camera of former Society membership co-ordinator Marion Pyles. The author has also used a number of other items to illustrate his story. Labels, advertisements and schedules are all used to create a very nice effect.

This book would make a very nice addition to your aviation library. There has not been very much written about Northwest over the years, so you had better grab this book now, while it is available. The color reproductions in this book are among some of the best that I have seen, especially for a book at this price.



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