

VOL. 12, NO. 2
SEPTEMBER '86



CAPTAIN'S LOG

Airline and Airliner quarterly



This beautiful take-off shot of AirCal Boeing 737-3A4, N309AC, c/n 23253, earned ELLEN P. JONES of Hollywood, Florida, FIRST PLACE in the color print category of the photo contest at the 1986 AIRLINERS INTERNATIONAL Convention in Hartford.



World Airline
Historical Society

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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

NEW ADDRESSES, in effect now

CAPTAIN'S LOG

Vol. 12, No. 2

SEPTEMBER 1986

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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 MAR 33 United Air Lines introduced the Boeing 247 on its routes, and passenger air travel never looked back. For the 247 was "the First Modern Airliner" and it changed the way passengers looked at the aircraft they travelled in. In this issue we present the first of a two-part history of the 247. We also continue the Lockheed Twins history and Tony Herben concludes in this issue his comprehensive history of Canadian Pacific Air Lines / CP Air.

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

WOW! That was quite a convention Bill Demarest and his crew put on in July. Great program, excellent hotels and a good dinner in pleasant surroundings, and of course plenty of good company to boot.

There is no doubt: the Hartford convention organizers deserve everyone's highest praise. That is not only my humble opinion, but also that of so many people who commented to me in that vein, or whom I overheard saying it to others. It was one of the smoothest-running conventions of any kind I have ever attended.

The latest tally at my disposal shows 545 people had registered by Friday evening. Counting Saturday's walk-ins, well over 700 people attended. WAHS members in attendance came from 13 different countries, Bill told me, including places as far away as Chile, Australia and Japan, as well as several Continental European countries and 34 states in the United States.

A full report on the convention will have to wait until the next issue of the LOG for two reasons: a shortage of space in this one and a heavier-than-normal workload at my place of employment. Due to several people being away on vacation at any one time, the rest of the newsroom staffers (and that includes myself) often have to do double duty. And after a 10-hour shift it is sometimes difficult doing in my spare time what I just finished doing for a living: writing and doing page layouts. But the vacations will all be over sometime in the near future (mine is at the end of August) and then I can start sorting out all the material I brought back with me from Hartford. I can hardly wait. Right now, about 95 per cent of it is still in the bags in which I carried it home with me.

However, I would be neglecting my duty if I did not tell you that the **AIRLINERS INTERNATIONAL '87 CONVENTION** will take place in Indianapolis on the weekend of 18, 19 and 20 JUL. A challenge by the people of Atlanta disappeared when they withdrew their bid in favor of 1989 and the coast was clear for Phil Brooks and his crew to organize next year's convention. Phil made a great presentation about the facilities and things-to-see in his city, and he has me convinced



Jeff Magnet of Cambridge, Mass., won first place in the Salon Photograph category of the photocontest at the AIRLINERS INTERNATIONAL '86 Convention in Hartford in July. His photograph shows a Delta Airlines Boeing 767 in the landing at Boston-Logan International. Another winning photograph is reproduced on the front cover of this issue, and the remaining prize-winning photographs will be published in the next issue of the LOG, due out in late October or early November.

we will be welcome and will have a great time. We'll all be there, Phil. Brace yourself for the onslaught!

Convention 86 attendees also voted to have the 1988 convention in Denver.

I have already mentioned the shortage of space in this issue of the LOG. This has forced me also to hold over the larger part of the second part of my Lockheed Twins history and approximately one-third of the Boeing 247 history - a look at the airlines which operated the

AIRCRAFT PROFILE

by JOOP GERRITSM

The First Modern Airliner



This Boeing 247D, NC13365, c/n 1758, is the last 247 built. Seen here in United Air Lines passenger service, it became the airline's "Flying Lab" (Boeing photo).

"Air transport as it is today was made possible by a type of aircraft which first appeared rather more than 25 years ago. Indeed, the first transport aircraft of 'modern' design can be said to have been the Boeing 247, which made its first flight at Seattle on February 8, 1933."

Those are the opening lines of Chapter 3, 'The Origins of the Modern Airliner' in the book "The Modern Airliner" by Peter W. Brooks, published by Putnam of London, England in 1961.

The 'more than 25 years ago' have since then grown to more than 50 years ago, but that has not diminished the historic importance of the Boeing 247.

Prof. Hugo Junkers of Germany may have pioneered the all-metal airliner in the early 1920s, followed by William Stout and his Ford trimotors in the USA later in the decade, and Anthony Fokker of Holland may have been one of the earliest and prime proponents of the cantilever monoplane airliner, a distinction which he shared with Junkers, but it was Claire Egtvedt, Boeing's chief designer, who married this principle to the newest construction methods available in the 1930s to set the standard for airliners for the next three decades, until the advance of the jets.

THE MILITARY ARE OUTFLOWN

The first Boeing 247, X13301, c/n 1682, made its maiden flight on 08 FEB 33. Its 182 mph (292 km/h) cruising speed immediately rendered obsolete nearly every military aircraft then in service with the major air powers. The fastest British fighter airplane of the day was the Fairey Firefly II with a top speed of 197 mph (317 km/h) and still in the prototype stage. The fastest American fighter aircraft were the 184 mph (296 km/h) Boeing F4B-4 of the U.S. Navy and the 198 mph (318 km/h) Curtiss P-6E Hawk of the Army. Their margins of speed over the new airliner were slim indeed, and all three were biplanes.

The concept of the 247 as we know it, originated in the mind of Fred Collins, assistant sales manager at Boeing's. He had just returned to the factory after a five-month tour of flying co-pilot on the Boeing Model 80 trimotors of Boeing Air Transport between Chicago and San Francisco. BAT was at that time a part of the Boeing Airplane Company. When Boeing president Phil Johnson asked all his senior staff for suggestions for new aircraft the company could develop, Collins produced a report in which he recommended the production of an all-metal monoplane transport based on the B-9 bomber (Model 215), seven of which had been built during 1931-

32. The recommendation was accepted and Egtvedt and his design team went ahead.

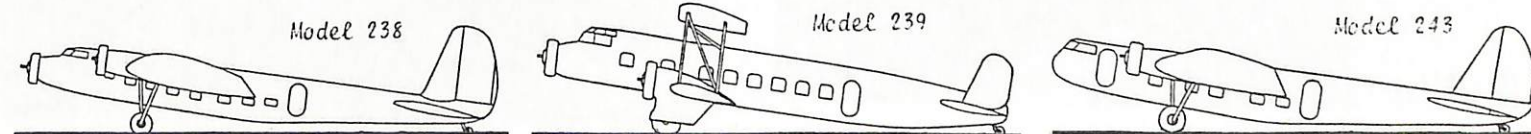
EARLIER PROPOSALS I'd like to digress here for a moment to look at some other studies of that time, which, if they had been pursued, would have resulted in a totally different airplane than the one we know today.

In 1931-32 Boeing was considering a number of proposals to replace the Model 80 and the Ford trimotors then being operated by Boeing Air Transport and other airlines in the USA. These projects included the Model 238 high-wing monoplane trimotor, the Model 239 biplane trimotor and the Model 243 twin-engined high-wing monoplane.

The 238 and 239 were both 12-passenger aircraft powered by 900 hp versions of the Pratt & Whitney Hornet engine. Both models had gross weights of about 20,000 lbs (9,072 kg) and top speeds of 165 mph (265 km/h) and 152 mph (245 km/h) respectively.

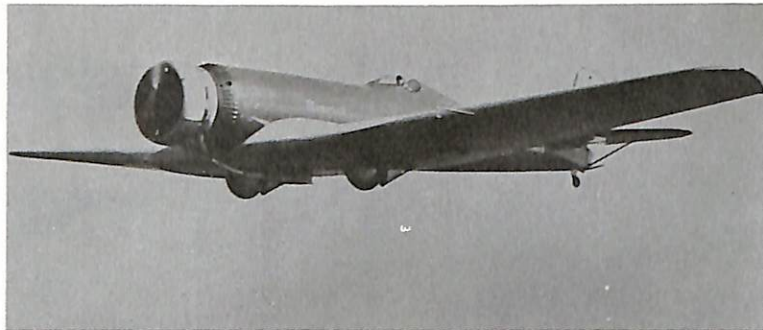
The 243 would have been a nine-passenger aircraft weighing in at 18,000 lbs (8,165 kg) gross. Power would have come from two 800 hp versions of the Hornet to give it a top speed of 169 mph (272 km/h).

None of these three proposals would have been a great improvement over the Model 80 and the Fords they were intended to replace. Sin-

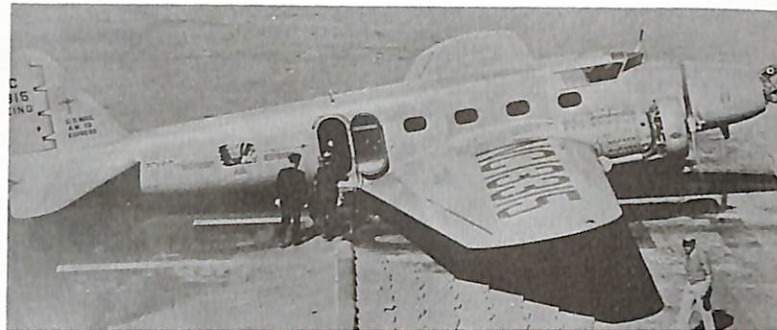


type. However, I was able to finish Tony Herben's impressive history of Canadian Pacific Air Lines/CP Air in this issue. I am sure you are all joining me in thanking Tony for the tremendous job. I know I have enjoyed his article and the many photos and other illustrations he sent with it. His material was supplemented nicely by post cards from Bill Demarest and stickers from Don Thomas's collection. Thank you all!

Joop
ATTEND THESE MINI CONVENTIONS:
20 SEP 86: Indianapolis, 10 am - 4 pm, Int'l Arrivals Bldg, IND.
25 OCT 86: Miami, Fla., 9:30 am - 4:30 pm, Viscount Hotel, 5301 NW 36th Street.
08 NOV 86: Atlanta, 1:30 am - 5:30 pm, Gateway Airport Inn, Virginia Ave.



Boeing Monomail, technical ancestor of the 247.
(Boeing photo).



The 15th Boeing 247, NC13315, in service with Western Air Express. Aircraft was first leased, later bought from UAL.

ce the heads of the four airlines in what was then the United Air Lines consortium could not agree on a joint final design, Egtvedt decided to go ahead on his own.

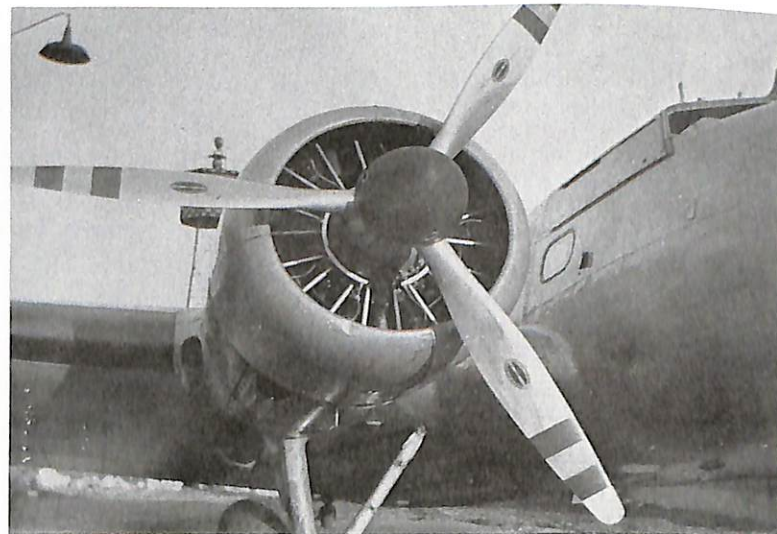
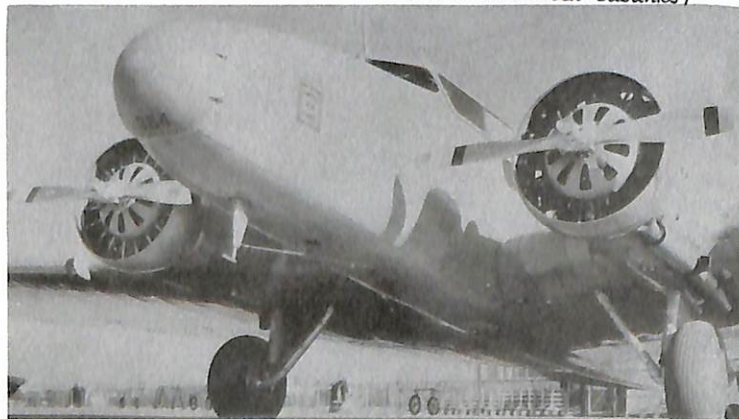
Egtvedt's studies culminated in a proposal for an aircraft of 16,000 lbs (7,275 kg) gross weight for 16 passengers. Powerplants were proposed to be a pair of 700 hp Hornets.

However, Boeing Air Transport pilots, being shown the specifications, turned the aircraft down flat, saying it was too heavy to handle and go safely into some of the smaller airfields along the network. The proposed aircraft was then scaled down to 12,000 lbs (5,455 kg) gross weight, carrying only 10 passengers and powered by the trusted but less-powerful P&W Wasps of 550 hp. It was not long before it became apparent that this downscaling had been a big mistake.

Many months before the first flight of the 247, Boeing had sold 60 of the new transports to Fred Rentschler, then president of United Air Transport, holding company for Boeing Air Transport, National Air Transport, Pacific Air Transport and Varney Air Lines

(BELOW) P&W Wasp engine with controllable-pitch, two-bladed propeller on a United Boeing 247.
(United A.L. photo via Drew Eubanks)

(RIGHT) Geared Wasp with three-bladed controllable-pitch propeller of a United Boeing 247D.
(Sid Davies photo via Drew Eubanks)



(see later in this story). Rentschler had placed the 60-aircraft, \$3½-million order in a daring attempt to make the United group the undisputed leader in American air transport. He almost succeeded ...

UNITED AIR TRANSPORT United Air Transport, forever inextricably linked with the development of the 247, was the airline operating arm of the United Aircraft and Transport Company. UATC had been founded on 01 FEB 29 by William Boeing of the Boeing Airplane and Transport Corporation (which owned the Boeing Airplane Company, Boeing Air Transport and Pacific Air Transport) and by Fred Rentschler, then of Pratt and Whitney. On 07 MAY 30 and 30 JUN 30 UAT (the airline) acquired control of National Air Transport and Varney Air Lines respectively. (National had earlier absorbed Stout Air Services and this airline was no longer operating under its own identity) All four airlines in the UAT group continued to operate under their own names and those names continued to be carried inside the circle of the logo on the fuselage, with the name United Air Lines appearing on the bars of the logo outside the circle.



Western Air vice-president Jack Frye wanted to place an order. He asked for deliveries to begin after the first 20 aircraft had been delivered to United, but he was refused. Instead, Frye was offered delivery after the entire 60-aircraft order for UAT had been delivered. He

On 01 JUL 31 United Air Lines was formed as a management company for the four carriers and on 01 MAY 34 UAL became the operating airline and the names of the four constituent airlines disappeared.

When Rentschler placed his order for 60 Boeing 247s, it was agreed that construction would take place in secret and that all 60 aircraft would be delivered before Boeing could deliver any of the new transports to other airlines. But hearing of the advanced aircraft under construction at Seattle, Transcontinental and

could not wait that long and see all his passengers switch from TWA's Fords to the new United Boeings. On 02 AUG 32 he wrote his now-famous letter to Donald Douglas and the rest is history.

FIRST FLIGHT AND INTO SERVICE The 247 made its first flight on 08 FEB 33 and the first aircraft, although officially delivered to Pacific Air Transport, remained with Boeing for development flying. It was the second aircraft, NC13302, c/n 1683, delivered to Boeing Air Transport on 30 MAR 33, which operated the type's first commercial service when it went onto the Newark - Chicago route on 22 MAY of that year.

On 01 JUN 33 the 247 established a coast-to-coast record of 19 hrs 45 mins (TWA's Fords took 26 hrs 40 mins) and on 11 JUL 33 the first Newark - San Francisco scheduled service with the 247 was operated by NC13308, c/n 1689. The flight took 20½ hours.

Reductions in flying time on other routes were as impressive and United became the clear leader in US domestic air transport. By SEP 33 the airline's 247s were operating 10 out of its 11 daily roundtrips between New York and Chicago. Rivals TWA and American operated only one daily roundtrip each with their Fords.

Of the four airlines in United, Boeing Air Transport bought 20 247s, National Air Transport 23, Pacific Air Transport nine and Varney Air Lines seven. One 247 had been ordered by United Aircraft as an executive plane. Called the 247A, it was included in the order for 60 and went to Pratt and Whitney as a business aircraft and engine test bed.

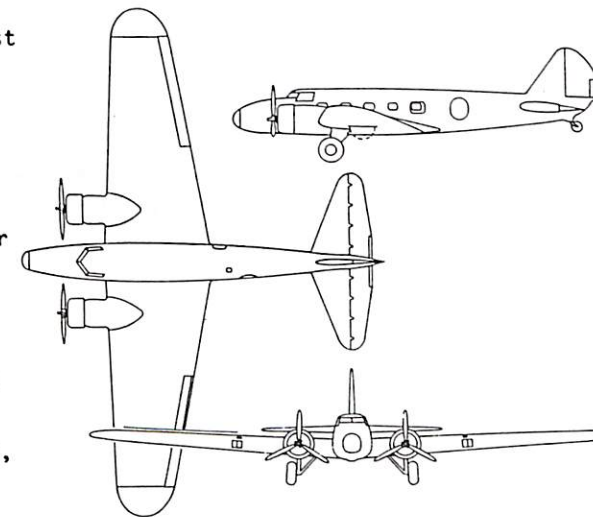
The Civil Aviation Branch of the Department of Commerce issued the 247 with a Certificate of Airworthiness in APR 33 and by the end of June of that year about 30 had been delivered to airlines in the United group. In July the 247s generated United's best-ever ticket sales revenue.

However, the reign of the 247 over America's airways lasted just one year. The bubble burst when TWA placed its first DC-2 into service on 18 MAY 34. Two weeks later TWA DC-2s had broken the speed record for the Newark-Chicago service four times, cutting flying time from 5½ hrs for the 247 to five hrs only. It was obvious to the airlines and, more-importantly, to the travelling public, that there was no aircraft in service

anywhere which could match the DC-2 for speed, comfort and operating economy (it carried 14 passengers against 10 in the 247).

Boeing attempted a comeback with the aerodynamically-improved 247D, but it was too late. The world's airlines were lining up to order the larger Douglas and only 13 247Ds were built before the type was forgotten. United took 10 of them, Western Air Express one, another went to China as the personal transport of a warlord and the other one became an executive transport for Phillips Petroleum Co. in the U.S.

Two aircraft delivered to Deutsche Luft Hansa of Germany are often called 247Ds, but they were



247s with the aft-sloping windshield of the 247D.

TECHNICAL ANCESTRY OF THE 247

The technical and design features of the 247 go back to the pioneering work done in the early 1920s by a German aeronautical engineer, Dr. Adolf Rohrbach. He "started using smoothly skinned all-metal cantilever structures in which the box-like member, which made up the greater part of the wing, used its skin to carry a major share of the load," wrote Peter Brooks in his book "The Modern Airliner".

Rohrbach's structures, and similar structures developed about the same time by Dr. Claudius Dornier, also of Germany, allowed airplane designers to use much higher wing loadings and power ratios, and they strongly influenced US designers such as John K. Northrop, Claire Egtvedt and Donald Douglas.

At Boeing this resulted in the

single-engined Model 200 Monomail which first flew on 22 MAY 30. Only two were built, the Model 200 for mail only and the Model 221 for six passengers. Both were later configured to carry eight passengers and were operated for some time by Boeing Air Transport. The Monomail's single Pratt & Whitney Hornet engine of 575 hp, together with the aerodynamically clean fuselage and retractable undercarriage, gave the aircraft a cruising speed of 137 mph (220 km/h) in a time when multi-engined commercial airliners operated at cruising speeds of less than 120 mph (193 km/h).

The Boeing YB-9 bomber, designed for the U.S. Army Air Corps, was virtually a twin-engined version of the Monomail. It first flew on 29 APR 31 and showed a 50 % improvement in performance over the Keystone B-3 and B-4 biplane bombers then in frontline service with the USAAC. Only seven were built, as the military preferred the even more advanced Martin B-10.

TECHNICALLY SPEAKING: THE 247 IN DETAIL No prototype was built of the 247. The first aircraft was built

on production jigs, so sure was Boeing of the qualities of its new entry in the airliner market. Registered X13301, the first aircraft was delivered to Pacific Air Transport on 05 APR 33 and was immediately returned to Boeing for development flying, in which role it became the 247E. In fact, the aircraft was not delivered to United Air Lines until some considerable time after.

In the months following the first flight of the 247 by Boeing test pilot Lesley Tower, he and senior UAT line pilots flew the aircraft extensively over the UAT network. They found the 247 could not take off from the high-altitude airfield at Cheyenne (Wyoming) with a full load. Single-engine performance turned out to be poor as well. With one engine out, the aircraft could barely maintain 2,000 ft (610 m) altitude. Blame was placed on the three-bladed, fixed-pitch propellers. They were fine for cruising speeds, but inefficient for high-altitude take-offs. A blade setting making Cheyenne and other high-altitude takeoffs possible proved unsuitable for flying at cruising speed. Hamilton-Standard, makers of the propellers (and also part of the United Aircraft group) developed a two-bladed, controllable-pitch propeller of nine feet (2.75 m) diameter and this proved to be the answer to the problems. As an extra bonus, the propeller also gave the

247 an increase in cruising speed of 10 mph (16 km/h) and it doubled the one-engine ceiling at gross weight to 4,000 ft (1,220 m).

The 247 was a cantilever, low-wing monoplane of all-metal, semi-monocoque construction with a smooth, duralumin skin and with a retractable undercarriage. The fuselage cross-section was rounded off at the top corners. Soundproofing was provided throughout and the 10 passengers were seated in two rows of five single seats along the sides. Today we'd call it five rows of two abreast with a single centre aisle. A galley, toilet and a jumpseat for the stewardess were provided at the rear of the cabin.

The cabin was six feet (1.83 m) high throughout, except at the location of the wing spars (see below). Compartments in the nose and rear fuselage, measuring 60 and 65 cu.ft. (1.7 and 1.84 m³) respectively could hold a total of up to 400 lbs (180 kg) of baggage and mail.

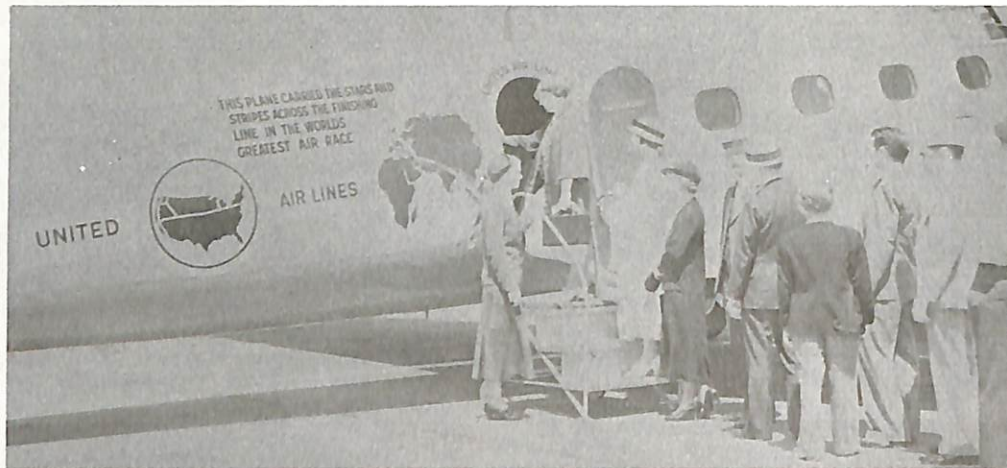
A peculiar constructional characteristic of the 247 was that the two wing spars crossed transversely through the cabin at a higher level than the cabin floor, thus creating a hump. This led to an amusing incident early in World War 2, when a young military officer was inspecting a 247 recently taken over by the Army for war duty. The officer, apparently annoyed by the presence of the hump that interrupted the cabin floor, ordered it removed! He was quickly talked out of that idea!

Apart from its construction and design layout, the 247 also introduced a number of other innovations for commercial airliners. It was the first to have wing and tail deicing and an aileron and elevator trim-tab system.

The wing was built in five sections, comprising of a centre section including the engine mounts, two outer sections (outboard of the engines) and two wing tips. The wing was not fitted with flaps.

In the first 62 aircraft built (60 for United and two for Luft Hansa), the engines were equipped with Townend rings. In the 13 Model 247Ds built, these rings were replaced by NACA cowlings.

Contrary to what is sometimes believed, the 247's fuselage was not painted gray. This color was caused by the anodized duralumin skin which was used. The shiny alloys we know today were not yet commonly used when the 247 was built.



Roscoe Turner's 247D of 1934 England-Australia air race fame. (ABOVE): Legend carried on a/c in United service (United photo via Drew Eubanks). (RIGHT): At the starting line with KLM DC-2 by which it was beaten in race.



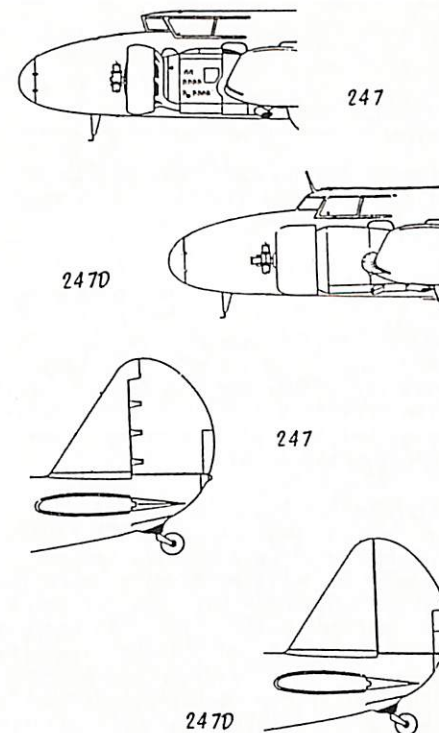
THE 247D: ATTEMPT AT A COMEBACK

Within one year of entering service, the 247 found itself obsolete, outflown everywhere by the DC-2. The reasons are not difficult to find: the refusal by Boeing Air Transport pilots to accept the original, 16,000 lbs, 14-passenger aircraft (the DC-2 weighed in at more than 18,000 lbs gross and carried 14 passengers!) and the refusal by United and Boeing to sell early 247s to TWA, which was therefore forced to look elsewhere.

With the market increasingly being held captive by Douglas, Boeing tried to rescue some of its share by bringing out the 247D, a much cleaned-up version of the 247.

The 'D' was powered by two 550 hp geared P&W Wasp S1H1-G engines turning 10-ft (3.05 m) diameter, controllable-pitch, three-bladed propellers. These engines were mounted in deep NACA cowlings which were much more efficient than the Townend rings and also provided better streamlining.

Other aerodynamic improvements included a more-conventional aft-sloping cockpit windshield instead of the undercut one of the 247, and a straight hinge line for the rudder, rather than the ragged line in earlier versions.



Together these improvements resulted in an increase in cruising speed of 28 mph (45 km/h) over that of the original 247 and of 18 mph (29 km/h) over that of the 247 with controllable-pitch propellers. The coast-to-coast flight time for the 247D was only 16 hours. The one-engine service ceiling went up to 11,500 ft (3,505 m), the take-off weight went up to 13,650 lbs (6,190 kg) and the payload to 2,582 lbs (1,170 kg).

But it was not enough. There was nothing Boeing could do about the small cabin, nor could it improve on the aircraft's range of 840 mi (1,350 km). The DC-2 had a range of 1,060 mi (1,706 km).

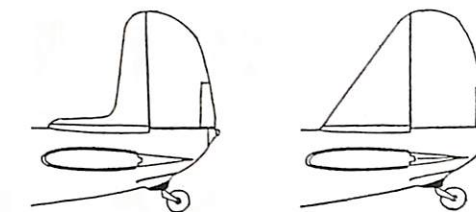
In 1935 United Air Lines had at least 32 of its remaining 247s updated to 247D standard (with the exception of the aft-sloping windshield in most cases) at a total cost of \$1 million. But the end was near for "the first modern airliner" and in November of that same year United placed an order for 10 DC-3s. The first of these was delivered in DEC 36 and entered service shortly after on the coast-to-coast service. As more DC-3s were delivered, they also appeared on the New York - Chicago service, replacing the 247.

United's remaining 247 fleet soldiered on for some time on secondary services, but as more DC-3s were delivered to the airline, the

247s were sold or leased to smaller carriers who connected with the United system. More details later.

VERSIONS OF THE 247: REAL AND PROPOSED

Early on during the production, Boeing offered the 247 in a version with a retractable ski undercarriage, and in a version with two non-retractable Edo floats. This last version would have carried only nine passengers to compensate for the extra weight of the floats. Neither version was ever built.



Two of the at least three different fin-and-rudder arrangements tested on the 247E before the final version for the 247D was selected, as illustrated on the left of this page.

247A: This was the executive aircraft ordered by United Air Transport and also used by Pratt and Whitney for engine test purposes. It had two 625 hp Twin Wasp Jr. SGR 1535 twin-row engines in slightly longer cowlings and driving three-bladed, fixed-pitch propellers. Seats for six passengers were normally fitted. A 247D-type fin and rudder were installed later. It also acquired the aft-sloping windshield.

The first 247D, originally intended for Luft Hansa but not delivered, was also delivered as an executive aircraft, to Phillips Petroleum in 1935.

247B: Standard 247 equipped as a flying post office with three crew, including a mail clerk. Not built.

247E: The first 247, turned back over to Boeing immediately after delivery to Pacific Air Transport. As 247E, Boeing used it for development flying and in particular tested the aft-sloping windshield on this aircraft, as well as at least three different fin-and-rudder arrangements before settling on the final version as installed on the 247D. This incorporated an increase in fin area and a straight hinge line for the rudder. After being brought up to 247D standard, the aircraft was delivered to United in 1934.

Pennsylvania-Central Airlines operated a number of ex-United Air Lines Boeing 247s. This one, NC 13343, had been converted to 247D standard. (Sid Davies photo via Drew Eubanks!)



247F: 1935 proposal for a 12-passenger version with sleeper accommodation. Increased wing span and weight were proposed. Not built.

247S: A 247 with Besler steam engines, proposed by the Boeing School of Aeronautics. Not built.

247X: 1934 proposal for a bomber version of the 247D, with external bomb racks and gun positions. Not built.

247Y: Ex-United 247D modified to carry two machine guns in the nose and one in a dorsal position. Four long-range tanks, originally used by Roscoe Turner in his England-Australia Air Race 247D, were fitted. The aircraft was modified for use by the Chinese Marshal Chang Hsue-Liang from 1937 on.

ROSCOE TURNER 247D: In 1934 famous American air race pilot Roscoe Turner leased United's 247D NC13369, c/n 1953, to enter it in the England - Australia Air Race. The race marked the 100th anniversary of the Australian city of Melbourne (hence the other name for the event: the Melbourne Race). The aircraft's interior was all but gutted and four long-range tanks were built in, to offer a total fuel capacity of 1,125 gls (4,265 ltrs) rather than the 273 gls (950 ltrs) of the standard 247D. The aircraft was registered NR257Y for the race (See also Wings and Things, this issue.)

To be concluded in the next issue.

AIRLINE PROFILE

by TONY HERBEN

CP Air EXPO 86 Canadian Pacific Airlines

Part 2

Official Airline of EXPO 86, Vancouver

FEEDER SERVICES AND TAKE-OVERS

On 03 OCT 83
CP Air and Air
BC signed an

agreement to provide Air BC connecting services from Vancouver Island and other Northern British Columbia points directly to CP Air's transcontinental service at Vancouver. Under this agreement Air BC became a CP Commuter on those routes covered by the agreement. This was the first such joint venture anywhere in Canada. Air BC operates deHavilland Canada Twin Otters and Dash-7 aircraft and uses CP Air departure gates at Vancouver International Airport.

On 16 APR 84 CP Air announced the purchase of Eastern Provincial Airways and its affiliate, Air Maritime, from Newfoundland Capital Corporation for \$20 million. The purchase of debt-ridden and labor-problem plagued EPA by CP Air was approved by the Canadian Transport Commission on 24 AUG 84. The combined operation gives CP Air representation in all 10 provinces for the first time in its history. CP Air obtained six Boeing 737-200 and four Hawker Siddeley 748 propjets in the acquisition of EPA. The EPA network was integrated into the CP Air system on 12 JAN 86 and as the EPA aircraft are due for repainting, they will be painted in the new Canadian Pacific colors.

On 08 OCT 85 CP Air announced another acquisition. The directors of CP Air and Nordair, another regional airline, operating in Ontario and Quebec - agreed in principle to a merger proposal. The transaction was approved by the boards and shareholders of both companies and by the Canadian Transport Commission. On 14 JAN 86 CP Air won control of 52% of the shares of Nordair and has increased that since then to 65.2%. However, a complete merger is not yet possible because under Canadian law a company which wants to take over another company, must have con-

trol of two-thirds of the shares of that second company. CP Air falls just short of that because the government of the Province of Quebec refuses to sell its shares to the airline.

In the past Quebec had tried to take over profitable Nordair to merge it with money-losing Quebecair, which is owned by the province. However, Nordair's shareholders rejected such offers a number of times and Quebec managed to acquire only 34.8% of Nordair's shares.

The stand-off continued at the time of this writing.

The combined fleet of the CP Air family of airlines will include more

than 40 Boeing 737s, making it one of the largest fleets of this type in the world.

TWO NEW AIRLINES ARE CP COMMUTERS

Two new airlines became operational as Canadian Pacific Commuters early this year: Air Atlantic and Inter City Airways, Inc. They operate in the Maritime provinces and Ontario respectively, but have plans for expansion beyond those areas.

Air Atlantic began operations with two leased Dash-7s on 28 FEB. The aircraft will be joined by two new Dash-8s and will eventually be replaced by additional Dash-8s. Air Atlantic operates daily flights in Newfoundland between St. John's, Stephenville, Gander and Deer Lake, and between Stephenville and Halifax (Nova Scotia). Other daily flights link Halifax with Moncton, Saint John and Fredericton (all in New Brunswick). Later this year Iles de la Madeleine (Quebec), Yarmouth and Sydney (both in Nova Scotia) are to be added. Many of these services were formerly operated by Air Maritime, which has been phased out of service.



You're seeing CP Air's four Expo-painted aircraft all together at Vancouver airport, right? Wrong! You're seeing four separate airplane photos which were merged by an electronic retouching process using a computer. CP Air needed a photo like this one to portray what the airline has done to promote Expo 86, now being held in Vancouver. However, it was simply not possible to pull the four aircraft (a 747, two DC-10 and a 737) out of their cycles to put them in one place for the photographer. So high technology was called to the rescue.



Air Atlantic aircraft are painted in the Canadian Pacific livery, including the CA logo, except that the Pacific Blue has been replaced by Ocean Green. The airline's headquarters are in St. John's Newfoundland.

Inter City Airways, Inc. of Oshawa, Ontario, began thrice-daily scheduled services with HS-748 aircraft from Oshawa to Windsor (Ont.) on 31 MAR.

Flights to Buffalo (N.Y.), Montreal and Ottawa (Ont.) are due to start later in the year. The Inter City aircraft are also painted in the new Canadian Pacific livery with the Ocean Green.

It is expected that the Twin Otters and Dash-7 aircraft of Air BC will also be painted in this CP Commuter livery as they are due for repainting.

Canadian Pacific Airlines plans to use Nordair Metro as the fourth CP Commuter. The airline was formed in 1985 by Nordair and three private investors. Operating 52-seat CV-580 aircraft, the airline started on 31 MAR 86 six times daily Montreal - Quebec City, once-daily Ottawa - Montreal and twice-daily Ottawa - Quebec City. Thrice-daily Montreal - Saguenay/Bagotville services started on 14 APR.

Nordair Metro aircraft are painted in the standard Nordair colors, with the word METRO added after NORDAIR on the fuselage.

INTERNATIONAL CONNECTIONS

Vancouver's International Airport is the operational headquarters for CPA's fast-expanding international network. From here the airline's fleet swarms out to Amsterdam, both over the North Pole and across Canada and the north Atlantic; to Milan, Rome and Lisbon; Tokyo and Hong Kong; Lima, Santiago and Buenos Aires; Honolulu, Fiji and Sydney; San Francisco and Los Angeles.

It started in 1948, when Grant McCornachie went on a diplomatic mission to Australia and New Zealand to obtain an operating licence for his airline's first overseas route. Authority was obtained, but not without some initial difficulties put in the way by the Australian government of the day, and the inaugural flight took place on 13 JUL 49. The route, crossing the International Date Line, was from Vancouver to San Francisco (fuel stop only) to Honolulu, Canton Island (another fuel stop only), Nadi, Fiji and on to Sydney. A 36-passenger, four-engined Canadair 4 (North Star) was used. The flight time was 37 hrs. 18 mins. Auckland, New Zealand was added to the service on 28 DEC 51.

However, the Auckland service was suspended by the New Zealand government on 24 APR 69. Today the Canada - Australia route is flown with the 278-passenger DC-10-30 wide-body jet.

On 19 SEP 49 another trans-Pacific service was inaugurated: the Orient-run from Vancouver to Tokyo and Hong Kong with a fuel stop in Shemya,

All photographs with this history are courtesy CP Air and were provided by the author, unless otherwise credited - Ed.

"Together we're better" says the information provided with this publicity shot issued after the merger between CP Air and EPA. EPA 737-2E1 Adv. C-FEPU, c/n 20776, is seen at Toronto with an unidentified CP Air 737-217 Adv.

Air Atlantic became operational as a Canadian Pacific Commuter on 28 FEB 86. Its Dash-7 aircraft are an interim fleet only until Dash-8 aircraft become available.

Alaska, via the Great Circle route over the North Pacific. Also operated with the Canadair 4, flight time was 33 hrs 30 mins. Shemya, a bleak, windswept island in the Aleutian chain, became a regular refuelling stop and crew layover point on the North Pacific route until aircraft with longer range took over the service.

The Bristol Britannia began operating the Tokyo service on 23 AUG 58 and today is maintained by the DC-10-30. Additional Asian routes to Shanghai and Beijing (Peking) were awarded to CP Air on 09 MAR 73, but proposed weekly flights are still held in abeyance awaiting clarification of operations matters by the Chinese. So far, only one flight, into Shanghai, has taken place, earlier this year.

A direct Vancouver-Honolulu service was inaugurated on 06 FEB 53 with the 72-passenger DC-6B. They were replaced by the Britannia on 13 SEP 58 and now this service too is maintained by the DC-10-30. Until their sale late in 1985 and early in 1986, the Boeing 747 also operated on this route.

The 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 a prominent international and intercontinental air carrier. The aircraft's range, capacity, speed and operating

efficiency made it ideal for the long services it inaugurated for CPAL in rapid succession during the 1950s: Vancouver to Lima, Peru on 17 OCT 53 via Mexico City; Toronto to Mexico City nonstop on 06 NOV 55; an extension of the Lima service to Buenos Aires on 16 MAY 56 and another extension from Lima to Santiago, Chile, on 23 SEP 75. At present Lima is served from both Vancouver and Toronto and the service from Vancouver extends to Santiago and Buenos Aires once a week. The Argentine government approved a second weekly flight from Lima to Buenos Aires and this started on 07 JUL 84 by extending the flight out of Toronto.

Additional services were inaugurated in Mexico to Guadalajara on 31 OCT 71, Acapulco on 05 NOV 71 and Puerto Vallarta on 04 JAN 74. However, these services were suspended as scheduled services on 01 OCT 76 and are now served as charter destinations during the peak holiday season only. The Mexico City service was suspended on 26 APR 81, following labor difficulties in Mexico and the loss of traffic rights between Mexico City and South America that year.

A major breakthrough took place on 04 JUN 55 when CPA pioneered a Polar route between Vancouver and Amsterdam, its European gateway. The new service, operated with the DC-6B, met with instant success and it was decided to include stops at Edmonton beginning 20 FEB 58 and Calgary beginning 09 JAN 61, a move which made it possible for the airline to tap the vast traffic potential of the Canadian Prairie provinces with their large number of settlers from Europe and the descendants of earlier settlers. A Winnipeg - Amsterdam service to reinforce this prairie route was inaugurated on 02 MAY 75.

After the DC-6B, the Polar route was operated by the DC-8-63 and now by the DC-10-30 (and the Boeing 747 before its sale). At Vancouver the Polar flights are linked directly with the South Pacific service to form one of the longest one-carrier airline routes in the world.

The next major route added was a mid-Atlantic service between Toronto, Montreal and Lisbon, inaugurated on 30 MAY 57. Madrid was added later the same year, Rome on 05 MAR 60, Athens on 09 SEP 68 and Tel Aviv on 01 APR 71. A Toronto - Montreal - Amsterdam - Rome service was inaugurated on 02 NOV 65 and was extended to Tel Aviv on 01 APR 71. Service to Milan began on 04 MAR 74. At present, Atlantic flights from Toronto/Montreal serve Amsterdam, Lisbon, Rome and Milan. The service to Tel Aviv was suspended on 01 OCT 76, to Madrid in 1976 and to Athens on 30 SEP 61. (The San-



Comet 1A CF-CUM, c/n 06013 "Empress of Sydney" was never delivered to CPA following the take-off crash of sister ship CF-CUN, c/n 06014 "Empress of Hawaii" at Karachi on its delivery flight on 03 MAR 53.

ta Maria service, which began on 15 APR 58, was terminated in OCT 70.) A weekly Halifax - Amsterdam service was opened on 07 DEC 81. Services from Eastern Canada to Europe are operated with the DC-10-30 (and the Boeing 747 before their sale).

NAMED OFFICIAL FLAG CARRIER

In the spring of 1964 Canadian and Transport Minister Don Pickersgill made a policy announcement that had long been awaited by the airline: it was named the official Canadian flag carrier over the South Pacific, to South America and to Southeast Europe, as well as to the West European gateway of Amsterdam. The minister's announcement made official policy of what in practice had been taking place for many years.

A daily service between Vancouver and San Francisco was started on 30 JAN 67. It was increased to twice-daily in 1969 and thrice-daily the following year. However, it reverted back to twice-daily on 01 MAR 77. Twice-daily service between Vancouver and Los Angeles started on 25 APR 75 and a third daily flight was added later.

CARGO BOEING 747 IS CHARTERED

In APR 84 CP Air signed a one-year agreement with Cargolux of Luxembourg to charter a Boeing 747-200C from that airline for an all-cargo operation once-a-week from Hong Kong to Montreal's Mirabel Airport. This aircraft was capable of carrying a payload of 110 - 113 tonnes and on 27 OCT 85 CP Air began thrice-weekly nonstop flights between Vancouver and Hong Kong with the DC-10-30; a daily service between Vancouver and Tokyo with the DC-10-30 and the Boeing 747, and an "Orient Express" service from Toronto to Tokyo, stopping briefly in Vancouver. Also, for the first time, there were daily flights from Toronto to Amsterdam, considered to be the best gateway city to and from Europe.

CP Air returned to New Zealand on 01 NOV 85 when it resumed service to Auckland, which had been suspended on 24 APR 69. On 29 APR 86 the airline began weekly services direct to Shanghai in the People's Republic of China from Vancouver with the DC-10-30.

Future plans include Toronto - Tokyo nonstop, a new route between Canada and Brazil and additional trans-Pacific services to Singapore, Beijing (Peking) and possibly other Oriental and Southeast Asian points, such as Seoul, Taipei and Bangkok.

An enhanced business class, Royal Canadian Class, was introduced by the airline in 1983. It features superior inflight amenities such as more-spacious seats and separate onboard cabin service for a modest premium over the regular economy fare. Royal Canadian Class was first introduced on the Orient route on 28 JAN 83, followed by the South Pacific and South American services on 24 APR 83; on Amsterdam via the Polar and North-Atlantic routes on 04 OCT and to Milan and Rome on the mid-Atlantic route on 30 OCT of the same year.

A JET-AGE PIONEER, ALMOST

Canadian Pacific Air Lines came close to actually pioneering the jet age - at least in North America - when it ordered two deHavilland Comets on 15 DEC 49. Unfortunately the project dissolved like a mirage in the early morning hours of 03 MAR 53, when its first Comet, CF-FUN, Empress of Hawaii, crashed in flames off the end of the runway at Karachi, Pakistan, during takeoff for Singapore on its delivery flight to Sydney. From there it would inaugurate CPA's trans-Pacific jet service to Honolulu. Following the crash, in which 11 CPA crew and deHavilland technicians died (there were no passengers on board), the order for the second Comet was cancelled and it would be six years



DC-8-43 CF-CPF, fleet no. 601, c/n 45620, was Canadian Pacific's first operational jet aircraft. It was delivered to the airline on 22 FEB 61 and was named "Empress of Vancouver", later "Empress of Rome". This was the last Canadian Pacific livery before the orange CP Air livery came into use.

before CPA ordered another pure-jet aircraft - the DC-8.

In OCT 59 CPA ensured its place in the field of jet-age transportation by placing an initial order for four Rolls Royce-powered DC-8 aircraft at a cost of more than \$6 million each. The first went into service on the Vancouver - Edmonton - Amsterdam - Rome polar route on 30 MAY 61. Trans-Pacific DC-8 service started on 10 OCT 61 and a weekly service to South America on 14 DEC 62. Meanwhile, in AUG 62, the airline ordered a fifth DC-8, a sixth in OCT 64 and a seventh in SEP 65. For one year, from OCT 66 to OCT 67, CPA also leased the prototype DC-8 from Douglas, pending delivery of more of its own aircraft. A DC-8F cargo plane, but used in all-passenger configuration, was purchased in NOV 67. It remained in service until FEB 78.

The first of these Series 43 DC-8s were retired by CPA on 17 MAR 80, by which time a fleet of four stretched DC-8-63s was in service. Called "Spacemasters" by CP Air, the first had

CP Air became a "widebody" airline with the delivery of this 747-217B, C-FCRA, c/n 20801 "Empress of Asia" on 15 NOV 73. The 747 was the third CP Air type in new orange livery, after the 737-217 (1968) and 727-17 (1970).



arrived on 17 JAN 68 with the other three being delivered during the year. A fifth was ordered and was delivered on 25 SEP 72. These stretched DC-8s were withdrawn from service in 1982.

The last non-jet aircraft in the fleet, a DC-3, had been withdrawn from passenger service on 27 APR 69, but remained in service for pilot training until late in 1974, when it was sold to Harrison Aviation. This DC-3, CF-CRX, was the only non-jet plane to wear CP Air livery.

On 14 MAR 71, CP Air became the first Canadian airline to be licensed for Inertial Navigation System (INS) flights.

INTO THE ERA OF THE "WIDE-BODY"

CP Air moved into the era of the "wide-body" in NOV 72 when it placed an order for two Boeing 747-200 aircraft for delivery in 1973. The first, delivered on 15 NOV 73, went onto the Pacific run the following 16 DEC. The second, delivered on 03 DEC 73, was placed on the Transcontinental

route. The third and fourth, ordered in 1973, joined the fleet on 05 NOV and 02 DEC 74.

Unlike its main domestic competitor, TCA/Air Canada, Canadian Pacific/CP Air resisted the temptation to buy propjets for its shorter services. Rather, the airline waited until the short/medium haul jets became available and its first Boeing 737-217 was delivered on 02 OCT 68. A fleet of 24 were in service by 1982. The first three 737-217s, known as the "basic" or "light" model, were sold to People Express in the fall of 1982 and two more went that way in the spring of 1983. A fleet of 19 are now in service, recently increased by two 737-317 aircraft.

CP Air also operated the Boeing 727 trijet. The first of four Series 17 aircraft was delivered on 10 MAR 70 and the first of two Series 217A on 20 MAR 75. They were used mainly to supplement the DC-8 on the trans-Canada runs. The -17s were sold in 1977 and the -217As went on 18 SEP 81.

The purchase of two DC-10-30 jets was announced in OCT 77 and an order for two more was confirmed on 10 MAR 78. The airline received the first of these four on 02 NOV 79 and it went into service on 11 DEC. The other three all arrived in 1980. Two more were delivered in each of 1981 and 1982 and in 1983 the airline exchanged three of its DC-10-30 for three DC-10-10 and an amount of cash with United Air Lines. CP Air needed the short-range -10 for its cross-Canada service and United required the -30s for its planned overseas services.

Four Boeing 767s were ordered on 17 OCT 79, with another four on option. They were intended for operation on the North Atlantic routes. But with the decision to standardize on the DC-10 for trunk services and the 737 for short flights, the order for the 767 was cancelled in SEP 83 and changed into one for 10 737-317s, five being firm orders and the other five options. The first -317 was delivered in APR 85 and two more followed in MAY. Two were painted in the airline's attractive white Attaché livery with the flying Pegasus, but all three were sold on 24 JAN 86 to the Irish aircraft broker Guinness Peat Aviation (in which CP Air has a financial interest) in exchange for more -200 aircraft. CP Air took delivery of the fourth and fifth -317 in APR 86, as it had been too late to cancel the order, but they will go to Guinness Peat too. The other five out of the total order of 10 were cancelled.

In a further move to standardize the fleet on only two types of aircraft, CP Air announced on 16 OCT 85 that it would sell its four 747s to Pakistan

International Airlines and would buy four DC-10-30 from PIA to replace them. That transaction is now in process, with the last of the 747s scheduled to go in OCT 86, when the last of the PIA DC-10s arrives. Then the airline will have a two-type fleet, including more than 40 737-200s (the combined CP Air, EPA and Nordair fleets), for domestic and short trans-border operations into the U.S., three DC-10-10 for trans-Canada and long U.S. services, and 12 DC-10-30 for intercontinental operations.

TOURS AND CHARTERS Canadian Pacific Airlines has extensive interests in air-traffic related ventures. It owns 100% of Transpacific Tours Ltd. (TPT), a firm founded in 1973 in partnership with a Japanese firm to package and handle group traffic originating in the Orient and destined for Canada CPAL bought the Japanese share in 1977 to become sole owner.

In 1976 CP Air formed a separate charter division to participate more vigorously in the expanding passenger charter market. Aircraft were chartered for inclusive tour charters (ITTs) to sun destinations in the winter and for Advance booking charters (ABCs) to the United Kingdom and other points in Europe in the summer.

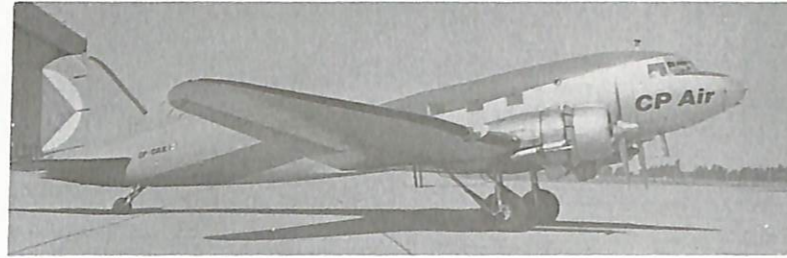
In 1978 Elan Holidays, Inc., was formed as a wholly-owned subsidiary to market vacation travel packages through retail travel agents. But this operation was suspended in the fall of 1980.

CP Air began marketing and operating its own charters in 1979 when it set up CP Air Holidays as a division of Transpacific Tours. Between 1979 and 1981 CP Air Holidays introduced a Canada - U.K. ABC program and an ITC program from Western Canada to such destinations as Reno, Las Vegas, Phoenix, Palm Springs, San Diego and Disneyland. An office was opened in the U.K. in 1981 to market U.K.-to-Canada ABC programs beginning in 1982. But this office, operating as CP Air Holidays (U.K.) was phased out at the end of 1983 because of overcapacity and pricecutting in the market and the unfavorable results this produced.

CP Air Holidays Eastern Canada began operations in 1982, providing ITC and ABC packages to 12 sun destinations in Florida, the Caribbean and South America.

In 1984 CP Air and Viva Discovery Tours Pty. Ltd. of Australia jointly formed a company called Traveland Holidays Ltd. which does business under the trade name "CP Air

DC-3 CF-CRX, c/n 19276 was the only CP Air plane to operate in jet-age orange livery. A crew trainer in its last years, it was sold in 1974.



Holidays". The company is owned 50/50 between the two partners.

FACILITIES In 1949 Canadian Pacific Airlines' operational headquarters were transferred from Edmonton to Vancouver. The airline occupied a complex of buildings and hangars on the south side of Vancouver airport for the next 21 years.

The airline's new \$24-million operations centre at Vancouver International Airport was officially opened on 17 APR 70 by the then-Transport Minister, the Honorable Donald C. Jamieson. The centre, one of the largest in Canada, has 870,000 sq ft (78,300 m²) of floor area. It is the headquarters of the executive, administrative, operational and maintenance functions of the airline.

The main hangar is capable of handling any commercial aircraft flying today or announced, including wide-body and supersonic jets. Adjacent to the hangar are the maintenance, repair and overhaul shops. A large stores section and training classrooms are located on the second floor with executive, administrative, operational, marketing, sales and other offices on the third level.

Construction of a \$16.3-million extension of the operations centre began in JAN 82 was completed in SEP 83. The new facilities comprise a fourth hangar bay of 72,000 sq ft (6,480 m²) and 63,000 sq ft (5,670 m²) of office space on four levels. This addition brings the operations centre to 1,005,000 sq ft (90,450 m²).

Construction of a jet engine test cell building next to the main operations centre was started in JUN 70 and this \$307,000 facility was operational by NOV 71. Narrow-body aircraft engines rated up to 23,000 pounds of thrust (10,350 kg) are tested in this facility.

A new, larger engine test cell was built at the operations centre next to the original test cell. Work began in MAR 83 was completed in early 1985 at a cost of \$10.3 million. This new, computerized test cell can test all current (up to 55,000 pounds, 25,000 kg thrust) and announced (up to 100,000 pounds, 45,300 kg thrust) gas turbine engines for airline and non-airline applications.

Construction of a special flight simulator building next to the operations centre was completed in APR 77 at a cost of \$1.4 million. Designed to house four simulators, it originally accommodated DC-8 and 737-200 simulators which we moved into the building from the airline's first flight simulator facility on the south side of Vancouver airport. This original building had been occupied in JAN 58 and before its closure in DEC 75, had been home to Bristol Britannia and DC-6B simulators, as well as the DC-8 and 737-200 units.

This simulator building also includes two classrooms, briefing rooms, offices and shops, with a total floor area of 16,600 sq ft (1,500 m²).

CP Air bought its first jet simulator in FEB 66. This DC-8 unit logged 74,400 hrs until it was sold in JUL 81. A 737-200 simulator was purchased for \$1.5 million and has been in service since NOV 68. To date it has logged in excess of 98,000 flying hours. Boeing 747-200 and 727-200 simulators were installed and ready for service by JUL 76. The \$2.2-million 727-200 simulator was sold in MAR 76, following the decision to withdraw the Boeing 727-200 from service. This simulator was maintained by CP Air on its premises until JUN 82, when it was shipped to the U.S. The \$3.3-million 747-200 simulator has logged in excess of 49,000 flying hours. Its future with CP Air is uncertain following the sale of the carrier's 747 fleet.

During DEC 79 and JAN 80, the McDonnell Douglas Electronics VITAL -II visual systems on the 727, 737 and 747 simulators were replaced by the newer VITAL-IV system as a cost of \$372,000 per simulator.

A \$9-million DC-10-30 simulator was installed and ready for service in AUG 82. In JUL 84 it was upgraded and was approved by the Canadian Department of Transport and the U.S. Federal Aviation Administration (FAA) for Phase-II training. This rating permits all pilot conversion (from one aircraft type to another) to be conducted in the simulator, eliminating the need for actual airborne flight instruction. To date this simulator has "flown" more than 29,000 hrs.

CPAL also operates a cabin emergency procedure trainer for flight attendants. Located in the main operations centre building, it became operational in JUL 80, as a cost of \$496,000.

EXPANSION IN TORONTO A \$12-million, 176,610 sq ft (164,250 m²) Toronto operations centre and hangar complex was completed in OCT 77. The building, at Pearson International Airport (formerly Toronto International Airport) houses aircraft maintenance, flight operations and related administrative facilities. A \$12-million line maintenance hangar, also at Pearson, was built in 1980/81. Its 106,342 sq ft (9,890 m²) are divided among hangar, maintenance shop, bonded warehouse and related administrative facilities.

In addition to these main complexes in Vancouver and Toronto, CPAL has constructed combined services buildings at airports in Ottawa, Whitehorse and Montreal/Mirabel.

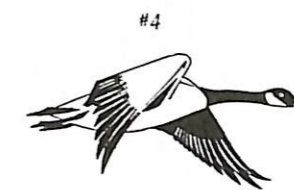
CP HOTELS In 1983 CP Air acquired CP Hotels from Canadian Pacific Enterprises Limited for \$125 million, adding yet another dimension to its presence in the travel industry. Canadian Pacific now operates 16 major hotels in Canada, two in Europe, two in Israel, one in Curacao and one in Philadelphia, Pennsylvania. CP Hotels also operates five flight kitchens in Canada and one in Mexico, and four restaurants in Canada separate from its hotels. CP Hotels operates as an autonomous division of CPAL.

THE CORPORATE IMAGE THROUGH THE YEARS In 1946 Canadian Pacific Limited decided to re-introduce its beaver crest as the company's trade mark. It had previously been used between 1885 and 1929 (#1).

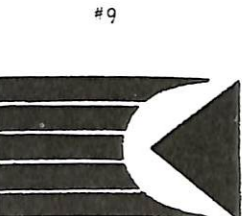
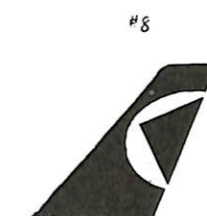
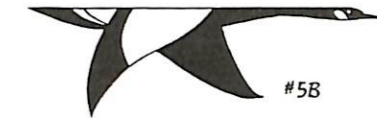
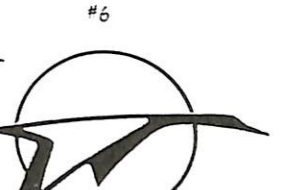
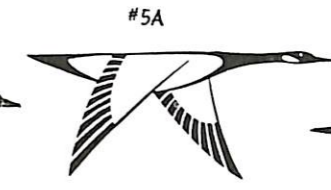
Then, early in the 1950s, the Canada Goose made its official re-appearance. (#4). It had previously been used by predecessor airlines Western Canada Airways (#2) and Canadian Airways (#3).

Stylized versions of the goose were introduced in the mid- and late 1950s (#5A, 5B), followed in the early 1960s by a version which incurred the displeasure of many who called it the "Ruptured Duck" (#6).

The Multimark was introduced by Canadian Pacific for uniform corporate identity purposes late in 1968. Its purpose is to project CP Limited in all its aspects of the travel and transportation industry visually to the public as a dynamic, forward-looking, innovative company. It also



Canadian Pacific AIRLINES



helps project the various transportation services of Canadian Pacific as a "multi-modal system."

To that end, all CP divisions used the same Multimark, but in different colors. The airline's colors are red and orange, those of the truck transport division blue and black, etc. #7 shows the complete Multimark and #8 depicts it as it appears on the tails of CP Air aircraft.

The Multimark is a combination of a triangle, portion of a circle and a square. The triangle represents direction and forward motion, the square suggests stability, and the circle implies world-wide activities of the company.

CP Air re-introduced its fine old name on 12 JAN 86 and once again is known by the historic title of Canadian Pacific Airlines.

But there is a twist to the name. In keeping with Canada's two official languages, the French version of the name, Canadien Pacifique will also be used. Aircraft will carry one version on the one side of the fuselage and the other version on the other side.

The re-instatement of the old and traditional name places emphasis on the international expansions of the airline. Along with the new name came a redesigned logo, known as the "Motion Mark". It retains the CP Multimark identity but has been elongated with Pin Stripes to further enhance the feeling of motion (#9). The four stripes signify speed and the resulting five rectangular colored stripes represent the five continents served by Canadian Pacific Airlines/Canadien Pacifique, "Official Airline of EXPO 86" in Vancouver.

CP AIRCRAFT THROUGH THE YEARS

AIRCRAFT TYPE	YRS. IN SERVICE	FLEET SIZE	NO. OF ENG.	NO. OF PAX	CRUISE SPEED MPH-KM.H	APPROX. MAX RANGE MILES-KM
Ford Tri-Motor 5-AT-B	1937-43	1	3	17	122-195	550-880
Stinson SR-8CM Reliant	1941-44	3	1	5	141-225	620-992
Lockheed L-14	1941-45	2	2	11	225-360	1,590-2,500
Fokker Universal	1942	1	1	4	98-157	535-856
Fleet 50K Freighter	1942-44	2	2	8	125-200	600-960
Junkers JU-52/1M	1942-43	1	1	(a)	100-160	932-1,490
Curtiss Condor	1942-44	1	2	24	150-240	700-1,120
Barkley-Grow T8P-1	1942-45	5	2	8	160-256	840-1,344
Bellanca Air Cruiser	1942-47	2	1	(b)	154-246	550-880
WACO ZQC-6	1942-47	1	1	5	105-168	840-1,344
Fairchild 71	1942-47	9	1	5	106-170	625-1,000
Fairchild 82	1942-47	6	1	5	128-205	657-1,050
DH-89 Dragon Rapide	1942-47	7	2	8	132-211	578-925
Lockheed Vega 1	1942-44	1	1	4	135-216	700-1,120
Junkers W-34	1942-47	4	1	6	100-160	490-785
Beech 18A	1942-48	3	2	9	205-328	1,200-1,920
Boeing 247D	1943-45	6	2	10	189-302	745-1,192
Noorduyn Norseman	1943-55	17	1	8	150-240	600-960
Travel Air SA 6000	1944-46	1	1	2	112-179	550-880
Canso/Catalina	1945-60	4	2	10	130-180	2,000-3,200
Douglas DC-3	1945-74	17	2	28	192-307	1,497-2,400
Avro Anson V	1946-56	4	2	4	145-232	600-960
Lockheed L-18 Lodestar	1948-50	11	2	14	225-360	1,500-2,400
Lockheed Hudson 3	1948-52	1	2	14	225-360	1,500-2,400
Canadair North Star C-4-1	1949-52	4	4	45	225-360	2,000-3,200
Douglas DC-4	1950-57	5	4	44	227-363	2,140-3,425
DH-106 Comet	1952	2(c)	4	44	490-784	1,750-2,800
Convair CV-240	1952-64	5	2	40	235-376	690-1,100
Douglas DC-6A	1953-61	4	4	68	313-500	4,600-7,360
Douglas DC-6B	1953-70	16	4	102	300-480	4,028-6,500
Curtiss C-46F Commando	1954-63	8	2	(d)	195-312	1,800-2,880
DHC-3 Otter	1955-59	2	1	9	138-220	945-1,512
Bristol Britannia 314	1958-66	6	4	111	357-571	5,334-8,535
Bristol Britannia 324	1959-61(e)	2	4	133	402-643	5,182-8,290
Douglas DC-8-43	1961-80	6	4	132	590-944	6,761-10,800
Douglas DC-8-51	1966-67	1	4	144	578-925	7,543-12,070
Douglas DC-8-53	1966-80	1	4	144	578-925	7,543-12,070
Douglas DC-8-55F	1967-78	1(f)	4	180	578-925	7,543-12,070
Boeing 707-138B	1967-68(d)	1(g)	4	181	611-977	6,325-10,120
Douglas DC-8-63	1968-82	5	4	259	585-936	7,020-11,230
Boeing 737-217	1968-Curr.43(h)	2	119	586-937	2,500-4,000	
Boeing 727-17	1970-77	4	3	131	600-960	3,000-4,800
Douglas DC-8-63F	1972-82	1(i)	4	259	585-936	7,020-11,230
Boeing 747-217B	1973-86	4	4	409	625-1,000	5,670-9,070
Boeing 727-217A	1975-81	2	3	189	600-960	2,400-3,840
McD Douglas DC-10-30	1979-Curr. 8	3	3	281	545-872	7,260-11,600
McD Douglas DC-10-10	1983-Curr. 3	3	3	259	540-864	6,350-10,600
DHC Dash-7	1983-Curr. 5(j)	4	4	50	270-432	1,000-1,600
B.Ae. (H.S.) 748	1984-Curr. 5(k)	2	40	225-360	600-960	
Boeing 737-317	1985-Curr. 5(l)	2	138	565-904	2,540-4,065	
Boeing 737-242C	1986-Curr. 6(m)	2	138	565-904	2,500-4,000	
Fairchild FH-227	1986-Curr. 6(n)	2	56	276-441	1,655-2,660	
Lockheed L-188C Electra	1986-Curr. 2(o)	4	xx	652-1,043	2,500-4,000	
DHC-Dash-8	Del. 1986 3(p)	2	36	311-498	691-1,112	

NOTES:

- Freighter aircraft only. Payload 7,480 lbs-3,400 kg.
- Freighter aircraft only. Payload 4,020 lbs-1,820 kg.
- Not delivered following crash of first aircraft on delivery flight at Karachi, Pakistan.
- Freighter aircraft only, used on Distant Early Warning (DEW) Line construction work. Payload 13,500 lbs-6,110 kg.
- Leased only (from the manufacturer).
- Used in all-passenger configuration.
- Leased from Standard Airlines for one year from 01 OCT 67, but destroyed in crash 07 FEB 68. Aircraft was leased pending (late) delivery of CPA's DC-8s.
- Including aircraft acquired through merger with Nordair, EPA.
- Passenger/freighter Combi.
- Operated by Air BC (3) and Air Atlantic (2), both CP Commuters.
- Acquired through acquisition of EPA (were operated by EPA subsidiary Air Maritime). Total includes one leased from Austin.
- Three delivered to CP Air, but sold; remaining two on order to be sold immediately after delivery in 1986.
- Acquired through merger with Nordair.
- Acquired through merger with Nordair - some now operating with a new commuter airline formed by Nordair and by Torontair of Toronto, Ontario.
- Acquired through merger with Nordair. Operated on iceberg reconnaissance flights off Atlantic coast under Government contract.
- To be delivered to Air Atlantic in late 1986.
- To be operated by recently-formed Nordair Metro, which has started operations as a CP Commuter.

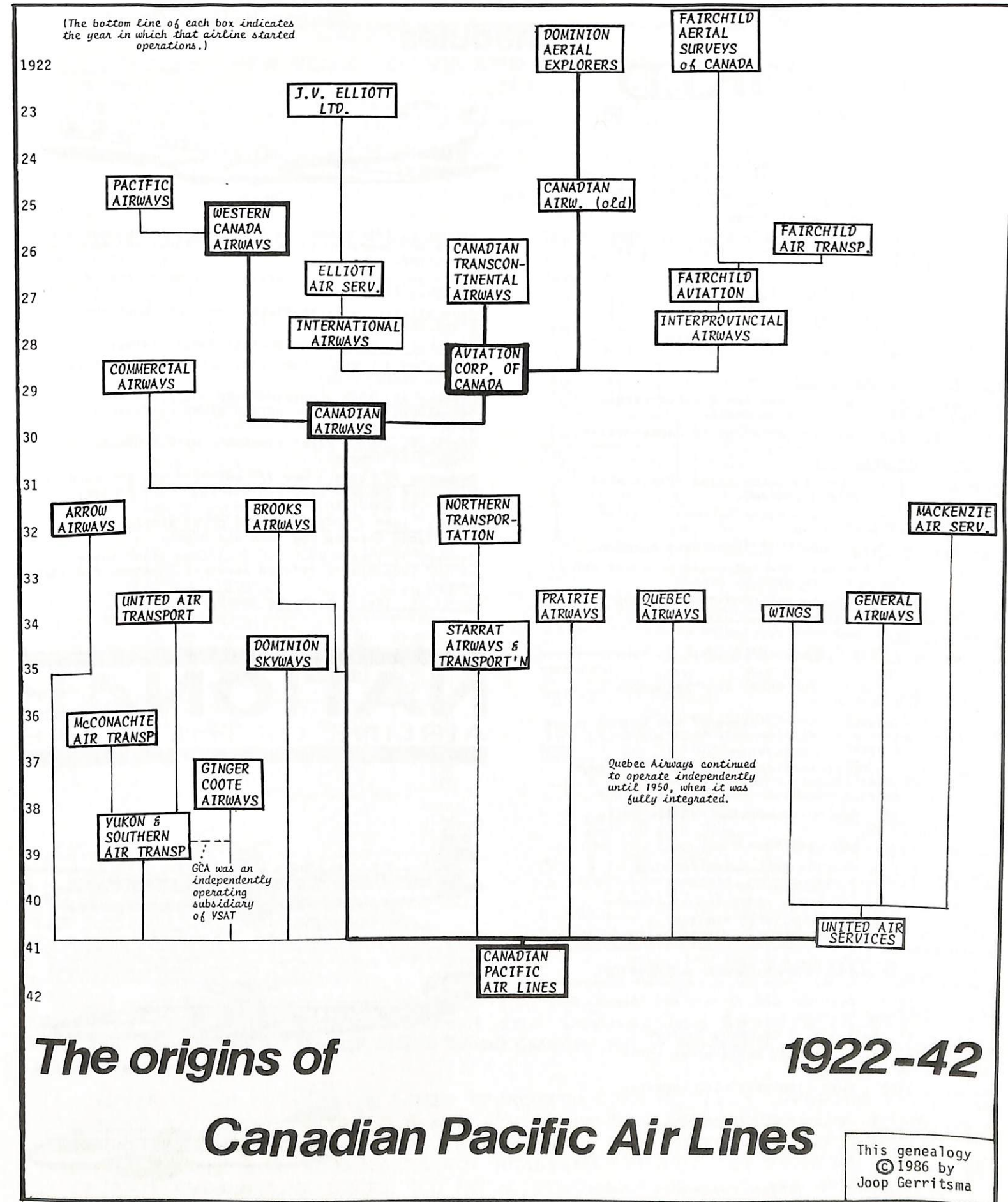
CP Air

Interplanetary

PASSENGER TICKET

VIEW OF THINGS TO COME?

This CP Air logo (note the space shuttle profile in the place of the triangle) appears on a "passenger ticket" for a space flight to the planet Jupiter. The flight is offered at a Toronto, Ontario, Canada amusement park. It is made on a 40-passenger Hermes Class IV NBC (multiple bay configuration) space shuttle.



AROUND THE WORLD

of Airline Schedules

Copyright, 1986
George Walker Cearley, Jr.



With this issue of the Captain's Log I'll be continuing with the survey of significant collectible timetables of U.S. trunk carriers. This article contains the first half of a two-part series on National Airlines.

Also featured in this article are timetables showing the early operations of the Boeing 247 in the 1930's.

NATIONAL TIMETABLES 1933-1970

NATIONAL AIR-LINE TAXI SYSTEM

Winter 1933/34 - Scheduled one day flights between Chicago and Florida.

NATIONAL AIRLINES SYSTEM

October 1934 - Inaugural service St. Petersburg to Daytona Beach with Ryan monoplanes.

April 28, 1935 - Service extended to Jacksonville.

NATIONAL AIRLINES, INC.

August 15, 1937 - Service with L-10A "Electra"; new route St. Petersburg-Miami.

November 1, 1938 - New service between Jacksonville-New Orleans.

December 15, 1940 - New L-18 "Lodestar" service.

May 10, 1941 - Features new Lodestars on cover and service to Southeastern defense area.

October 1, 1944 - Route extended from Florida northward to New York.

February 1946 - New DC-4 service.

December 15, 1946 - Inaugural flights to Havana, Cuba.

July 1, 1947 - DC-6 "Buccaneer 400" inaugural service, New York-Miami.

June 1950 - Features new "Airline of the Stars" slogan on cover and "Millionaires Vacation on a Piggy Bank Budget".

June 1, 1951 - Delta/American/National interchange service, Florida-Louisiana-Texas-California; Capital/National interchange, Northeast-Florida.

December 1952 - New DC-6B service and New York-Havana nonstops.

December 1953 - New DC-7 "Star" service.

February 1954 - Florida helicopter schedule - special timetable strictly on this service.

September 1955 - Airborne radar for all fleet.

October 1955 - First published timetables - National/Pan American/PANAGRA interchange to South America.

November 1956 - New service Boston, Providence, and Houston.

November 1957 - Features new DC-7B's and "Super 'H' Constellations" on cover.

December 14, 1957 - Tail of DC-7B on cover.

October 26, 1958 - New Jet service New York-Miami, first in U.S.A.

March 1, 1959 - Last timetable with Lodestar flights.

April 26, 1959 - First schedule to contain L-188 "Electra" service.

June 1, 1959 - First timetable to show Electra on cover.

October 25, 1959 - 707 service resumes to Florida.

January 11, 1960 - DC-8 inaugural timetable.

August 1, 1960 - New 707 service on interchange with Delta and American to California; Super 'H' Air Freighter.

April 30, 1961 - Last service over Delta/American/National interchange.

June 11, 1961 - First flights over new Southern Transcontinental route.

December 1, 1961 - New DC-8-51 fanjet service.

September 4, 1962 - Last timetable to carry "Airline of the Stars" slogan.

October 28, 1962 - Retains star motif but not slogan, new slogan - Where the nation grows -- National goes".

April 26, 1964 - First timetable with two-tone "N" logo; star dropped.

December 12, 1964 - New 727 service; all jet powered with pure jet and prop jet aircraft; new slogan, "Coast to Coast to Coast".

July 1, 1967 - DC-8-61 "Super DC-8" service introduced between New York and Miami.

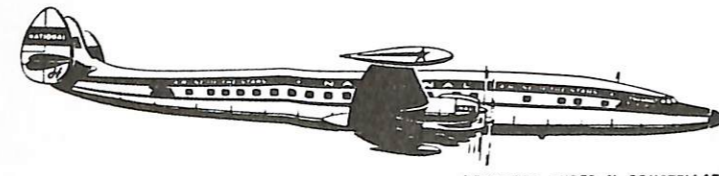
January 3, 1968 - New "Sun God" logo (logo later called "Sun King") 727-200 service; "Instant Florida" image.

April 28, 1968 - All pure jet schedules.

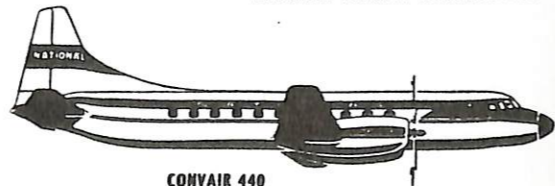
NATIONAL AIRLINE OF THE STARS



DOUGLAS DC-7B



LOCKHEED SUPER H CONSTELLATION



CONVAIR 440

UNITED AIR LINES DAILY SCHEDULES

BOEING AIR TRANSPORT - NATIONAL AIR TRANSPORT - VARNEY AIR LINES - PACIFIC AIR TRANSPORT

New York to Chicago—5½ Hrs. NEW YORK—CLEVELAND—TOLEDO—CHICAGO Chicago to New York—4¾ Hrs.

WESTBOUND—Read Down										EASTBOUND—Read Up												
Trip 7	Trip 17	Trip 23	Trip 5	Trip 15	Trip 21	Trip 3	Trip 19	Trip 11	Trip 1	Trip 9	Mls.	Trip 12	Trip 2	Trip 14	Trip 18	Trip 16	Trip 4	Trip 20	Trip 22	Trip 6	Trip 10	Trip 8
9:30	6:00	4:30	4:00	1:45	12:15	11:30	10:00	8:30	1:30	12:30	0	6:35	7:45	1:35	2:30	5:40	6:25	6:45	8:50	10:20	11:15	4:36
1:56	8:52	7:22	6:52	4:37	3:07	2:22	12:52	11:22	4:22	3:22	418	Ar	4:01	5:11	11:01	11:56	3:06	3:51	4:11	6:16	7:46	8:41
2:11	9:07	7:37	7:07	4:52	3:22	2:37	1:07	11:37	4:37	3:37	Ar	Ar	3:46	4:56	10:46	11:41	2:51	3:36	3:56	6:01	7:31	8:26
3:04	.....	.....	.....	7:46	5:31	.....	3:16	1:46	12:16	.....	Ar	Ar	Ar	10:14	.....	2:19	.....	.....	5:29	6:59	.....	11:40
3:09	.....	.....	.....	7:51	5:36	.....	3:21	1:51	12:21	.....	Ar	Ar	Ar	10:09	.....	2:14	.....	.....	5:24	6:54	.....	11:35
4:27	10:25	8:55	8:30	6:15	4:40	4:00	2:30	1:00	5:55	5:00	736	Ar	Ar	12:45	2:00	7:45	8:45	11:10	12:40	1:00	3:00	4:30

Equipment: ©—All schedules between Chicago and New York are flown with new type twin-engine Boeing except Trips 7 and 8 and some extra sections on which (F) Ford Tri-Motors are used.

2½ hrs. Westbound COAST TO COAST 19¾ hrs. Eastbound

WESTBOUND—Read Down										EASTBOUND—Read Up									
Trip 23	Trip 5	Trip 15	Trip 21	Mls.	Trip 12	Trip 2	Trip 14	Trip 18	Trip 16	Trip 4	Trip 20	Trip 22	Trip 6	Trip 10	Trip 8				
4:30	4:00	1:45	12:15	1:30	6:35	7:45	6:25	10:20	4:36	7:37	7:07	4:52	3:22	4:37	4:18				
8:55	8:30	6:15	4:40	5:55	736	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar				
9:30	9:00	6:30	6:00	6:45	736	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar				
.....				
11:40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12:40	12:00	11:00	8:10	10:02	11:69	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar				
12:55	12:15	.....	8:25	10:17	.....	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar		
.....				
2:55	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3:25	2:50	.....	10:45	12:49	16:50	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar			
3:55	3:20	.....	11:15	1:19	.....	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar		
6:58	6:23	.....	2:18	4:32	20:71	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar			

Junction Point to Los Angeles and the Pacific Northwest—See schedules below

Connections at Salt Lake to and from Los Angeles-San Diego with tri-motored planes									
Tr. 5	6:45	.....	4:30	0	Ar	Ar	Ar	Ar	Ar
.....	.....	.....	8:40	3:92	.....	Ar	Ar	Ar	Ar
.....	.....	.....	11:15	6:53	Ar	Ar	Ar	Ar	Ar
.....	.....	.....	12:45	.....	Ar	Ar	Ar	Ar	Ar
.....	.....	.....	2:00	.....	Ar	Ar	Ar	Ar	Ar

Connections at Salt Lake to and from Boise, Portland, Tacoma and Seattle									
.....	7:00	.....	2:00	0	Ar	Ar	Ar	Ar	Ar
.....	9:11	.....	4:11	3:04	Ar	Ar	Ar	Ar	Ar
.....	10:52	.....	5:52	5:48	Ar	Ar	Ar	Ar	Ar
.....	12:10	.....	7:10	7:37	Ar	Ar	Ar	Ar	Ar
.....	3:00	.....	7:20	.....	Ar	Ar	Ar	Ar	Ar
.....	4:05	.....	8:07	8:57	Ar	Ar	Ar	Ar	Ar
.....	4:25	.....	8:30	8:84	Ar	Ar	Ar	Ar	Ar

Connections at Salt Lake to and from Spokane (Pasco-Spokane)									
.....	7:00	.....	2:00	0	Ar	Ar	Ar	Ar	Ar
.....	10:47	.....	5:47	5:48	Ar	Ar	Ar	Ar	Ar
.....	4:25	.....	6:00	.....	Ar	Ar	Ar	Ar	Ar
.....	6:35	.....	7:20	6:81	Ar	Ar	Ar	Ar	Ar

EXPLANATORY FOOTNOTES

©—Twin-engine high-speed Boeing planes. ▲—Boeing 4-passenger-mail-express cabin planes
 △—6-passenger Boeing "Monomails" or Boeing 4-passenger cabin planes.
 B—Boeing tri-motor planes. F—Ford tri-motor planes. Note: Boeing and Ford tri-motor planes are used on certain specified schedules and on some extra sections.
 o—Via Northbound Ford tri-motored plane, Trip No. 22 of Table 4. e—Flag Stop.
 †—Moline stop also serves Davenport, Iowa, and Rock Island, Ill.
 ‡—Rail fare with lower berth via night train (from Seattle (\$10.33) or from Tacoma (\$8.96) to Portland) absorbed by United Air Lines for passengers originating at Seattle or Tacoma destined to Chicago, Cleveland or New York via Trip 2.
 §—Via S. P. & S. System trains between Pasco and Spokane; Fare \$5.27.

NEW YORK—CHICAGO—SOUTHWEST

SOUTHWEST—Read Down										NORTHEAST—Read Up												
Trip 23	Trip 3	Trip 1	Mls.	Trip 8	Trip 12	Trip 6	Trip 14	Trip 3	Trip 1	Trip 9	Mls.	Trip 12	Trip 2	Trip 14	Trip 18	Trip 16	Trip 4	Trip 20	Trip 22	Trip 6	Trip 10	Trip 8
4:30	11:30	1:30	0	4:36	6:35	10:20	1:35	4:36	7:37	7:07	4:52	3:22	4:37	4:18	.....	.....	.....	.....	.....	.....	.....	.....
8:55	8:30	6:15	4:40	5:55	736	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar
9:15	4:45	.....	.....	8:15	736	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar
10:40	16:20	.....	.....	49:50	888	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar
1:30	9:00	.....	.....	12:10	11:63	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar
1:45	12:25	.....	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar
3:40	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar
4:25	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar
.....	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar
.....	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar
.....	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar
.....	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar
.....	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar
.....	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar
.....	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar
.....	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar
.....	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar
.....	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar
.....	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar
.....	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar
.....	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar
.....	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar
.....	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar
.....	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar
.....																			

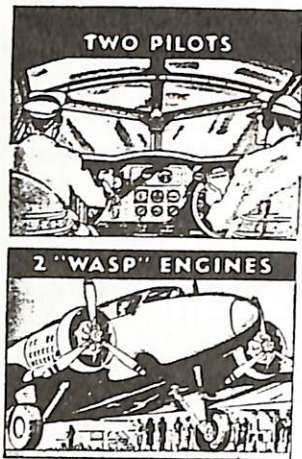
NEW YORK—CHICAGO—SOUTHWEST
SOUTHWEST—Read Down TABLE 3 NORTHEAST—Read Up

Trip 17	Trip 7	Trip 3	Trip 1	Miles	Trip 6	Trip 8	Trip 18
6:00	4:00	11:30	1:15	0	10:00	2:30	2:15
9:15	7:15	2:45	4:30	405	7:10	11:40	11:25
10:02	8:02	3:32	5:17	493	6:30	11:00	10:45
10:50	8:50	4:20	6:05	724	4:00	8:30	8:15

Trip 17	Trip 21	Trip 9	Miles	Trip 22	Trip 12	Trip 14
11:45	4:45	9:00	724	3:15	7:45	5:38
1:00	6:00	10:15	913	2:00	6:15	4:23
2:35	7:50	11:50	1129	12:45	5:00	3:08
2:50	12:05			12:30		2:53
4:17		1:15		11:27		1:43
		1:49	1343	10:58		
		1:54		10:48		
4:57						1:13
5:42	2:41	14:55	Ar	10:05		12:25
5:47	2:51		Ar	10:00		12:20
7:05	4:10	16:38	Ar	8:55		11:15
7:30	4:35	16:67	Ar	8:30		10:50

SCHEDULES AT ABOVE LEFT SHOW NEW BOEING 247 SERVICES BETWEEN DALLAS AND CHICAGO AS OF MAY 1, 1934. WITHIN A WEEK THIS ROUTE WAS GIVEN TO BRANIFF AIRWAYS, AND UNITED WOULD NOT AGAIN OPERATE BETWEEN DALLAS AND CHICAGO UNTIL AFTER THE BRANIFF BANKRUPTCY IN SPRING 1982.

ADS AT RIGHT PROMOTE NEWEST FEATURES AND INNOVATIONS IN SERVICE OFFERED ON THE UNITED BOEING 247'S.



United pilots average 4,000 hours flying experience. Instrument board has latest inventions and aids to navigation.

Powered with two Pratt & Whitney 650 h.p. Wasps of the type used by Wiley Post on his round the world flight.



Voice communication between planes and ground stations... Frequent weather reports "telephoned up."



Stewardess service is a popular feature of United Air Lines service on its multi-motored passenger-cargo planes.

NATIONAL PARKS AIRWAYS, Inc.



Use...
Air...
Mail...

DAILY FLIGHT SCHEDULE
Effective March 15, 1937

NORTHBOUND Read Down		Air Passengers		SOUTHBOUND Read Up	
Trip 4**	Trip 2	Air Mail	Air Express	Trip 1	Trip 3**
P.M.	A.M.	NPA CITIES		P.M.	A.M.
7:00	6:30	Lv. SALT LAKE CITY	Ar.	8:50	10:30
	6:45*	Lv. OGDEN	Lv.		10:20*
8:00	7:35	Lv. POCATELLO	Lv.	7:50	9:30
8:25	8:00	Lv. IDAHO FALLS	Lv.	7:25	9:05
9:35	9:10	Ar. BUTTE	Lv.	6:10	7:50
9:50	9:25	Lv. BUTTE	Ar.	5:55	7:35
10:10	9:45	Ar. HELENA	Ar.	5:35	7:15
	9:50	Lv. HELENA	Ar.	5:30	
	10:25	Ar. GREAT FALLS	Lv.	5:00	

**Daily except Sundays and holidays.
*Service suspended pending airport improvements.

TWICE DAILY SERVICE TO MINNEAPOLIS

Via National Parks Airways and Northwest Airlines

A.M.: Light Face Type		P.M.: Dark Face Type	
NPA Trip 4*	NPA Trip 2	NPA Trip 1	NPA Trip 3*
7:00	6:30	Lv. SALT LAKE CITY	Ar.
	12:40	Lv. BUTTE	Lv.
12:05		Lv. HELENA	Ar.
1:20	1:55	Ar. BILLINGS	Lv.
8:05	8:20	Ar. MINNEAPOLIS	Lv.
8:20	8:35	Ar. ST. PAUL	Lv.

*Daily except Sundays and holidays.
LOW FARES: SALT LAKE to MINNEAPOLIS — \$70.45 One Way
\$125.00 Round Trip
Twin Engined Equipment—All of the Way!

FLY FROM SALT LAKE CITY

TO:	FLYING TIME	One Way	Round Trip
POCATELLO	1 hour	\$ 8.35	\$ 15.00
IDAHO FALLS	1 1/2 hours	11.00	19.80
BUTTE	2 1/2 hours	19.45	35.00
HELENA	3 hours	21.95	39.50
BILLINGS*	4 hours	29.95	54.00
MINNEAPOLIS-ST. PAUL*	9 1/2 hours	70.45	125.00
MILWAUKEE*	11 1/2 hours	85.95	153.00
GREAT FALLS	3 1/2 hours	25.85	46.50

*Via NPA to Butte or Helena and via Northwest Airlines east of Butte-Helena.

FOR ADDITIONAL INFORMATION, TICKETS and RESERVATIONS:
Airlines Ticket Office, Lobby Hotel Utah: Telephone Was. 1910
(After business hours, Telephone Was. 4664)

National Parks Airways, Inc.

Include Yellowstone Park By Air In Your Vacation Plans

Great Falls—Billings—Cheyenne—Denver

Southbound—Read Down			Northbound—Read Up		
Trip 5* Daily	Trip 1* (b)	Mls.	Effective July 5, 1939		Trip 2* (b) Daily
12:15		0	Lv. GREAT FALLS (INL) (MT) Ar.		2:40
1:00		94	Lv. LEWISTOWN	Lv.	2:00
1:50		192	Ar. BILLINGS	Lv.	1:05
2:10	6:30	192	Lv. BILLINGS	Ar.	7:45
3:00	7:20	311	Lv. SHERIDAN	Lv.	6:55
4:05	8:30	444	Lv. CASPER	Lv.	5:50
5:10	9:35	610	Ar. CHEYENNE (INL)	Lv.	4:25
5:25	9:50	610	Lv. CHEYENNE (UAL)	Ar.	4:10
6:10	10:35	707	Ar. DENVER (UAL)	(MT) Ar.	3:25

(b) Daily except Sundays and Holidays.
(UAL)—United Air Lines. (INL)—Inland Air Lines.
* Air Mail and Air Express.
All fares shown are for information only and are subject to change without notice. Official fares are published in Inland Air Lines Local and Joint Passenger Tariff No. CAA, No. 1, which is on file with the Civil Aeronautics Authority and which is open for public inspection at any Inland Air Lines Office.

Minneapolis—Huron—Black Hills—Cheyenne—Denver

Westbound—Read Down			Eastbound—Read Up		
Trip 3* Daily	Mls.	Effective July 1, 1939		Trip 4* Daily	
10:40	0	Lv. MINNEAPOLIS (MCA)	(CT) Ar.	6:51	
12:00	194	Lv. WATERTOWN	Lv.	5:36	
12:32	258	Ar. HURON (MCA)	Lv.	4:59	
12:45	258	Lv. HURON (INL)	Ar.	3:00	
1:35	360	Ar. PIERRE	(CT) Lv.	2:10	
12:40	360	Lv. PIERRE	(MT) Ar.	1:05	
2:10	533	Lv. BLACK HILLS AIRPORT(a)	Lv.	12:00	
2:45	575	Lv. RAPID CITY	Lv.	11:30	
4:15	799	Ar. CHEYENNE (INL)	Lv.	9:45	
5:25	799	Lv. CHEYENNE (UAL)	Ar.	9:00	
6:10	896	Ar. DENVER (UAL)	(MT) Lv.	8:15	

(a) Black Hills Airport serves Belle Fourche, Deadwood, Lead, Spearfish and Sturgis. Free lunch served aboard for through passengers.
(UAL)—United Air Lines; (MCA)—Mid-Continent Airlines; (INL)—Inland Air Lines. *Air Mail and Air Express.

DENVER-CHEYENNE-BILLINGS-GREAT FALLS

AM Light Face—PM Dark Face					
Trip 2* (a) Daily	Trip 6* Daily	Mls.	ROUTE 28 Effective June 1, 1938		Trip 5* Daily
1:10	10:15	0	Lv. DENVER (UAL) MT	Ar.	7:55
1:55	11:00	97	Ar. CHEYENNE (UAL)	Lv.	7:10
4:30	11:25	97	Lv. CHEYENNE	Ar.	6:55
5:50	12:50	263	Lv. CASPER	Lv.	5:50
6:55	1:55	396	Ar. SHERIDAN	Lv.	4:40
7:50	2:55	515	Ar. BILLINGS	Lv.	3:50
	4:00	515	Lv. BILLINGS	Lv.	3:05
	4:55	613	Lv. LEWISTOWN	Lv.	2:15
	5:40	707	Ar. GREAT FALLS	Lv.	1:30

* U. S. Air Mail.
(a) Daily except Sundays and Holidays.
(b) Via CB&Q Railroad.

DENVER-CHEYENNE-BLACK HILLS-HURON-MINNEAPOLIS

AM Light Face - PM Dark Face					
Trip 4* Daily	Mls.	ROUTE 35 Effective June 1, 1938		Trip 3* Daily	
10:15	0	Lv. DENVER (UAL) MT	Ar.	7:55	
11:00	97	Ar. CHEYENNE (UAL)	Lv.	7:10	
11:15	97	Lv. CHEYENNE	Ar.	3:55	
1:00	321	Lv. RAPID CITY	Lv.	2:20	
1:30	363	Lv. BLACK HILLS AIRPORTx	Lv.	1:45	
2:45	536	Ar. PIERRE MT	Lv.	12:20	
3:50	536	Lv. PIERRE CT	Ar.	1:15	
4:40	638	Ar. HURON	Lv.	12:25	
4:58	638	Lv. HURON (HAN)	Ar.	12:12	
5:35	702	Lv. WATERTOWN (HAN)	Lv.	11:40	
6:55	896	Ar. MINNEAPOLIS (HAN) CT	Lv.	10:15	

* U. S. Air Mail.
x Black Hills Airport serves Belle Fourche, Deadwood, Lead, Spearfish and Sturgis

PENNSYLVANIA AIRLINES SCHEDULES

WASHINGTON - PITTSBURGH - AKRON - CLEVELAND - DETROIT

WASHINGTON - DETROIT						DETROIT - WASHINGTON									
Air Miles	STANDARD TIME	15	1	17	3	9	7	5	Air Miles	STANDARD TIME	2	8	4	6	12
0	WASHINGTON	Lv.	AM	AM	PM	PM	PM	PM	0	DETROIT	Lv.	AM	AM	PM	PM
195	PITTSBURGH	Ar.	8:35	2:00	4:35	5:30			102	CLEVELAND	Ar.	7:00	11:10	1:25	4:50
288	AKRON	Lv.	9:55	2:00	5:55	6:50			135	AKRON	Lv.	7:55	12:05	2:20	5:45
321	CLEVELAND	Lv.	10:10	2:15	6:10	7:00			228	PITTSBURGH	Ar.	8:10	12:20	2:35	7:35
423	DETROIT	Ar.	10:50	2:55	6:50	7:40			423	WASHINGTON	Ar.	8:30	12:40	2:55	7:55
		Lv.	11:10	3:15	7:10	8:00					Lv.	9:05	1:15	3:30	8:35
		Ar.	8:00	11:25	4:11	5:00	7:25	8:00			Ar.	9:15	1:25	3:40	8:45
		Lv.	8:55	12:20	4:25	5:55	8:20				Ar.	10:25	2:35	4:50	9:55

MILWAUKEE - MUSKEGON - GRAND RAPIDS - LANSING - PONTIAC - DETROIT

MILWAUKEE - DETROIT				DETROIT - MILWAUKEE				
Air Miles	STANDARD TIME	22	24	Air Miles	STANDARD TIME	21	23	
0	MILWAUKEE (C. S. T.)	Lv.	AM	PM	0	DETROIT (E. S. T.)	Lv.	AM
84	Muskegon (E. S. T.)	Lv.	18:00	2:15	28	Pontiac	Lv.	8:00
119	GRAND RAPIDS	Ar.	9:50	4:05	89	Lansing	Lv.	8:55
174	Lansing	Lv.	10:15	4:30	144	GRAND RAPIDS	Ar.	9:30
236	Pontiac	Lv.	10:25	4:40	179	Muskegon (E. S. T.)	Lv.	9:40
263	DETROIT (E. S. T.)	Ar.	11:35	6:00	263	MILWAUKEE (C. S. T.)	Ar.	10:05
		Lv.	11:55				Lv.	10:05

PENNSYLVANIA AIRLINES' SCHEDULES AS OF JANUARY 1, 1936. THE BOEING 247 REPLACED FORD TRIMOTORS ON PENNSYLVANIA'S ROUTES ON JANUARY 8, 1935. WITHIN 60 DAYS PENNSYLVANIA HAD SHOWN AN INCREASE OF 500% IN AVERAGE MONTHLY PASSENGER BUSINESS OVER 1934 AND SCHEDULE FREQUENCY WAS SOON INCREASED.

SCHEDULES OF NATIONAL PARKS AIRWAYS (ABOVE LEFT) EFFECTIVE MARCH 15, 1937, SHOWING BOEING 247 SERVICE BETWEEN UTAH, IDAHO, AND MONTANA. AT TOP RIGHT ARE BOEING 247 SCHEDULES OF INLAND AIR LINES AND, LOWER RIGHT, WYOMING AIR SERVICE. IN 1938 WYOMING AIR SERVICE WAS REORGANIZED AS INLAND AIR LINES.

ADDITIONAL SCHEDULES
EFFECTIVE JULY 1, 1933

UNITED AIR LINES

Announces
the World's Fastest
Multi-Motor Plane Service

COAST-TO-COAST 20 HRS.—CHICAGO-NEW YORK 4½ HRS.
WESTBOUND FLIGHTS SLIGHTLY LONGER DUE TO PREVAILING WINDS

* The New Type Boeing All-Metal Low-Wing Wasp-Powered 10-Passenger-Cargo Monoplanes Have A High Speed of "Three-Miles-A-Minute."



SPEED with COMFORT



SERVICE TO 137 CITIES

#1

★ LATEST SCHEDULES ★
CORRECTED TO MAY 1, 1934

UNITED AIR LINES

The World's Fastest
Multi-Motor Plane Service


COAST-TO-COAST 19½ HRS.—CHICAGO-NEW YORK 5 HRS.
WESTBOUND FLIGHTS SLIGHTLY LONGER DUE TO PREVAILING WINDS

KANSAS CITY-NEW YORK 8½ HRS.
DALLAS-FT. WORTH-CHICAGO 6½ HRS.

* Boeing Multi-Motor 10-Passenger-Cargo Wasp-Powered All-Metal Monoplanes.



SPEED with COMFORT



SERVICE TO 137 CITIES

#2

★ OVERNIGHT Coast-to-Coast ★

UNITED AIR LINES



Fastest-Shortest
BETWEEN THE EAST
AND MOST
PACIFIC COAST CITIES

Schedules in effect Mar. 1, 1937

#3

★ OVERNIGHT Coast-to-Coast ★

UNITED AIR LINES

FASTEST SHORTEST
between the East
and most Pacific
Coast cities

★ OVERNIGHT Coast-to-Coast ★

UNITED AIR LINES

FASTEST SHORTEST
between the East
and most Pacific
Coast cities

* RESERVATIONS—INFORMATION *

TO FLY CALL COOK'S
VOLUNTEER 5-1800
THOS. COOK & SON-WAGONS-LITS INC.
557 FIFTH AVE., NEW YORK
AIR LINE TICKETS—AIR TOURS—CHARTER SERVICE
By Will, General Traffic, Chicago, Kansas, Am. to go
221 N. LaSalle, Chicago, Illinois

Schedule Effective December 1, 1935

#4

PENNSYLVANIA AIRLINES



WASHINGTON
PITTSBURGH
AKRON
CLEVELAND
DETROIT
MILWAUKEE

COAST TO COAST
CONNECTIONS

8 YEARS UNEXCELLED SAFETY RECORD

#5

CORRECTED TO JANUARY 1, 1936

PENNSYLVANIA AIRLINES

AND TRANSPORT COMPANY

PASSENGERS • MAIL • EXPRESS

Fastest Service

WASHINGTON
PITTSBURGH
AKRON
CLEVELAND
DETROIT
PONTIAC
LANSING
GRAND RAPIDS
MUSKEGON
MILWAUKEE

New Low Winter Fares




Twin Engine
ALL METAL BOEINGS

CAPITAL TO THE LAKES

CONNECTING
ALL MAJOR AIRLINES

#6

PENNSYLVANIA CENTRAL Airlines



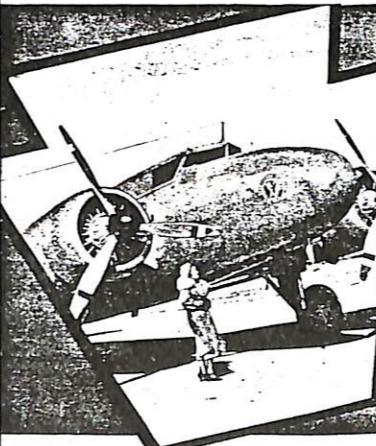
★
WASHINGTON
PITTSBURGH
AKRON
CLEVELAND
DETROIT
MILWAUKEE

EFFECTIVE NOVEMBER 1, 1936

#7

EFFECTIVE MARCH 1, 1937

PENNSYLVANIA Central AIRLINES



WASHINGTON
PITTSBURGH
AKRON
CLEVELAND
DETROIT
MILWAUKEE

Connections Coast to Coast

#8

Pennsylvania Airlines placed its first (leased) 247 in service on 01 APR 35 and the UNDATED Schedule #5 is from that time period. It advertises service to Washington, Pittsburgh, Akron, Cleveland, Detroit and Milwaukee, as well as "coast to coast connections" (presumably through linking with United Airlines). in "3-mile-a minute Boeings, according to the slogan immediately below the 247. The "8 years unexcelled safety record refers to the eight years since Clifford Ball started air services on 21 APR 27. The company became Pennsylvania Airlines in NOV 30.

Schedule #6 of 01 JAN 36 no longer lists service to Detroit, but it has added Pontiac, Lansing, Grand Rapids and Muskegon, served by "Twin Engine All Metal Boeings."

Schedule #7 of 01 NOV 36 reflects Pennsylvania's merger with Central Airlines to form PCA, and

Schedule #8 depicts a female passenger admiring the PCA Boeing. Note that the aircraft has the forward-slanted cockpit windshield of the 247, but the engine nacelles of the 247D, indicating this is one of the at least 32 United 247s which were brought up to 247D standard in 1935.

Schedule #9: SCADTA of Colombia (now Avianca) was one of a few South American airlines acquiring cast-off 247s in the late 1930s. This schedule pre-dates 247 service by the line.

SCADTA 1934



COLOMBIA SUR AMERICA

#9

United Air Lines inaugurated service with the Boeing 247 on 30 MAR 33. Schedule #1, effective 01 JUL 33, was issued three months later, by which time the 247 had shattered all air travel times across the U.S.A.

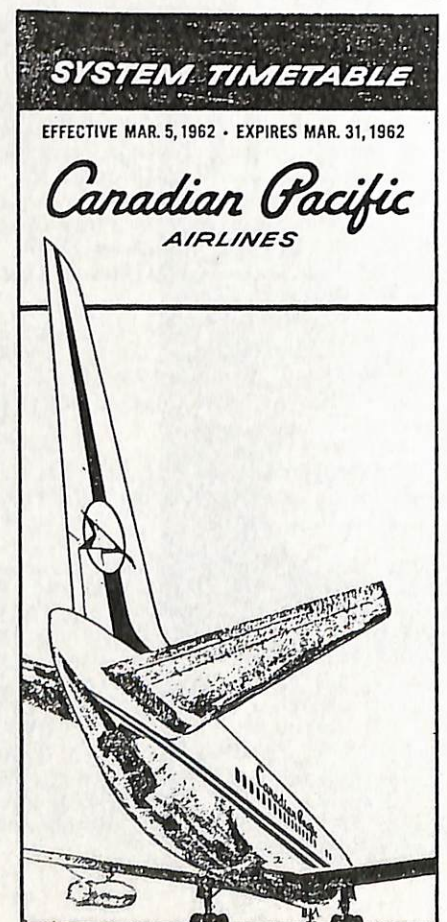
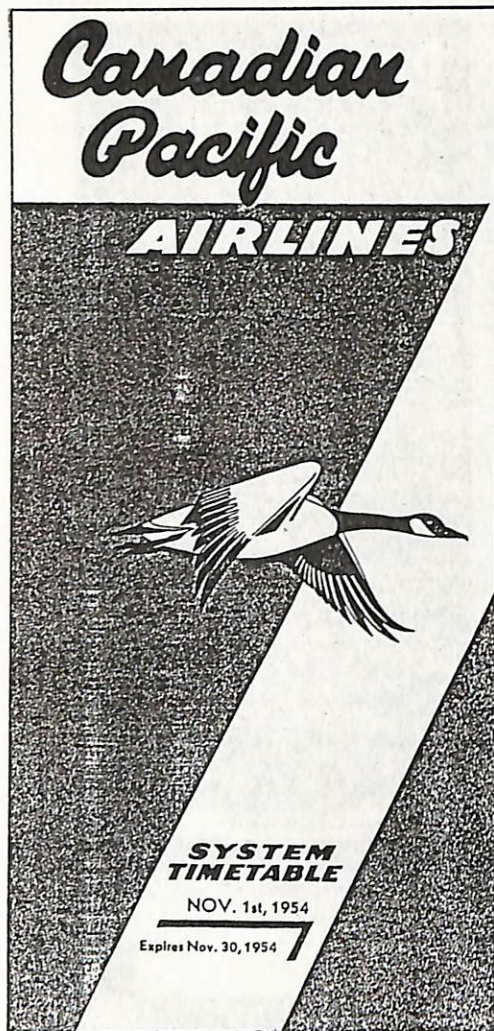
Schedule #2, issued 01 MAY 34, promotes extension of 247 service to Dallas in the spring of that year.

The small print above the aircraft on #1 reads: The New Type Boeing All-Metal Low-Wing Wasp-Powered 10-Passenger-Cargo Monoplanes Have A High Speed of "Three-Miles-A-Minute." #2 simply notes the aircraft used is the "Boeing Multi-Motor 10-Passenger-Cargo Wasp-Powered All-Metal Monoplane."

Also note the differences in flying times printed on the schedules for the coast-to-coast and New York-Chicago services.

Schedule #3 of 01 MAR 36 shows the 247D (both previous schedules show the 247) and boasts the fastest and shortest coast-to-coast service.

Schedule #4, effective 01 DEC 36, also depicts the 247D. However, DEC 36 was the month in which United took delivery of its first DC-3 and soon these aircraft began to push the Boeing off the major routes, with the coast-to-coast and New York-Chicago services first, in JAN 37.



CANADIAN PACIFIC SCHEDULE COVERS ON THIS PAGE PROVIDED BY TONY HERBEN

TOP LEFT: 01 NOV 54
Expires 30 NOV 54

TOP CENTER: 03 FEB 58
Expires 02 MAR 58

TOP RIGHT: 01 JUL 58
Expires 03 AUG 58

BOTTOM LEFT: 05 MAR 62
Expires 31 MAR 62

BOTTOM RIGHT: 31 MAY 63
Expires 26 OCT 63

NOTE the different styles of the Canada geese in the covers of the top row, and the "ruptured duck" logo on the cover at bottom right.

STICKER CHATTER

by Don Thomas and Tony Herben



This edition of Sticker Chatter contains stickers, labels, etc. from the collections of Sticker Chatter editor Don Thomas and of CP Air history author Tony Herben. Don provided the Boeing 247 items and the historic Canadian Pacific ones, as well as several current items which are the same as those sent in by Tony. Thank you both, gentlemen!

Don Thomas writes:

The Boeing 247, often spoken of as the first modern airliner, was used by United Air Lines on their coast-to-coast and border-to-border services. All were later modified by the addition of variable-pitch propellers and were called the 247D. United's baggage label (#1) shows clearly the clean-cut lines of this monoplane. Although it carried only

10 passengers, in 1933 it monopolized the run between New York and Chicago for United, with 11 round trips daily. TWA and American each operated only one trip per day on that route.

The label illustrated has red, white and blue bands across the left and the right, black lettering outlined in white on the colored sections of the label, and an air-to-air photograph of NC13361, the first United 247D, against a cloud background.

Inland Air Lines also used the 247, and its familiar advertising showing a horseback rider waving to the plane overhead as it passes Mount Rushmore, was used on both their baggage labels (#2) and their timetables. Label's colors are soft-green wings on the left and right, orange

letters on the border and orange rock formation in the foreground, white Mount Rushmore with soft-green outlines and blue forest and other parts of the outer border.

Another operator of the 247 was Pennsylvania-Central Airlines (PCA). Their attractive baggage label (#3) has a silver plane and silver 'speed strakes' against a blue background. The narrow outer border is also blue, as are the letters PCA*. The wide outer border is red with white airline name. The keystone is also red, with a silver flying for United.

Western Air Lines also inherited some of these United 247 surplus aircraft, but did not illustrate them on their labels.

*Blue letters do not show against red of keystone.

HISTORIC CP LABELS. Don Thomas writes:

Canadian Pacific Air Lines, formed by the Canadian Pacific Railway, integrated many smaller pioneer airlines into its system. In doing so it inherited the flying Canada goose logo of Canadian Airways Limited (#4). Version shown has orange center, navy blue outer circle and dark parts of the goose, and letters in white. Another version has a blue center, orange outer ring, black letters and dark parts of the goose (shown elsewhere in this issue - See CP history).

Another early label shows the Lockheed L-18 Lodestar. It comes in two sizes and is red and blue (#5). A special air mail sticker issued by the company is in the form of an arrow (#6) and incorporates the crest shown in #5. The arrow is outlined with a narrow white border and the co-

lors are blue in the top half and red in the bottom half. Letters are white.

For a few years right after World War 2 CPA used the parent company's historic beaver crest as its logo (#7). Colors are red shield with white letters, navy blue bar with yellow letters and light blue outer circle. The beaver is in two shades of brown. Center is white, as is the narrow outer rim.





ABOVE: Blue background; dark blue and white Canada goose; red Canadian Pacific; white Airlines and borders at top and right.

Labels etc. on this page supplied by Tony Herben



ABOVE: Pale blue background; royal blue and white Canada goose. red Canadian Pacific; white Airlines and border all around.

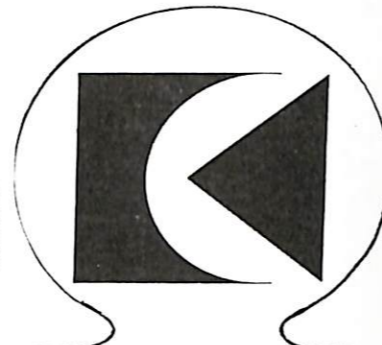


LEFT: White background; red horizontal bars, Canadian Pacific and circle; dark blue Fly, Canada goose and vertical and curved border.



ABOVE: Black bottom of 747, horizontal stripes and CP Air; rest in light and dark orange.

RIGHT: Multi-colored. Deep blue sky; light blue ocean; white cloud and teeth in DC-10; orange CP Air, logo and top of DC-10; gray underside of DC-10; rest of text in black; beige landmass.



Catch our Spirit on a CP Air DC-10

ABOVE: Red triangle and CP Air DC-10; orange 'hollow-sided' half square; black other text.



LEFT: Orange logo; dark blue border and text; holographic silver background.



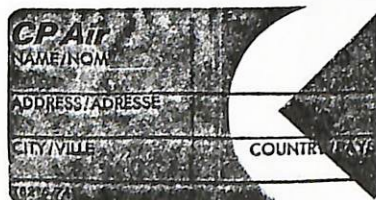
LEFT: Red (triangle) and orange logo on transparent backing. BELOW: Silver background; black text; orange logo.



ABOVE: Silver background; orange logo; black text, vertical and horizontal lines.

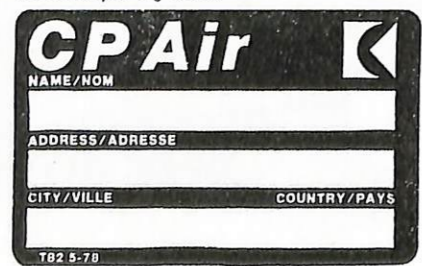


BELOW: Red (triangle) and orange (left part) logo; black text; silver border. Actual size is 6 1/2 x 3 5/8 inches (16.7 x 9.2 cm).



ABOVE: Orange and white, black text and lines for address info; Comes in strips of three.

BELOW: Orange and white; comes in strips of two.



LEFT: Orange logo; black text.

Sticker used as head for CP history: Orange CP Air and both logos; all other printing in black.

On the subject of other stickers and labels, Don Thomas writes:

Delta Airlines opened service to Ireland and also to Munich and Stuttgart, both in West Germany. Attractive labels for these three routes are shown (#8-9-10). The Irish shamrock is on a dark blue background, Munich is on a yellow background and Stuttgart on white. These labels were one-time issues only and are no longer available. Delta is asking collectors not to write for these items anymore.



#8



#9



#10

Pan Am took over Ransome Airlines, which was part of the Delta Connection system, and renamed it Pan Am Express. Delta has now signed an agreement with Business Express, a Connecticut-based commuter. Pan Am also acquired some northeast corridor routes from Texas Air for \$65 million.

The collector in Holland who has the world's largest collection of air sickness bags reminds me that the Smithsonian's NASM also has such a collection. They don't call them air sickness bags, though. Government nomenclature dictates that they be called "motion discomfort containers."

Chalk's International Airlines, oldest airline in the world still flying under the same name, has a sticker in blue and black on white (#11). It is in the nature of a car bumper sticker, or perhaps for travel agency windows, as it measures about 7" x 4" (19 x 9.4 cm). Member Rick Aranha, a captain in Chalk's, had a hard time getting just one, so don't expect to get any from the airline. Since 1919 Chalk's has been flying Grumman seaplanes from Miami to the Bahamas.



#11



#12



#14

Aeroflot of the Soviet Union has a new round label, blue on white, showing their TU-154 (#12). There is also a larger oval label which is new.

Air cargo is big business now for airlines. We show four new cargo labels: Cargolux (#13), LOT of Poland (#14), El Al of Israel (#15) and Cathay Pacific of Hong Kong (#16).

Many of these foreign labels are most attractive. Note the Korean Air 747-300. Korean is a prolific issuer of labels and it seems to believe big airplanes deserve big labels - this one is 6 1/2" x 4" (16 x 9.8 cm) - (#17, next page).



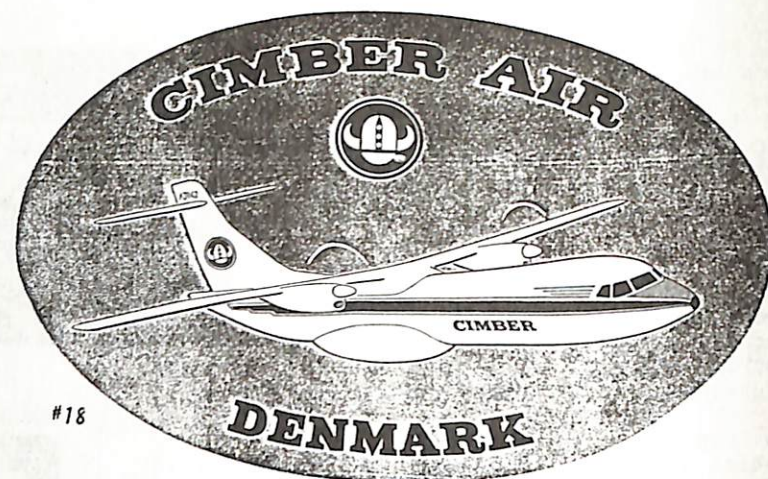
#13



#15



#16



Cimber Air of Denmark is another airline which has big oval labels. Two new ones are in the new Air Transport Label Catalog, 1986 revision, in Vol. 1, Section A. The one illustrated here came in too late to get into the catalog. It shows their ATR42, a white plane with red trim on a blue background (#18). This label measures just over 6 1/2" by just under 4 1/2" (16 x 11.2 cm).

The GP Express item is a new long (8 1/2", 21.6 cm) BIL, blue print on white. No information at present on this new airline (#19).

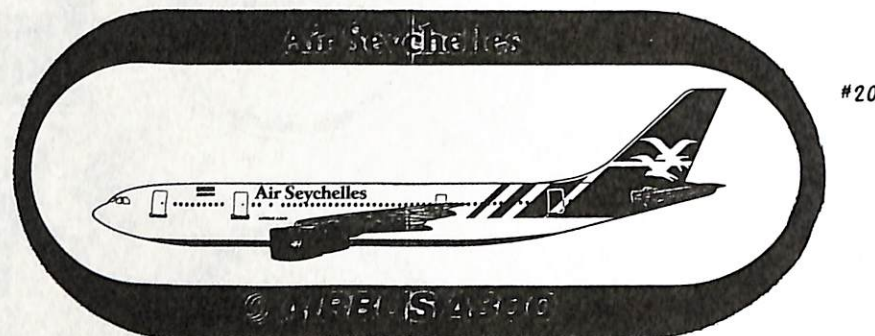
Air Seychelles is on the latest Airbus A300 label (#20). The plane is white, green, red and silver, on a white background with wide silver border. Nice!

Alia, The Royal Jordanian Airline,

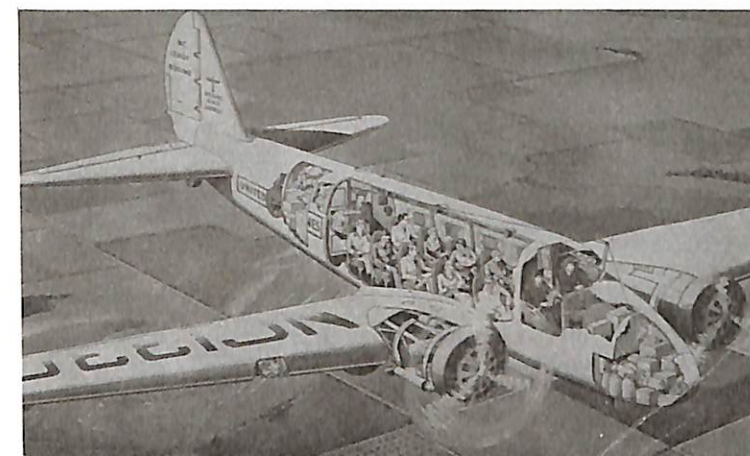
has two round labels (#21 & 22). The latter is marked Chicago. Are there any other cities on similar labels for this airline?

Safair of South Africa is a freight airline. Its new label is shown here (#23).

Finally, congratulations on the fine three-part article on Pan American Airways by Hal Rounds. Articles like this require days and weeks of research. This one was exceptionally well done!



POST CARD CORNER



The Post Card Corner in this issue of the LOG consists of cards contributed by post card editor Bill Demarest, CP Air history author Tony Herben and myself. We hope you'll enjoy them - J.G.

Bill writes: In keeping with the focus of this issue, I have included a card of the Boeing 247, showing the interior of a United Air Lines aircraft, NC13301, c/n 1682, the first aircraft built (top, left). The back of this card states it is a 'diagrammatic photo', but it is of course an artist's drawing. The only post cards I have seen of the 247 show United aircraft. Has anyone seen issues from other carriers?

I am adding another 247 card. It shows the second 247D built, NC13361, c/n 1947, the first for United. This black and white card was made from a Boeing photograph. It was published commercially in Holland before World War 2 by Sparo of Rotterdam (top, right) - J.G.

Bill: I am also including Canadian Pacific/CP Air cards. The airline has published numerous cards during the years, beginning right after WW2.

The first card comes from my collection: Canadair Four CF-CPR. The card was one in a series called Greetings from Canada. The Fours served with CPA from MAY 49 to 1951/52. This particular aircraft crashed into the sea at Tokyo during a landing overshoot on 09FEB 50. - J.G.

Back to Bill: Another card in the Greetings From Canada series is this one of Convair CF-CPD. However, one should be careful:

even though the reverse of the card says this is a Convair 240, the number of cabin windows (11) indicates it to be a 340. But the nose contour is clearly that of the 240, and so is the shape of the vertical tail. CPA never had the 340, but it operated five ex-Continental Airlines 240s back in 1952/64, registered in the CF-CUx series, not in the CF-CPx series. There are also several public relations photographs known of this same CV-240 "made to look like a 340", but it is not known why CPA issued these phony photos and cards.

The Britannia 314 was published in a series called Travel by Canadian Pacific.

The card of the DC-8-63 (a drawing rather than a photo) with Canadian Pacific titles in capital letters rather than in script, operated the first flight by CPA from Canada to Greece. It carries Canadian and Greek postage stamps with the national flags of the two countries (red and white for Canada, on the right, and blue and white for Greece, on the left). The postal

cancellation mark shows the flight took place on 10 IX 1968 (10 SEP 68). The printing on the back of the card is in black, except for the picture of the DC-8 and the Greek text below it. Both are in red and were obviously imprinted on the standard card just for the occasion of the first flight. For interest, the back of the card is reproduced here alongside the front.

The card of the DC-8-43 at YYZ in CP Air colors, remains one of my all-time favorites.

Tony Herben sent the following cards:

CPA DC-8-43 (Super DC-8 jet) with the standard scrip version of the airline's name in the old colors. Registration is CF-CPF.

CP Air DC-8-63 CF-CPP in the red and orange colors adopted in 1968. Also issued by CP Air are the cards of DC-10-30 C-GCPE, Boeing 727-17 CF-CPN, Boeing 747-217B C-FCRA; Boeing 737-217 (registration undecipherable), and Boeing 737-317 C-FCPJ in Attaché colors at Vancouver (U.S. Publications card).

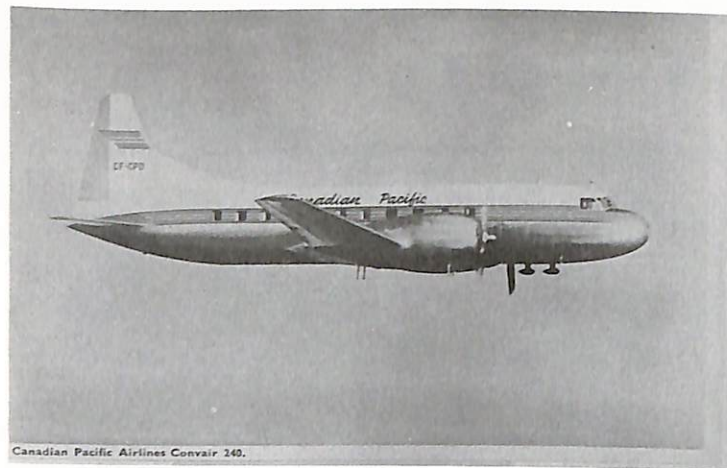
Last four cards are on page 33.

TOP LEFT: United card of its first 247. (Via Bill Demarest)

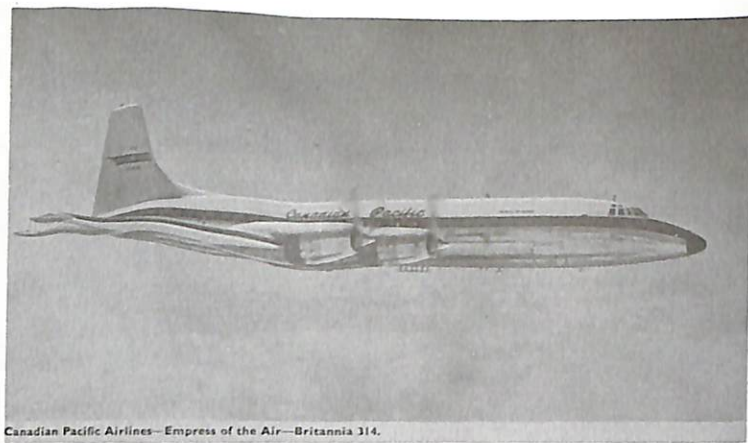
TOP RIGHT: Dutch card of 247D NC13361 of UAL. (Via Joop Gerritsma)

RIGHT: CPA card of Canadair Four (C-4-1) CF-CPR, printed in brown ink! (Via Joop Gerritsma)

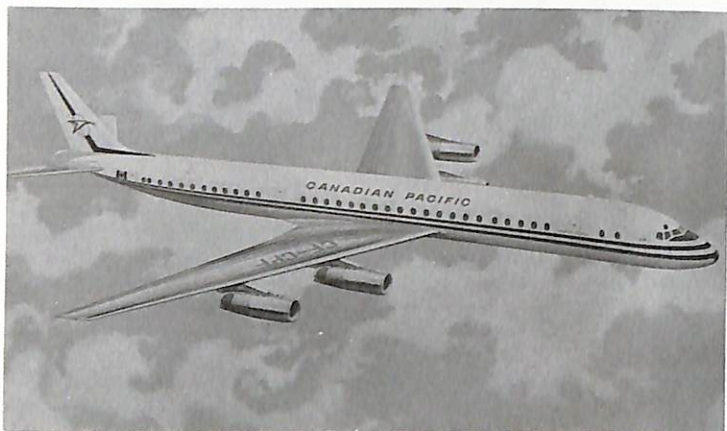




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WINGS & THINGS

by RICHARD KORAN

Whew! After "flying" my theater seat for almost two hours during the movie *Top Gun*, it is a little difficult to return to the airline world. The aerial maneuvers of the Navy's F-14s and A-4s, both at altitude and low-level, leave one virtually breathless. Some of the flying sequences, however, in the PBS television series *Diamonds in the Sky* are breathtaking as well for the viewer.

Some time ago Charlie Dolan of U.S. Customs - Dorval Airport, Montreal fame, let me borrow his VCR tape of the *Diamonds* series and it is more than just interesting! In seven parts, *Diamonds* takes the viewer from the past to the present, telling the story of the development and growth of passenger aviation. *Diamonds* was produced for BBC-TV in association with Perth's (Australia) Channel 9 TV and the Metromedia Incorporated folks. It has been presented off and on on local PBS stations around the United States. If you have not seen this TV series, you might consider checking with your local PBS station (if you live in the U.S.) and try to get it on the air in your area - it is that good!

Opening scenes in Part 1, *Changing the World*, of *Diamonds in the Sky*, will surely grab your attention! Talair pilots in New Guinea fly into and out of remote airfields, while you hold your breath as the commentator, Julian Pettifer, speaks of bringing people from the Stone Age into the Age of the Computer! Natives in colorful dress disembark from twin-engine Cessnas and Dash-7s near runways literally cut out of the bush. In one scene, the Talair pilot lands uphill and then departs the airport by turning the plane around and reversing his direction for takeoff. When airborne, he makes a couple of turns between the hills and clouds and flies to his next destination somewhere in the mountains and forests that have never seen a road!

A future issue of the Smithsonian's new *Air & Space* magazine will include an article, *The Rough and Ready Early Birds of New Guinea*. "During the gold rush days, only airplanes could leap the miles of jungle to supply New Guinea's early miners. It took hardy pilots and even harder airplanes to endure the hazards of this unique brand of pioneer flying," according to *Air & Space*. Many of the photographs in this article will have come from similar scenes in *Diamonds*, Part 1 - it has to be seen to be believed!



AMERICAN AIRLINES maintenance patch worn by the personnel who work at the gates at most AA terminals. The patch is worn on the jacket/shirt and is quite striking. Overall black, the patch has white edging with white background for the eagle head as well as behind the AA logo. Red and blue are the colors for the logo and yellow and light brown for the eagle. The letters "AIR CRAFT MAINTENANCE" are in yellow. The patch measures four inches in diameter.



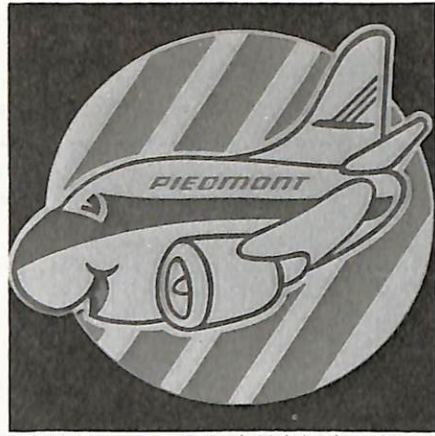
Canadian Pacific Air Lines uniform patch of the same design and colors as the label illustrated in Don Thomas's *STICKER CHATTER* in the previous Log, p.22. CPA operated the L-18, which is pictured in the circle at the bottom. Colors are red, blue and silver. The patch is made of cloth.

Part 2, *Running an Airline*, covers air travel from the viewpoint of United Air Lines and other air carriers world-wide. An interesting look into airline operations, reservations, marketing, top-echelon meetings, etc., this part of *Diamonds* does a good job of describing how the airplane has come to rank second only to the car in the United States. The beginning of airline deregulation is also discussed.

"Will I get there or will the infernal machine fall out of the air" pretty much sets the pace in Part 3 as the viewer looks into the air travel of yesterday and those first passenger flights in *Opening the Routes*. The early days of U.S. Air Mail, TAT, NAT, Lufthansa, KLM, QANTAS, open cockpits, flying boats and the like, provide a valuable glimpse into those early days that have led us to where we are today. Great shots of the early airliners, such as Imperial Airways' Handley Page biplanes, Lufthansa's Junkers G-38 with seats in the wings which gave passengers a unique view forward in flight, Ford Trimotors, and more and more!

Conquering the Atlantic with flying boats and other airliners in Part 4 tells also of shipping companies not paying attention to the increasing passenger loads as more and more airliners made the crossing in both directions. Scenes of those early days over the Atlantic lead into the day-to-day operations of our present carriers, with a Pan Am 747 departing Europe for a journey to New York. A pleasant by-product of Atlantic flying was also presented. PAA flying boats would depart the U.S. bound for Ireland, sometimes taking more than 20 hours to make the crossing under less-than-desireable conditions - an endurance test to say the least. Passengers would leave the aircraft after arriving at Foyness, Ireland, somewhat worse for wear, cold and fatigued. It was thought at the time that perhaps a beverage, distinctly Irish, with an American appeal, would help warm up the recently arrived passengers. Using a glass with a little sugar in the bottom, a fine Irish whiskey was poured in along with good ol' American coffee. A touch of whipped cream to top it off and you had Irish Coffee!

Another feature of life one had to tolerate on a long flight was mentioned. You are going to need a toilet! In-flight toilets are designed very cleverly, but the number offered in a full Boeing 747 is totally under what the civilized standard would demand - the case of 20 people in various stages of discomfort, wishing to take



PIEDMONT Unescorted child badge is a new one for the airline and represents a transition for some of the air carriers to the plastic badge. Red and white stripes draw your attention to the badge and the cartoon-like 737 is done in light blue, red and white. It has a small horizontal pin on the back for wear. Badge was given to me at Providence, R.I., when I was considered to be an "unescorted captain."



CANADIAN PACIFIC AIR LINES hat badge produced by Scully Ltd. of Montreal. The badge is gold overall with deep red and blue enamel work in the center shield. The letters are in gold. One important item is missing in this badge, however. A small silver aircraft, Lockheed twin, is supposed to be in the centre of the small circle at the bottom of the shield. Two screw backs are for wear.



BRITISH EUROPEAN AIRWAYS hat badge just recently acquired from Europe is gold overall with a small piece of maroon cloth held behind the letters "BEA" by small clutch-like pins. The remaining pins on the back are for holding the badge on to the hat for wear. There are no maker's marks on the back of this badge.



HANDLEY PAGE "HANNIBAL", No. 18 in a series of 25 Fighting and Civil Aircraft cards from Ardath Tobacco Co. Ltd. in the U.K. The description of "Hannibal" on the back of the card is courtesy of Flight magazine and reads, "The type is easily recognized by virtue of its long fuselage, triple rudders, the arrangement of the engines in the top and bottom planes, and the unusual bracing of the wings." The card is in color, with blue sky and silver aircraft.



PHILLIPS 66 pilot wing is included as that oil firm used a Boeing 247 as their corporate aircraft. The Phillips wing is one of my favorites and since we are giving coverage to the 247, I thought you'd like to see this one. The wing is gold over sterling and was made by Balfour. The center shield uses black enamel along with gold. Wing has a pin back for wear.

advantage of the amenities of the toilet is not a very pleasant sight, according to one of the interviewees!

In Part 5, Travelling for Fun, tourism is described as the fastest-growing industry in the world, second only to oil. Those of us in the business of getting people from here to there, can vouch for that. The commentator takes us to various parts of the world - Fiji, Bangkok, Russia, India, Africa - to look at the crowds and the sights with the remark, "You can't go anywhere these days without changing the place." With reference to the "good old days", the early days of Cook's Tours in the late 1800s and into the early 1900s, the aristocratic class looked upon growing numbers of tourists as a new and growing evil! Scenes from these many vacation sights are something to behold.

British Airways operations facilities are shown in great detail in Part 6, Down the Line, with emphasis on their problems with Concorde flights - and overflights - leaving London enroute to Singapore. It seems the Gulf States in the Middle East were somewhat resentful of the noise Concorde makes, while supersonic, when passing over certain Sheikdoms. This part of the series presents a vast operation as seen from the eyes of BA - transit rights, landing rights, construction at new Arab airports, the oil boom! Commerce and politics around the world and the airline industry.

Flying into the Future in Part 7, the final segment, we spend time with Boeing in Seattle and with British

Airways, again, and the Concorde. The question where airplanes have brought us in 60 years of flying was accompanied by the comment that "only one in 600 of the world's population has travelled by air." Growth in our lifetime has been spectacular, with its puses and minuses: health problems associated with travel from one country to another in just minutes or hours, changing societies with tourists looking into new places, etc. The new class of "VFR" - visiting friends and relatives - includes former migrants enroute from Australia to London with their families to visit the folks. Opportunities that were not as easily available not too many years ago. Addressing these facts, along with the future of airlines and new aircraft formed this part of Diamonds in the Sky.

Trying to photograph wings to go along with this issue's coverage of the Lockheed Twins and the Boeing 247 is no simple task, even if only because I don't have many wings of those airlines. I sure could use Varney Air Lines, Mid-Continent, Boeing Air Transport and many others - and on it goes! So, since I can't talk to you about many of the wings except in the words with each of the photographs, I'd like to share with you a story about the Boeing 247 from the FEB-MAY 79 issue of Air Enthusiast magazine and portions of an article written by H.A. Taylor.

According to Mr. Taylor, "Rarely in the history of aviation has there been a more striking example of an outstandingly successful failure than the Boeing 247. Pioneering a formula

which was to become a standard for airliners during the following two decades, the designers of the 247 provided its operators with a clear lead over other U.S. domestic airlines. Even when this lead had been lost with the arrival of the Douglas DC-2, the technical merits and good performance of the Boeing 247s gave many of them a 20-year working lifespan on services that were less competitive than those provided by the U.S. domestic trunk carriers."

In his article, 'The Trend-setting 247', Taylor writes, "The 247 came into world-wide notice outside the U.S.A. when a model "D", leased from United, fitted with extra fuel tanks and otherwise modified, was flown by Colonel Roscoe Turner and Clyde Pangborn in the 1934 MacRobertson England-Australia race from Mildenhall aerodrome, Suffolk, to Melbourne, Victoria."

Before joining American Airlines in 1966, I worked for Beech Aircraft Corporation in Wichita, Kansas, and it was there that I had the pleasure of meeting Roscoe Turner, the Barnstormer and Speed King. At that time the holder of the Thompson Trophy, one of the air-racing trophies, Turner was associated with the Beechcraft organization. Turner always had that special glint in his eyes and his role in this story makes it a special one for me.

Taylor continues, "There were two sections in the race, with prizes accordingly. One was the first-over-the-line contest in which the aircraft taking the shortest elapsed time, re-



TALAIR based in New Guinea is one of the "stars" in the PBS TV series Diamonds in the Sky, mentioned in the main text of this column. Serving many points in and around New Guinea, you hold your breath watching the Talair pilots fly in and out of remote airfields. The wing is silver with a white and yellow center. "Talair" is in black. The wing was produced in New Zealand and uses lugs for wear.



MACROBERTSON-MILLER AVIATION in the Northern Territory of Australia used Lockheed twins in that part of the world when the Empire mail services scheme expanded. When MMA inherited Commercial Aviation, they extended themselves into a more isolated part of a route system. MMA's air mail contract was the last of a series which provided rapid mails to Europe and a more complete coverage of Australia, according to R.E.G. Davies' in 'A History of the World's Airlines'. Wing is gold with black-white-gray in the swan. Red enamel MMA and crown. Pin back for wear.



CANADIAN PACIFIC AIR LINES' second wing is this gold badge with a blue and white enamel center with the Canada goose. There are no hallmarks on the wing. If I recall correctly, the first wing CPA used has a small shield with the letters "CPA" in the center.



CANADIAN PACIFIC AIR LINES' third wing in their "lineage" is this somewhat modern and stylized version. It is overall gold and there are no hallmarks on this wing either. There has been some talk about a new wing, but I have been unable to confirm this. I saw CPA's new aircraft paint scheme while passing through Toronto not too long ago and it is quite nice. I sat in line waiting for take-off clearance behind the CPA 737 for quite a while, so had an opportunity to admire it. Canadian Pacific in English is on one side of the fuselage, and Canadien Pacifique in French on the other side.



KNILM Royal Dutch East Indies Airlines (Koninklijke Nederlandsch-Indische Luchtvaart-Maatschappij) wing is another favorite in my collection. KNILM was an efficient operator of a fleet that included Lockheed L-14s and connected all the major towns in the Dutch East Indies with Batavia (now Jakarta). An efficient air service in 1938, KNILM also flew a route into Australia. This beautiful pilot wing is all gold with a blue enamel center. The wing is hallmarked 1/20 G.F. and uses three clutch backs for wear.

fuelling and other stops included, was the winner. The other was a handicap section in which the winner was, in effect, the entrant whose average speed between the seven check control points, and any of 18 other approved check-in points, exceeded a formula-calculated handicap speed by the greatest margin - or who failed by the smallest margin to achieve it. Many of the 20 entries which reached the starting line had entered both sections of the race, but were eligible only for a prize in one or the other.

"The Boeing was entered only in the speed section. The principal competitors for the 247D in this race were the three deHavilland specially-built twin-engined Comet racers and the Douglas DC-2, newly arrived in Europe, which was entered by the Dutch airline, KLM. All four of these aircraft were entered also in the handicap section.

"The winner of the speed section," writes Taylor, "was Comet G-ACSS, flown by C.W.A. Scott and T. Campbell Black. It averaged 159 mph (256 km/h) over the official distance of 11,300 miles (18,182 km). This Comet also won the handicap race, but the pilots and entrants naturally elected to take

the more prestigious and bigger speed prize. The second-fastest aircraft, despite time-consuming misfortunes on the final sector, was the DC-2 flown by K.D. Parmentier and J.J. Moll with an average of 125 mph (201 km/h). With the Comet opting for the speed prize, the DC-2 won the handicap section, so its crew and KLM chose to take this rather than the second prize for speed.

"The Boeing was third in the speed race, with an average of 122 mph (196 km/h) in an elapsed time of just under 93 hours, including eight refuelling stops. With the DC-2 taking the handicap prize, the 247D became the runner-up in the speed section, followed by the third Comet. Like the winning Comet and the DC-2, the Boeing lost valuable time through ill-luck.

"Prior to departure from Seattle, the 247D had been fitted with extra fuel tanks and increased oil tankage to match, and revised fuel and oil lines for the flight. As Turner reported to have said, 'the airplane is in great form for the race, but with full tanks it will have to fly without the pilots.'

"In typical Turner fashion, the 247D was well-covered with numbers,

emblems and symbols. It was returned to Seattle on 24 December (1934) to be re-modified to airline standards and re-licensed as NC13369 before Turner flew it to Chicago and into service with United - still carrying on the fuselage a map of the England-Australia course and the words: 'This plane carried the Stars and Stripes across the finishing line in the world's greatest air race'."

The 247D flown by Turner - and of course by United - now hangs in the Hall of Air Transportation, the National Air and Space Museum, Washington, D.C. In his book on the museum, C.D.B. Bryan writes, "The all-metal skin of the Boeing 247 was anodized aluminum, which gave the airplane its gray color; but because the museum exhibit's anodized skin was badly weather-worn, it was painted gray to protect it - except for the cowlings and vertical surfaces which, less worn, retain the original anodized finish. Museum visitors may notice that the airplane on display has two different markings: the left side is painted as it was when Roscoe Turner flew it in the London-to-Melbourne race, the right side carries the paint scheme it wore as part of United Air Lines."



WESTERN AIR EXPRESS and its re-named successor, WESTERN AIR LINES, was the biggest airline user of the Boeing 247 after United Air Lines. WAE/WAL operated 33 of the Boeing planes, although they owned only nine of them ... the rest were leased from United. This early WAE wing is a favorite in my collection and has silver wire wings on a black background with two clutch backs for wear. The center shield is white enamel with the blue enamel Indian head. Silver band around the center accents this beautiful enamel work and also highlights the Indian head-dress. Letters "WAE" in the headband are also in silver.



AEROSTAR pilot wing from a fellow crewmember at American Airlines is the first wing used by the pilots at the airline. Aerostar, "the charter airline of the sunbelt" was based out of the Atlanta area before its demise. The wing is polished silver, with the center shield and the



WESTERN AIR LINES wing is an all-gold piece with very fine workmanship in the detailing. There are no hallmarks and the wing is worn with the use of two screwbacks.



NATIONAL AIR LINES operated their early services with the Lockheed L-10 and L-18. According to R.E.G. Davies in this quote from 'Airlines of the United States since 1914', "National joined the smaller airlines in purchasing Lockheed Electras (SEP 37), and can claim the odd distinction of being the only major airline in the U.S.A. never to have operated a Douglas twin-engined aircraft." This National wing is gold with the center logo in red, white, blue enamel. There are no hallmarks and the wing uses twin screw backs for wear on the uniform.

logo as follows: "A" mark is dark blue enamel; five small stars to the left side of the "A" are red and the bar at the lower right of the "A" has red, light blue and dark blue from top to bottom. There are no hallmarks and the wing uses two clutch backs for wear on the uniform.



UNITED AIR LINES pilot wing, sometimes referred to as the Type I wing. The red, silver and blue shield has a "wavy" look to it and I have been unable to ascertain exactly what dates this wing was worn. Perhaps some reader can tell me. The wing is silver wire on dark black background and it has two clutch backs for wear on the uniform.



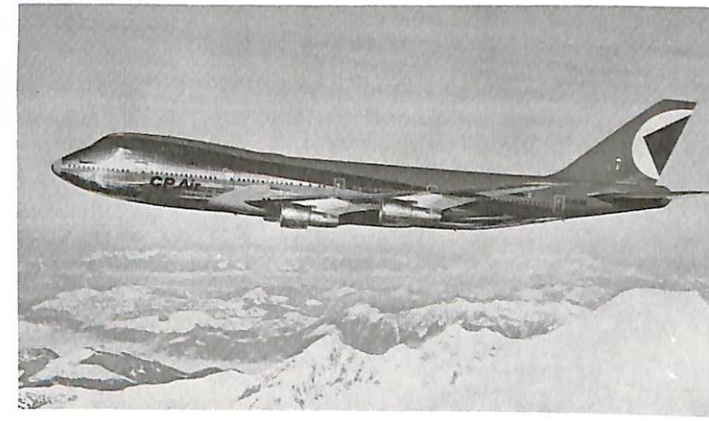
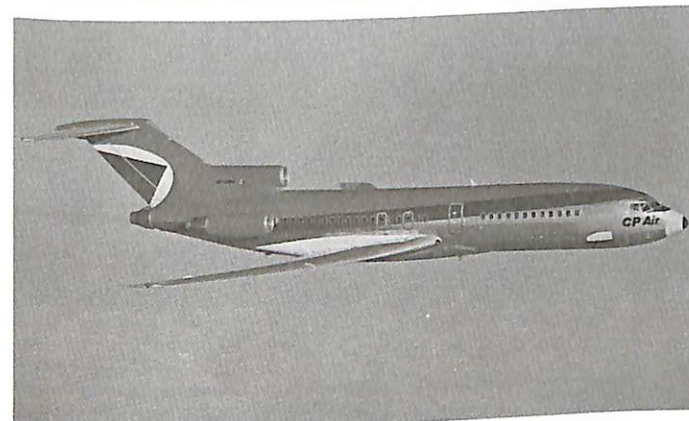
AVENSA (AEROVIAS VENEZOLANAS S.A.) began with freight services and eventually passenger services with a fleet that included one Lockheed L-12! Primarily a domestic carrier, it also operated a couple of Ford trimotors. This carrier's wing is a Balfour product and is marked 1/10 10K gold. Pin back for wear.



UNITED AIR LINES pilot wing, Type II as it is sometimes referred to. This wing's shield has the same red, silver and blue "bars" but they are straight across. The wing is also silver wire on a black backing for wear with two clutch backs.



SOUTH AFRICAN AIRWAYS is another early operator of the Lodestar aircraft during World War 2. In fact, when the war began, their planes were taken and used by the South African Air Force in the war effort and returned in 1945 for use in airline operations. This wing has gold wire on black, with gold and red in the crown in the center. The springbok is in silver.



AIRLINE MODELING

by GERRY COLE

Welcome to the return of an airline modelling section in the Captain's Log. I have missed Dave Minton's column in recent issues and when the call went out for a replacement, it was my good fortune to be selected.

By way of introduction, I built my first airline model from a Revell DC-8 kit when it was initially released, and my first airline trip was in a Colonial Airlines DC-3. Of course I was very young at the time. Despite many years of building and flying R/C scale models, and a current interest in narrow-gauge model railroading, I still love building models of airliners.

I model all types of aircraft from World War I to the present, and in scales from 1/24th to 1/200th. Unlike many who build in a constant scale, I tend to model within the size constraints of my display case. I have even built vacuforms, and lived to admit that I enjoy them. I love model contests and conventions because you get to meet others and share ideas with people who are as crazy about model building and airliners as you are. I am not the best model builder (my 17-year-old son Ron consistently wins more IPMS contest awards than I do), nor am I a leading expert on full-scale airliners (although my undergraduate degree is in Aeronautical Engineering), but I do try to make each model better than the previous one.

MY GOALS FOR THIS COLUMN My goals for this column are: 1) to improve the state

of the art of model airliner building through the exchange of ideas in this column, and 2) to encourage the entry of models of airliners in model contests and conventions.

I'd like to expand a little on each of these ideas:

First, my position is listed as Model News Editor. That means, according to my dictionary that I arrange and publish items of interest to the airline modeler. I will originate some of the material, especially for the first few issues. However, I hope that much of the material will eventually come from you, the reader. I need your ideas on subject matter, your photos of in-progress and finished airliner models, your own reviews of model

kits and decals, as well as results and photos from local airline model competitions in your area. I'd also like to hear from you if you have techniques you are willing to share with others. This column will emphasize airline models built from plastic kits, as this is the medium that is easiest for most readers to handle. However, models built from wood, metal or other materials are welcome too.

Second, I would like to get more airline modelers out of the closet, to where their work can be seen and admired. I am not suggesting that we all become contest trophy hunters, but exposure will help our segment of the hobby grow. Without growth and visibility, there will be fewer new kits, decals, references, etc. for our use.

How to accomplish this goal? There is only one major Airliners Conven-



#1. New York Air DC-9 Srs. 30, built by Bruce Simard of Laurel, MD from the Airfix kit. (All three photographs by Alan Landau.)

Welcome to Gerry Cole, our new airliner modeling editor.

Mr. Cole will contribute regularly to the CAPTAIN'S LOG, much to the delight, I am sure, of those members who have joined the WAHS in the past years because of the Log's model column. We know they have missed it in the past year, because they told us so. Many times!

Gerry Cole is no stranger to aircraft modeling. He has been building model aircraft for about 38 years. At present he is Director of Junior Activities for IPMS-USA and Contest Director for IPMS Region I. For the past four years he has written an airliner modeling column in the newsletter of the Binghamton, NY, chap-

ter of the IPMS, believed to be the only column of its type in any IPMS chapter newsletter. Mr. Cole has an undergraduate degree in aeronautical engineering, with graduate work in his primary work area of applied statistics. He is employed by IBM's development laboratory in Endicott, NY. Mr. Cole wants to emphasize the importance of reader-input into the column and he invites everyone to send him news, reports on models in progress, photos of same and of finished models, and ideas on techniques you developed through trial and error, and which you are willing to share with your fellow modelers to make them enjoy the hobby more. JG

and armor-building compatriots. As more auto modelers became qualified as judges, the judging of car models improved. At the IPMS nationals in 1985, these efforts were rewarded, as a car model received the much-deserved Judges' Grand Award for the best model entered in the convention. The car modelers did it. We airline modelers can do it too!

CROSS-OVER POSSIBLE A desirable side-effect of airline modeler participation in IPMS events is a cross-over by IPMS members into the WAHS. Personally, I didn't join the WAHS because I collect airline items. I have a few hundred airliner kits that I am definitely going to build someday, but that is not a "collection" (?). I joined the WAHS because the reference material in the "Log" is very useful in my airline model building. The advantages of an influx of new airline modelers into our society should be obvious.

The photos in this issue come from the 15th Annual IPMS Region I convention and contest held on 2/3 MAY 86 at Binghamton, N.Y. There were two classes for airliners, 1/144th scale and smaller, and greater than 1/144th scale. There was also a special award for the best small-country airliner and plaques for the best-out-of-the-box model in each class. As this year's convention director I had hoped for a good airliner turnout. The convention was very well attended, with 176 registrants from 12 states and two Canadian provinces, 512 models and three bonafide airline model entries. Talk about the lack of visibility

Although the number of airliner entries was limited, the quality was very good. The winner in the small-scale class was a New York Air DC-9 (photo #1) built from the Airfix kit by Bruce Simard of Laurel, MD. An Egypt Air Boeing 737 (photo #2), built from an Airfix kit by Aris Pappas of Fairfax, VA, was awarded second place. The larger-scale class, and the small-country airliner award, were won by the 1/72nd scale norOntair Twin Otter built by Bill Devins of Whappan, N.J. Bill's Twin Otter had many interior details added to the delightful Matchbox kit, and it was nicely finished with acrylic paint overcoated with Future wax. The hand-made loon markings were sprayed through a template onto clear decal sheet. The decal was then applied to the model. Bill used this method to assure that both sides would be the same and to minimize the chance that

#2. Egypt Air Boeing 737-266 Adv. from an Airfix kit, built by Aris Pappas of Fairfax, VA.



a painting error might ruin the model. Bill Devins is a new airline modeler but he is no stranger to plastic modeling. He received the award for best aircraft entry at the 1984 IPMS National Convention in Atlanta and is currently the director of local chapters for IPMS-USA.

KIT REVIEW: The Williams Bros. BOEING 247 BY 1/72nd-scale kit is WILLIAMS BROS. of the Boeing 247D with geared engines, revised cowlings and your choice of swept-forward or aft-sloping windshield. The model includes the passenger-cabin-mounted fuel tanks for the 1934 Roscoe Turner/Clyde Pangborn entry in the London to Melbourne air race, as well as seats for the more-common airliner version. Airline decals included in the kit are for the United Air Lines Flight Research aircraft, NX13365, in white livery with red trim. The kit decals are of excellent quality and in my case, had a very good registration.

In addition to the kit decals, Microscale sheet 44-7 provides the following three sets of markings:

- United Air Lines NC13326 in the red and blue full color scheme with a red pinstripe between the two colors. This would use the aft-sloping windshield;

- Wien Alaska Airlines NC13313, in what Micro refers to as silver-gray overall finish. Trim is black with yellow outline and the canopy is swept-forward and increased in height for more cockpit headroom.

- Pennsylvania-Central Airlines NC13359 in overall dark red with white trim and bare-metal engine nacelles. This also has a swept-forward windshield.

With the exception of the complete PCA white decal trim and the United straight red pinstripes, all trim for the Micro decal offerings must be painted on by the builder. I have my doubts about the useability of the straight red pinstripe

decal, as it must be coaxed to fit around some rather sharp-radius curves in the United scheme. Has anybody had success with this method? If so, please share your experience with us.

If you have never built a Williams Bros. kit, be prepared for a few differences between this and most other plastic kits. You will find that the instruction sheet is an excellent reference source. This includes outstanding drawings by Bill Hannan, a history of the subject aircraft and detailed color information. Unfortunately you will find little in the way of step-by-step details and drawings to guide you through construction of the model. While there are some exploded views, photos of construction in progress and some narrative, the builder is assumed to have modeling experience. In addition, Williams Bros. kits tend to have more flash and fewer locating pins than most others. If you are used to building Hasegawa Love-liners, all this can be quite a shock. Overall, however, this is an excellent plastic kit. If the reference material in this issue of the Log inspires you to do the model, please send me some photos of the result for future publication in this column. [Ed. note: color and B&W photos are both acceptable, but no slides please - JG].

KIT REVIEW: The large-scale HELLER/HUMBROL Boeing 707 has 707 IN 1/72ND arrived. Heller/Humbrol have done the first of their eagerly-awaited Boeing 707 series, with Air Force One to follow. This 1/72nd scale kit is of the Advanced series 707 Intercontinental, with P&W JT3D turbofans, extended wingtips, three-segment underwing leading edge flaps, tall vertical fin and enlarged trailing edge flaps. Clinton Groves (ATP, Inc.), who spent years working with these aircraft, assured me that the kit's marks for accura-

cy are outstanding. This is a BIG model, both in terms of weight and of box size. The model's surface has the shot-polished finish that saves mold finishing costs, but leaves a relatively rough finish on the model parts. Due to engraved surface details, however, a careful sanding and polishing should eliminate the problem without loss of surface detail.

Cockpit detail is provided in the form of four seats, two control columns and a front control panel. There is no passenger cabin detail or cabin floor, which is evident in this relatively large scale. Anyone for scratch-building a few seats? Detail on the landing gear, gear wells and wheels is very good, especially when one considers the weight of the styrene they must support. The huge 17x 10 5/8-inch decal sheet includes blue and white markings for a 707-328B F-BHSV (#18456) of Air France and for a 707-336C, G-ATWV (#19489) in its original blue and gold livery with BOAC. The kit instructions indicate that the Air France -328B uses the sub-fin provided in the kit, while the BOAC version does not. My sources of information on the 707, including "Modelling the Boeing 707 Variants", Scale Models (U.K.), APR 84, by Bill Matthews, indicate the Advanced 707s were not usually fitted with the sub-fin.

The box art, just to add variety, shows both versions with a sub-fin. Does anyone have photos of these two particular aircraft? We would like to hear from you to settle the sub-fin/no sub-fin question.

Those who buy the Minicraft-released kit should receive a bonus in the form of a giant decal sheet for the TWA livery. As I haven't seen the version of this kit as yet, I will have to defer comment on the TWA decals until a later column.

The model should be very impressive when finished and the subject lends itself to a variety of colors and markings. However, I can't imagine Clint Groves of ATP, or anyone else for that matter, doing many decal sheets for this model due to the large sheet size (and cost). At a retail price of about \$40, how many of us can afford a multi-model 707 fleet anyway?

I would have preferred a good kit of the same subject in 1/144th scale and with a lower price to match, but that takes nothing away from the Heller/Humbrol model offering. It is a beauty.

ROLLOUT OF "FW MODELS Because it has been some time since there has been a model

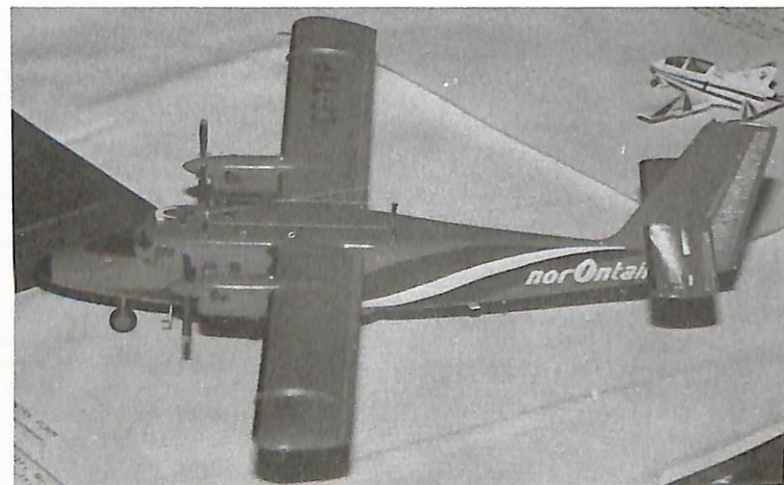
section in the Log, a good many new items have appeared that haven't been reviewed. Hasegawa continues to release 747s in their Loveliner series in 1/200th scale. The ANA Boeing 747SR-100 kit is most-welcome as it provides us with a GE-engined 747 for the first time in this scale. The 747-300 extended-upper-deck version is also available in multiple liveries.

From Heller/Humbrol, the Junkers JU-52 trimotor has been re-released in 1/72nd scale with airliner decals for Lufthansa landplanes (a restored D-AQUI and an original D-ABIK) and a SAS floatplane version (LN-KAF). This has always been a beautiful kit to build and it is highly recommended.

Leoman has switched from vacuforms to resin, and released a BAe-146-200 in 1/144th scale. Initial releases were without decals, but current ones include ATP PSA decals for both early and late schemes. This makes a good companion to the Welsh Models vacuform -100 in the same scale. Future releases from Leoman may include the Boeing 737-300.

I understand from Clint Groves that Ken Hurley has made patterns for a DHC Twin Otter and Shorts 360 in 1/144th scale. The former is to be injection molded, the latter produced in solid resin by Tom Young of MAI. An Airliners America Fairchild FH-227 is also planned for 1/144th scale before the end of 1986. If you are like I, you keep your fingers crossed and hope that these new products make it to your dealer.

NEW DECAL ISSUES On the decal front, ATP has re-released their PSA Boeing 727-200 sheet, as well as new sheets for the DC-9-30 and the MD-80 (one sheet does either, in the old or new livery) and for the BAe-146-200 as mentioned earlier. Their planned bare-



#3. Bill Devins of Whappany, N.J., built this Twin Otter, CF-TVP of norOntair. Matchbox kit in 1/72nd scale.

metal Western and redone Eastern sheets are due later. When the Piedmont 727/737 sheets are reprinted, ATP will include fin stripes and numbers for the 737-300 and -400. The future printing of decals for 1/144th scale has been uncertain, due to questions as to the availability of the Airfix line of kits. The purchase of the Airfix molds by Humbrol has at least provided hope for their re-releases.

Jet Set Systems has re-surfaced with decal offerings based on previous releases, but with instructions on adapting the old sheets to new subjects. Based on a sample of one (I myself), they have been very fair in their business practices. The original owner is now back in charge and he is attempting to restore a positive image to JSS, which was missing during the past couple of years.

FROM THE DEPARTURE LOUNGE By the time you read this, the AIRLINERS '86 Convention in Hartford

and the IPMS National Convention in Sacramento, CA, will be history. Photos of model airliner entries at both will be published in future issues of the Log. As to future topics for this column, please send your ideas to me at 504 Harvard St., Vestal, NY 13850, USA. If you expect a personal reply, please include an SSAE.

In a future issue I have some ideas on improving the old Airfix, USAirfix, MPC, Humbrol (?) kit of the Boeing 737 in 1/144th scale. The principal materials will be some sheetstyrene and, would you believe it, a plastic straw. So, between now and then, start a collection of straws of different sizes. If someone asks you why, tell him you are a model airliner builder and they will understand.

Enjoy the hobby!

SAFETY CARDS

©1986 Carl Reese

...and cards that never were.

The interest in nostalgic safety cards, as indicated by many recent letters, has led to yet another article devoted to more "oldies".

This article will be addressing a somewhat different angle of safety card collecting...those that probably cannot be collected.

These particular items are divided into two different categories: (1) Artist proofs/projections, and (2) Restricted printings for a temporary card and/or a spontaneous modification.

Figure 1 illustrates the front of the white card-board (blue-print) Cards used on AIR FLORIDA BOEING 707. When Air Florida was approved to begin service, a frantic search for an aircraft led to the lease of an ex-Pan Am 707. Since the 707 was obviously not suited for high-frequency intrastate operations, the aircraft left for service with Alaska Airlines. This example was taken off the aircraft on arrival in Seattle after its short-lived Air Florida career. The Air Florida safety

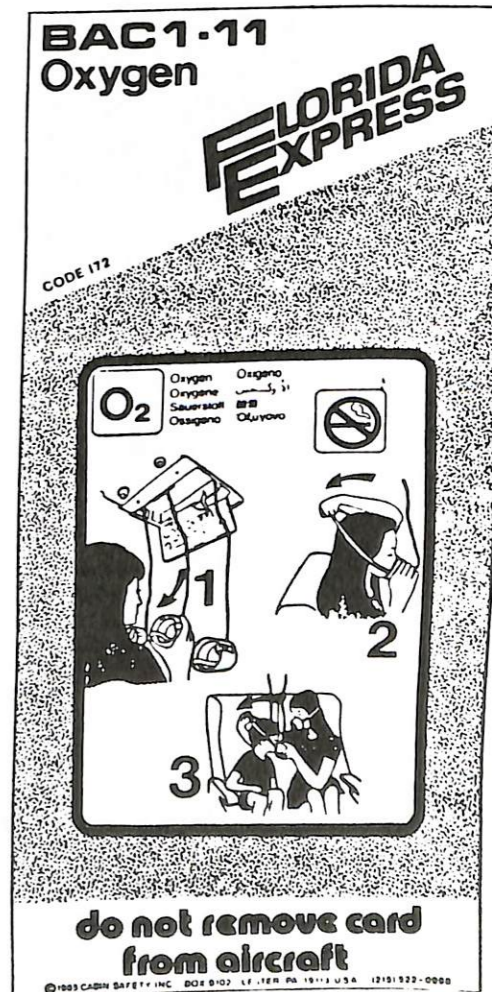
cards doubled as an "occupied" card on the reverse. Note the use of floorplan and exit illustrations from the early Pan Am 707 booklet-type emergency instructions.

When FLORIDA EXPRESS BAC 1-11 aircraft were originally purchased from USAir, the company reprinted the safety cards used by the previous owner. Unfortunately, the "Just in Case..." cards were copyrighted by Interaction Research. With a lawsuit for infringement as leverage, Interaction secured a contract



← FIG 1. The very first Air Florida card that only saw one printing.

FIG 2. The temporary Oxygen Inserts used in Fall 1985. →



from Florida Express. The company had been left with negative feelings about Interaction and decided to purchase elsewhere once their contractual obligation expired. Just prior to the termination of the contract, Florida Express began to introduce the BAC 1-11 with an oxygen system for high-altitude flying to reduce fuel costs. Cabin Safety produced a laminated red & black temporary insert (Code 172) to supplement the remaining Interaction cards as shown in Figure 2. These inserts were destroyed immediately upon termination of their obligation to Interaction and replaced by

For your security
Pour votre sécurité
Für Ihre Sicherheit

**B-747
COMBI 12**

B-747 COMBI 12

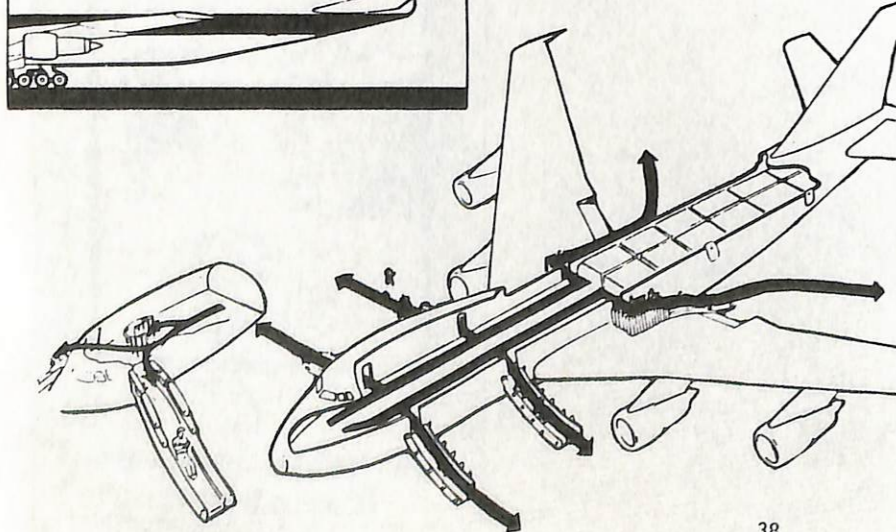
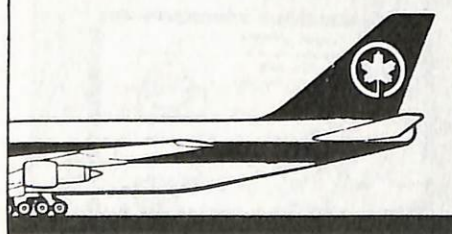
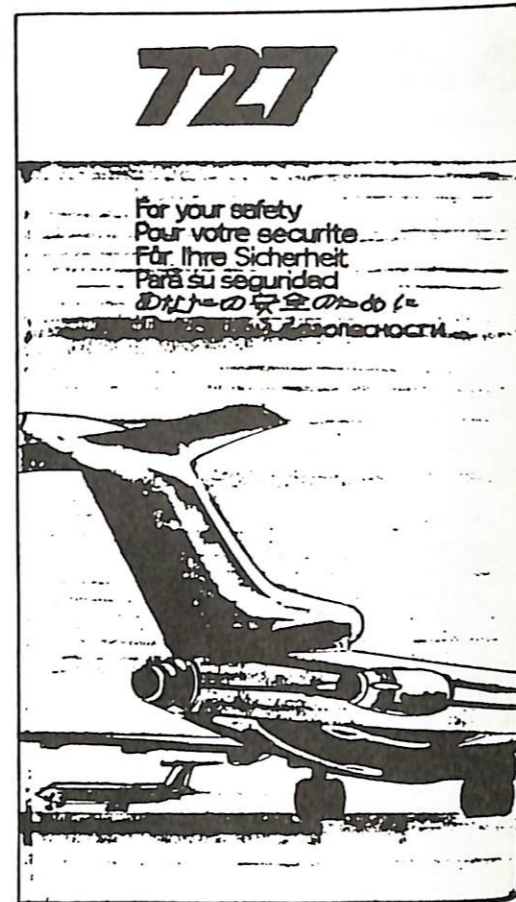


FIG 3. Artist's Proof for new 727 cards at Air Canada. (Courtesy of Barry Wilkins)



full-color Cabin Safety cards, one for the BAC 1-11 with oxygen and one for the unequipped aircraft.

AIR CANADA has provided two unusual safety cards included in this article. Figure 3 shows the original artist's concept for a revised 727 card that was never produced. Using heavy cardboard, the hand-drawn card was highlighted in black and gold water-colours and dates just prior to the introduction of the current graphic style cards presently in use. The card shown in Figure 4 is form ACF837M12 (10-83) in the current style as projected for the B-747 COMBI 12. Although these cards were actually printed, the 12 pallet configuration (shown in the accompanying floorplan from inside the card) and these cards never became airborne.

One of several experimental cards employed temporarily by AMERICAN AIRLINES aboard the BOEING 747 is shown in Figure 5. Noted as OP-109 EXP-4, this black & white card must have at least three other experimental counterparts.

By far one of the most unique cards in any collection is the black & white gloss cardboard EASTERN CONVAIR 640 card (OPR-254 14-CC-1745 5/73). These cards were designed for the Caribair aircraft acquired during the takeover in San Juan. Unfortunately, the Convair 640s never operated with Eastern and these cards found their way promptly to the paper-shredder. Figure 6.

Figure 7 illustrates a proposed AIR FRANCE 747 card immediately following the change from vinyl cards. Although the general presentation did appear, this "Proposition 23-01-75 Refusé" (Refused prototype dated January 23, 1975) used bright lavender highlights and contained the older single-chamber RFD Life Vests.

Although it is doubtful that the BRITISH AIRWAYS BOEING 747 card shown in Figure 8 was ever used, the expense of printing and sealing with heavy-gauge plastic was done. This unique card is exactly like the BOAC card it was to replace, with only a logo change and would obviously date around the merger.

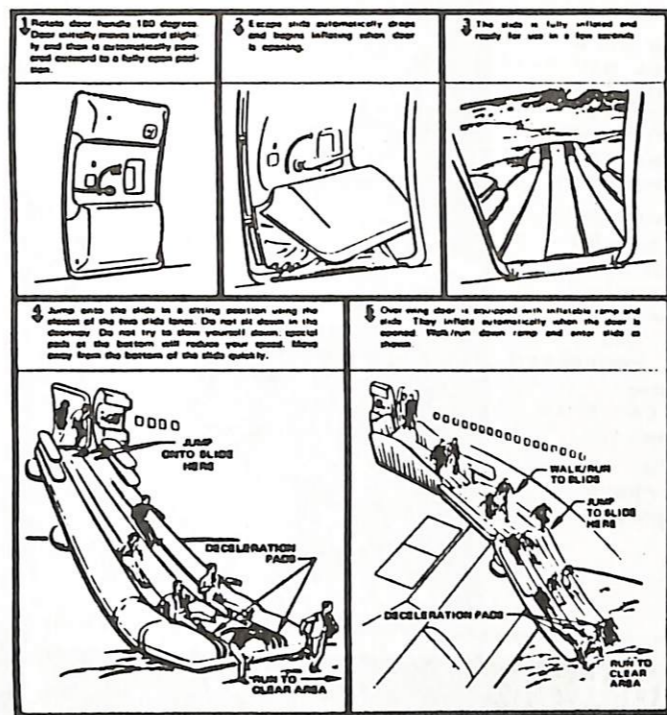
FIG 4. The 12-pallet Combi never saw service. (Courtesy of Barry Wilkins)



FOR YOUR SAFETY - Know how to move out of this airplane fast. There is fire danger any time a landing is other than normal particularly when the airplane structure is damaged. On the back side of this card is a floor plan of the plane you are in. Familiarize yourself with the location of the exits. Note particularly the exits nearest you. Study the brace position you should assume during an emergency landing and also how the doors are opened as shown in the figures below. When leaving, move to the exits immediately. Do not go back for coats, purses, or other personal items.

American Airlines 747

YOUR SEAT BELT - It is recommended that seat belts be kept fastened at all times - even when the seat belt sign is off.



PLEASE DO NOT REMOVE THIS CARD FROM AIRPLANE



FIG 5. One of at least four experimental cards finally printed as the 747 Astroliner OP112.

CONVAIR 640
Emergency Information / Informacion de Emergencia
EASTERN

There is a possibility that 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 airplane. Hay pocas probabilidades de que nos encontremos en una situación que requiera preparativos de emergencia. No obstante, queremos familiarizarlo con las disposiciones de seguridad que, para su protección, hemos instalado en este avión.

EMERGENCY EXITS / SALIDAS DE EMERGENCIA
WINDOW EXITS / SALIDAS POR LAS VENTANAS
DOOR EXITS / SALIDAS POR LAS PUERTAS
AFT CABIN DOOR / CABAÑA TRASERA

DOOR EXIT / SALIDA POR LA PUERTA

WINDOW EXIT / SALIDA POR LA VENTANA

EMERGENCY EXITS / SALIDAS DE EMERGENCIA

SEAT BELTS / CINTURONES DE SEGURIDAD

NO SMOKING / SE PROHIBE FUMAR

SEATS ASHTRAYS

PLEASE DO NOT REMOVE THIS CARD FROM THE AIRCRAFT / POR FAVOR NO SE LEVANTE ESTA TARJETA DEL AVION

FIG 6. Eastern's Pilot Union refused to fly props overwater causing the disposal of ex-Caribair CV-640s and these cards.



OXYGEN MASK

Should a change in cabin pressure occur while at higher altitudes a door above you will open and an oxygen mask will automatically drop within your reach. STOP ALL SMOKING. Take the nearest mask in hand and pull toward you, the straps flow of oxygen. Place mask over nose and mouth and breathe normally.

EMERGENCY LANDING BRACE POSITIONS

FASTEN SEAT BELT SECURELY - Remain in brace position until all forward motion has stopped.

UPPER DECK EMERGENCY DOOR EXIT
The crew service door is an emergency exit for passengers who are unable to descend to the main cabin. It is located forward and to the right of the upper deck lavatory. A crew member will open the door and inflate the slide if it should be required.

TEN EMERGENCY EXIT ROUTES

OP 109 EXP-4

BRACING POSITION / POSICION DE ACODARSE

EVACUATION SLIDE / DESLIZADOR DE EVACUACION

LIFE PRESERVER / SALVAVIDAS

NO SMOKING / SE PROHIBE FUMAR

SEAT BELTS / CINTURONES DE SEGURIDAD

SEATS ASHTRAYS

PLEASE DO NOT REMOVE THIS CARD FROM THE AIRCRAFT / POR FAVOR NO SE LEVANTE ESTA TARJETA DEL AVION

Another rather rare card is that shown in Figure 9 for the LIBYAN ARAB AIRLINES 747. The aircraft were stopped from delivery following production in Everett by U.S. Government sanctions against Libya. These cards were copyrighted in 1980 by Interaction and produced using a rather attractive "painting" as the cover, primary accent being pink.

Definitely a classic for any safety card trader is the set of US AIR cards shown in Figure 10A & B.

Interaction Research opts to produce safety cards by interchanging "panels" of information unlike most safety card designers that design a card by direct paste-up of generic information and totally separate artwork; then creating a totally new card for each and every contract.

Unfortunately this practise led to a rather expensive

loss for Interaction whereby the "extended-overwater" (use of life vests/rafts required for flight operations exceeding 50 miles from nearest shoreline) for the 727-200 was placed on BAC 1-11 cards. In equal confusion, the BAC 1-11 back panels were produced on the 727-200 card.

These printing errors were delivered to US AIR as BAC 1-11 Form 1A1133319-2B Code 45A and B727-200 Form 1B1133673-1B Code 43A. The 85,000 cards involved were returned to Interaction for destruction.

The last card illustrated in this article are the 50 odd safety cards used by WILLIAMS AIR aboard their ISLANDER aircraft purchased from Munz-Northern. The owner, Don Williams, contacted Cabin Safety about the production of cards for this aircraft based on the Cabin Safety products in use with Wings Airways aboard their Islanders.

On the date of production, Don Williams opted to cancel the order for cards as he "was having others printed".

When the aircraft entered service, the cards shown in Figure 11 were found in seatpockets which led to legal action by Cabin Safety.

Do note that the FAA approved these initial cards showing four (4) doors on the Islander. There is only one door on the starboard side. The FAA then ordered Williams Air to correct the error, even before the Cabin Safety lawsuit was settled.

These "Safety in the Cabin" (a deliberate play on the trademarked name "Cabin Safety") were printed on high-gloss cardboard with orange and brown print. These cards only lasted 6 days before the corrected version was produced.

Until next Captain's Log, safe flying and happy collecting!

FIG 7. A "Refused" Prototype card for Air France 747. (Courtesy of M. Girard)



FIG 8. The BOAC 747 card takes on its new British Airways identity.

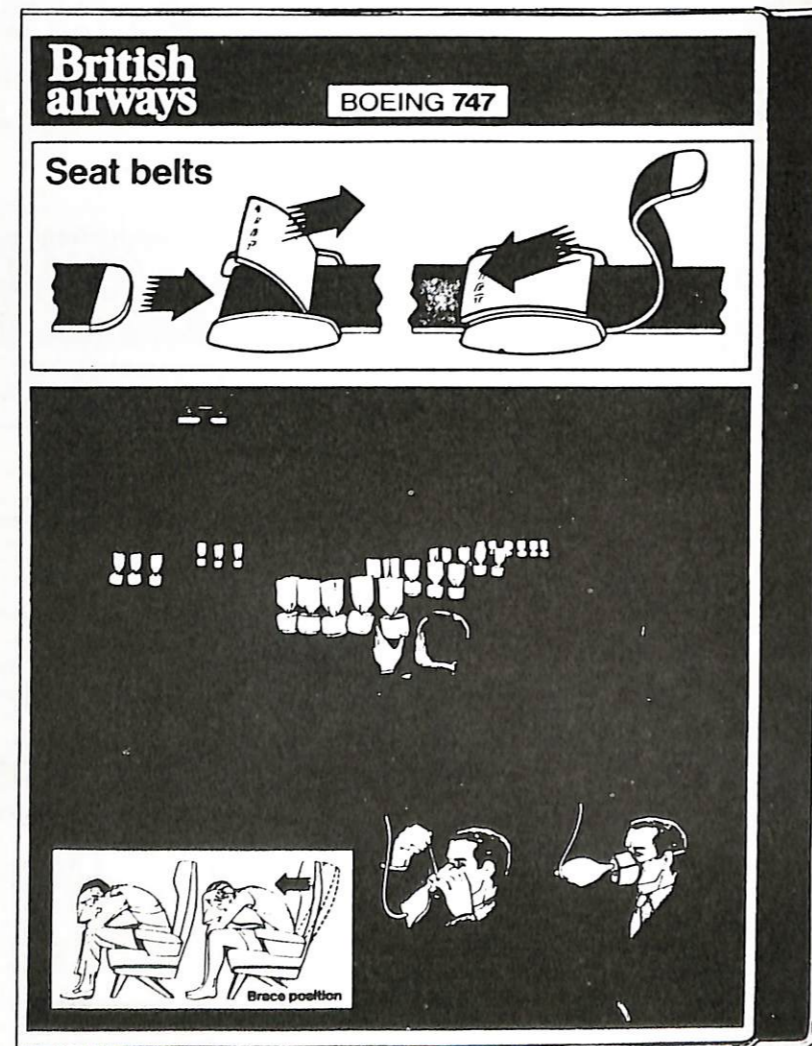


FIG 9. Politics caused the end to these cards even before they began.



FIG 11. The illegal Williams Air Islander cards showing one too many doors.

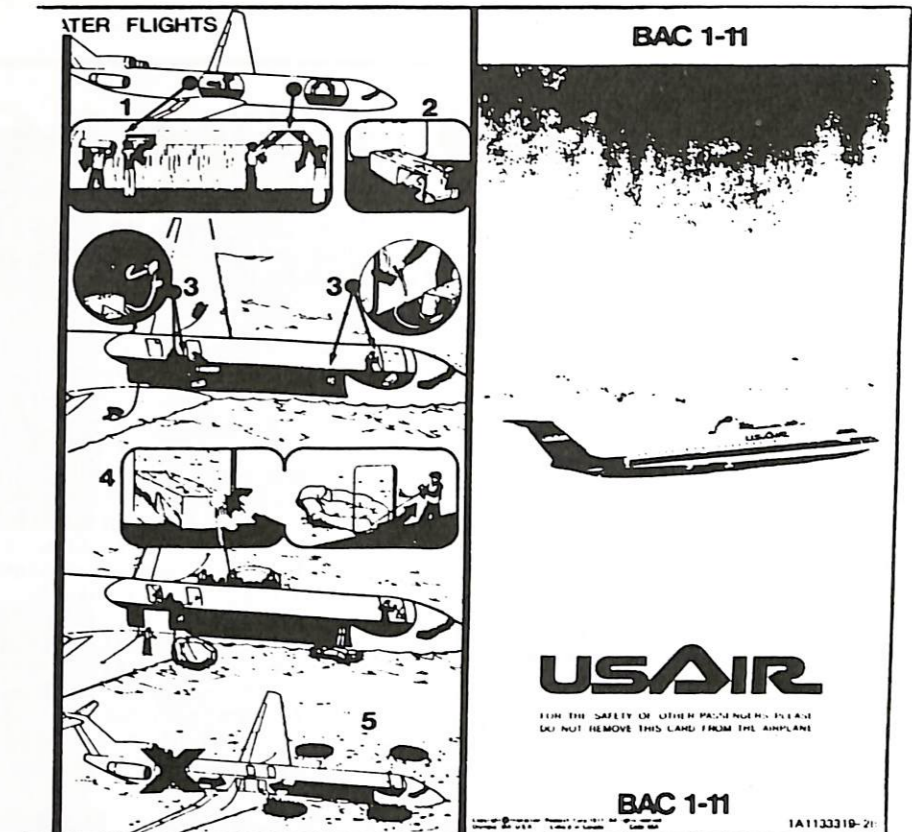
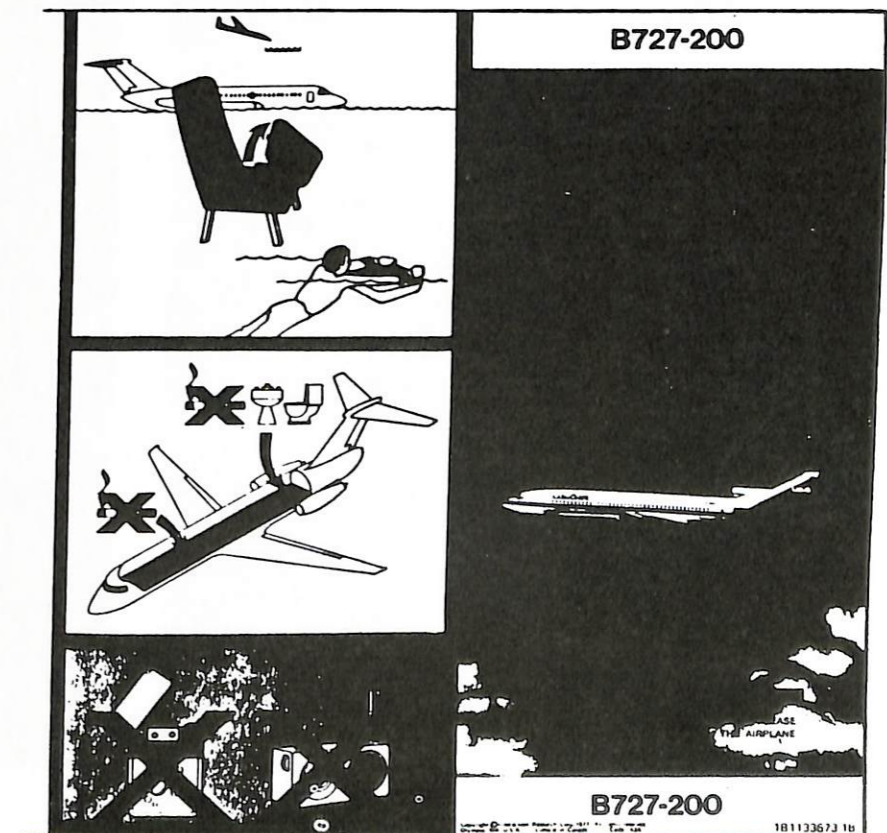


FIG 10A. Interaction's USAir BAC 1-11 card (Code 45A) with erroneous 727 ditching procedures.

FIG 10B. USAir B727-200 card (Code 43A) that contained the wrong back panels from the BAC 1-11.



THE SLIDE COLLECTOR

by RICHARD J. FEDORCO

Beginning with this issue, the CAPTAIN'S LOG has a new slide editor. Richard J. Fedorco of Carteret, New Jersey, has offered to contribute to the LOG on a regular basis.

We welcome him to our staff as he presents his first selection of slides, all taken at Newark International Airport, New York. - Ed.

I strongly believe, as the slides in this column show, that both action as well as ramp shots should be considered by any aircraft photographer. A picture such as the UNITED DC-10 moments before touchdown (#1), from my point of view, gives me much more satisfaction as a photographer and as a hobbyist than a ramp shot. Let me point out, however, that I have nothing against ramp shots, as my photo-

graphs demonstrate. What I am saying is that there is a place for both in our collections.

Let me introduce myself for a moment. I am 22 years old and am a ramp and customer service agent with USAir at Newark International. I use a Pentax A-3000 35mm SLR with a 50 mm f2.0 lens and a 75-300 mm tele-zoom lens. Kodak 100 ASA print and Kodak 25/64 ASA slide films are my favorites, although I will use Fuji film from time to time. I deal directly with a Kodak representative to assure photo quality.

I have a large collection of negatives and slides of all major domestic airlines and of some international carriers, taken at JFK - only 30 minutes from my home, and of commuter airline aircraft and of air-

craft of cargo and small-package carriers.

I plan to travel around this summer and as a result, expect my collection to grow considerably in the near future. Some of those shots I'll be taking, will show up in the LOG.

Among the slides I have selected for this first column are some which show very clearly the differences between the DC-10 and the L-1011 when shot from the same angles or from the same angle - 180 degrees reversed.

I have also included one of Empire's Fokker F-28 jets in the Piedmont livery. By the time you read this, all of Empire's F-28s should have been repainted.

Hoping you'll like these, I'll be back next time.



1 UNITED DC-10 in the landing ...



2 ... and CONTINENTAL DC-10 On takeoff



3 TWA L-1011-385-1-15, N31029 ...



4 ... and NORTHWEST DC-10-40, N153US



5 TWA L-1011-385-1, N11003 ...



6 ... and AMERICAN DC-10-10, N126AA



7 NEW YORK AIR DC-9-31, N1308T



8 NEW YORK AIR 737-3T0, N63305



9 EMPIRE F-28-4000, N505, in Piedmont colors



10 PEOPLEExpress 727-200 Advanced



11 DELTA 727-232 Adv., N469DA



12 ALASKA AIRLINES 727-200, N297AS



13 USAIR 737-3B7, N360AU



14 CONTINENTAL 737-3T0, N12318

REPORT FROM THE FIELD

by JIM "JET" THOMPSON

To tie in with the featured aircraft in this issue, the Boeing 247, I decided to cover the King County International Airport in Seattle, Wash. To many of us it is better known as Boeing Field (BFI), named for none other than William E. Boeing Sr., founder of the Boeing Aircraft Company and of one of the predecessors of today's United Air Lines, Boeing Air Transport (see elsewhere in this issue).

Now return with me to the thrilling beginning of what is today one of the major airports in the northwest USA. On 11 MAR 1910 the first manned, powered heavier-than-air flight took place in the Puget Sound region when Charles Hamilton performed daredevil stuntflying in his Curtiss Pusher before a crowd of more than 20,000. The event took place at the Meadows Race Track on what is now the southwest corner of Boeing Field.

WILLIAM BOEING Four years later a local furniture maker and pilot, William E. Boeing, purchased a shipyard manufacturing plant. He moved the plant's bright-red, barn-shaped building from its location on the west side of the Duwamish waterway to the east side, just west of the present-day airport.

The building became the Pacific Aero Products Company. Two years later, in 1917, the name was changed to the Boeing Airplane Company. Soon after, the United States entered World War I and the Boeing Airplane Company received a contract to build 50 Model C trainers. The finished planes were shipped across the Duwamish waterway for flight testing on the sand lot on the other side.

Shortly after this, Commercial Waterway District No. 1 was formed to straighten the Duwamish. By 1922 the waterway's course had been straightened and moved from the center of today's Boeing Field to just west of the field and the East Marginal Way South.

Filling and grading continued during the 1920s with 18 feet (5.50 m) of fill to help level the area. In JUN 27 the city, county, port and chamber of commerce met and started an extensive survey for a suitable airfield site. By August they had decided on the present location. The airfield land was acquired by King County in 1928 and in March of that year construction was started for a 1,500 ft (457 m) long by 150 ft (45.7 m) wide airstrip. The first airfield had a cinder runway which ran southwest to northeast



Boeing Field as it appears today. The Boeing Airplane Companies are located on the left side of this photograph. (King County International Airport photograph).

BOEING FIELD

across the northern section of the present facility. The runway centerline was right in line with a large gas storage tank.

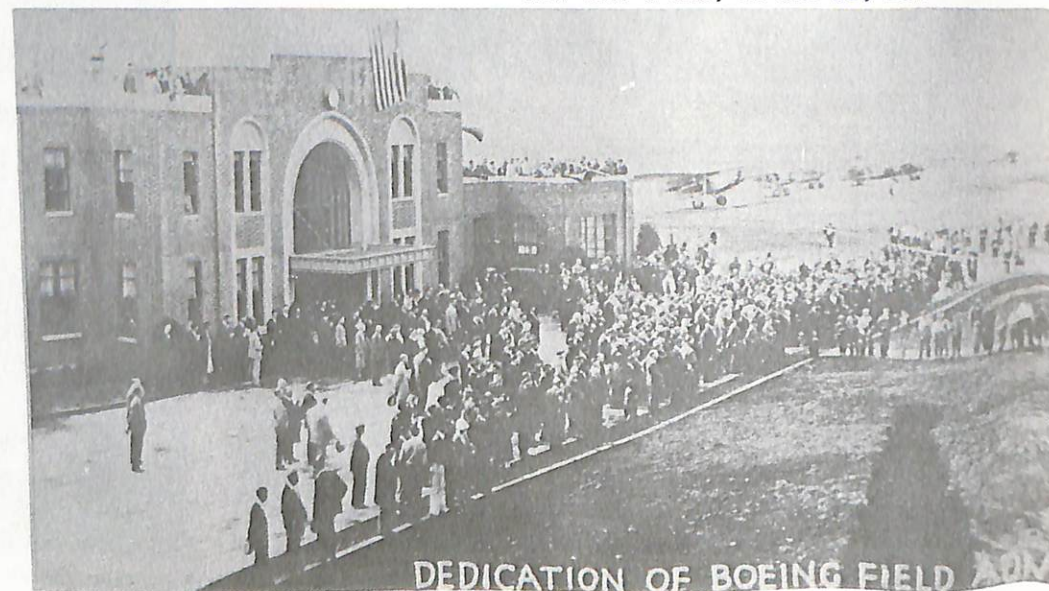
On 26 JUL 28 the field was officially dedicated and named Boeing Field in honor of William E. Boeing. 50,000 people attended the ceremony and watched the groundbreaking for the first County-owned hangars. The next day a Boeing Model 80 trimotor made its maiden flight from the field. A few days later, in August, West Coast Air Transport and Pacific Air Transport announced the start of scheduled services to Portland (Oregon) and San Francisco. Two years later, on 21 APR

30, the Boeing Field administration building was dedicated.

FIRST FLIGHT OF THE 247 On 08 FEB 33 the new 247 made its first flight from Boeing

Field. Also during this time, airport manager Doug Miller was busy acquiring a fire truck and motorcycle to patrol the field and form the first airfield crash crew. Three years later, in JAN 36, work began on a \$490,000 airport improvement project, including draining, grading, fencing and the installation of air traffic obstruction and other lights.

New Year's Eve, 31 DEC 38, saw



DEDICATION OF BOEING FIELD ADMINISTRATION BUILDING AND DEPOT ... APRIL 21-1930

another historic event take place at the field. Boeing's new Model 307 Stratoliner made its first flight. Only 10 of these aircraft were ever built - a test plane, five for Transcontinental and Western Air, three for Pan American and one for Howard Hughes.

Six months earlier, in JUN 38, The Boeing Company had built and completed its largest aircraft to date at the field, but it could not be flown from there. The reason for this was that the new aircraft was a flying boat, the huge Model 314. It needed a large body of water to operate from.

A month after the 307's first flight, in JAN 39, Boeing Field went on a 24-hour operating schedule. In JAN 41 the National Defense appropriated \$223,000 for a new paved runway. It was opened only nine months later, in October.

With war clouds gathering, activity at the field increased. Thousands of B-17 bombers were lifting off the runway at Boeing Field. The entire factory was camouflaged to look like a small village from the air, with "houses" and "roads", trees and shrubs on the roof. Military requirements on the field forced many fixed base and other civilian operators of private aircraft to leave. Many of them moved to Galvin Airport, near Burien, which began operations in 1941. This site would later become today's Sea-Tac International Airport.

In JUN 44, with World War 2 well underway, the War Department authorized \$2,670,000 for improvements at the field, including extension of the runway to 7,526 ft (2,290 m) in length. This was to accommodate flight testing of Boeing's larger and heavier war-time aircraft. On 15 NOV 44 Boeing's newest aircraft went roaring down that new runway for the first time: the first flight



ADMINISTRATION BUILDING AND DEPOT ... APRIL 21-1930

This undated photograph shows Boeing Field as it was in the 1920s. The runway (here already paved) is the one which aimed straight at a gas storage tank outside the picture to the left. (Boeing photo)



BOEING FIELD SEATTLE WASH 1920s

of the Model 377 Stratocruiser.

To accommodate the growing use of the airport, a new 1,800 ft (550 m) runway was opened in JUN 48. This would be used for light-aircraft operations. The following year scheduled airline operations began to leave the field. In 1949 United Air Lines moved its operations from Boeing Field to the new Sea-Tac International Airport. The other airlines soon followed.

In AUG 50 studies were again undertaken to look at extending the current runway. By 07 DEC 51 the extension by another 2,474 ft (755 m) was completed. This made the runway exactly 10,000 ft (3,000 m) long. It would soon be used by the newest bird in the Boeing nest.

BFI RECEIVES THE 367-80 On 15 JUL 54, in near-

by Renton, Boeing's new Model 367-80 made its maiden flight from there over to its first destination: Boeing Field. In its production version the 367-80 made commercial aviation history and became known around the world as the

Boeing 707, the first of the American jetliners.

In JUL 62 a new air traffic control tower was opened at the present location on the west side of the field, about mid-point near the runway. Seven months later, on 09 FEB 63, Boeing Field welcomed the arrival of the first 727 flight from Renton. Boeing had moved its production line from Boeing Field to Renton, but the final assembly items were placed on the aircraft at Boeing Field and flight testing was done there as well.

The 737, a new airliner by Boeing, landed at Boeing Field for the first time on 09 APR 67. Two years later, in MAY 69, the shorter runway, 13L-31R, was extended to 3,710 ft (1,132 m) long. Also during 1969, BFI saw many test flights of the 747, then the newest Boeing airliner.

Improvements to both the terminal building and the field itself continued through the 1970s, including a new heavy-aircraft mid-field taxiway. In SEP 75 Robert and Peter Mucklestone set a new record for a single-engine round-the-world flight after having taken off from Boeing Field. In OCT 77 construction was started on a \$2 million arrivals building, which was completed 12 months later. In MAY 78, just three years after setting his first record, Robert Mucklestone again used Boeing Field as the jumping-off point for a new single-engine round-the-world flight.

RED BARN AIR PARK MUSEUM

In JAN 77 work was started on acquiring property on the southwest side of the field for what would become Red Barn Air Park Museum. This was on part of the original piece of land where the Meadows Race Track Land had been located. Boeing

AIRLINE PLAYING CARDS

by THOMAS DRAGGES

June 21st
1928

Messrs Sparkman, Brown and Paul,
Honorable Board of County Commissioners
Seattle

Dear Sirs:

Through the Press I have learned of the great compliment you have given me in the name of Seattle's Municipal Airport. Possibly I am more deeply sensitive of the great honor because I believe that flight and air transportation are going to take a more important part in our civic and national progress than we are able to foresee today. Due to your vision of the selection of our airport, because of its location, accessibility, necessary area and physical possibilities, it is second to none in the United States.

I am most appreciative of this great honor.

Very sincerely,
W.B. Boeing

ramp is next to impossible to obtain. You could possibly get a few shots from the roof of your car on a weekend when the plant is closed down. You should park next to several fences in different parking lots along the East Marginal Way South.

Photography at the terminal building is impossible because of security reasons. There is no observation deck and you must shoot through glass corridors for any shots at all.

You can park among the hangars at several locations along Airport Way South and possibly get some runway and taxi way shots. It will take a 250 mm or longer telephoto lens to capture anything across the field at the

Boeing facility. There are some occasional commuter aircraft on this side of the field, along with an ex-Sierra Transair 720-022, N7225U and "Winky's"/MPA DC-8-55F N804SW. Neither has flown in years.

That about covers it for Boeing Field. When you are in the Seattle area, I hope you can stop by and check it out. It is well-worth the visit, especially for just seeing the newest Boeing aircraft being made ready for delivery.

I would like to thank the following people and publications for information supplied to do this article: Marilyn A. Phipps, Historical Services, The Boeing Company; Jack Frazelle, assistant airport manager, King County International Airport; Museum of Flight, Seattle (Wash.); Jane's Encyclopedia of Aviation; The Boeing 727 Scrapbook by Len and Terry Morgan. My thanks to all of you. I could not have done it without you.

Welcome aboard the Playing Card Express.

We are featuring the various decks which Canadian Pacific Air Lines/CP Air have issued over the years. Should you discover any that I did not illustrate, please let me know so that I may update my files and collection. Thank you!

The earliest card is from the 1960s. It has a white border with gold background, with white Canada goose logos across the card, Canadian Pacific is in red print, Airlines in black print (#1).

The next card (#2) has been issued in various sizes, wide card and narrow bridge size. It has a white border, orange background and CP Air logos in black. These decks were used from 1970 to about 1985.

The current deck in use since 1985 is a watercolor-type painting showing an Indian canoe in the water in lower half, green trees in upper half and blue sky with clouds. (#3).

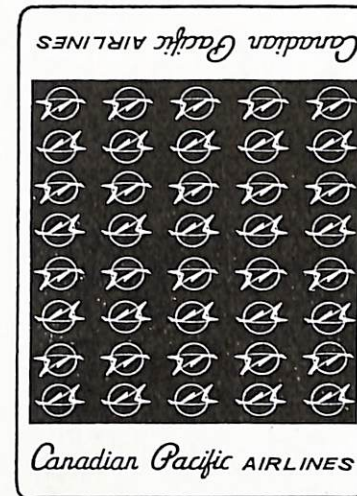
A special deck is now out for EXPO 86, issued by CP Air. It is black background with blue 86 and orange CP Air logos across card. (#4)

The last card issued by CP Transport may be considered an airline issue card by some people. It has a blue background with white printing and logo (#5).

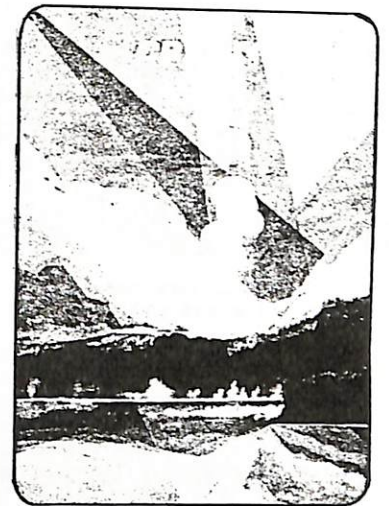
Until the next issue and happy collecting.

NOTE: Card 2. The orange background of these cards reproduces in black in our production process. The card has therefore been redrawn in white to make the CP Air logos stand out as and where they are on the cards.

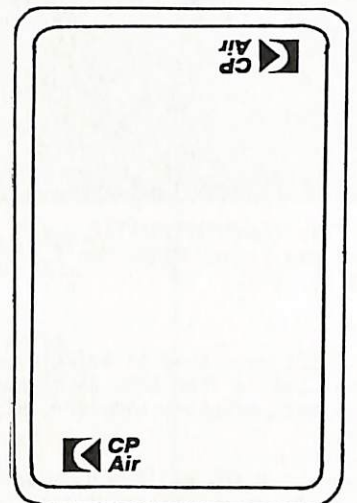
Card 4. Again, the orange CP Air logos do not stand out against the black background of the card. One of the logos has therefore been cut out of the card in its proper position and has been redrawn in black and white to show its position relevant to the 86 symbol. The symbols and logos alternate across the entire card. J.G.



#1



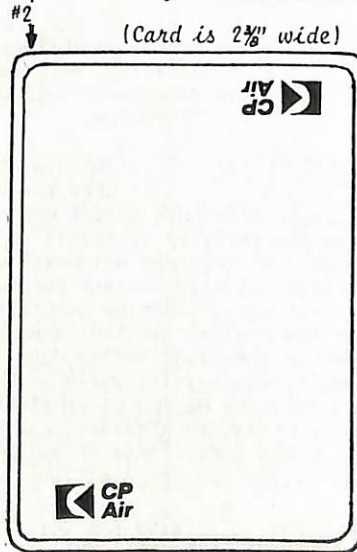
#3



(Card is 2 1/4" wide)



#4



(Card is 2 1/4" wide)



#5

Airplane Company's original building, the "Red Barn", was moved from its old location to the new site.

A huge 50th Anniversary celebration was held on the field in JUL 78 and in November of the same year the west taxiway was extended to the south end of Runway 13R-31L. In FEB 79 the final land was acquired for Red Barn Air Park Museum.

Today BFI is still a busy airport in the northwest. The majority of activity is generated by general aviation and by the Boeing Airplane Company. Boeing Military Airplane Company is located on the west side of the field, along with the test facility of the Boeing Commercial Airplane Company. A visit to the airport today will show the visitor many different Boeing 737-200s and -300s along with 757s, 767-200s and -300s. There are also the occasional 747 and some E-3A AWACS aircraft (development of the 707).

There is no scheduled airline traffic at BFI as this is written, but when Sea-Tac is closed down due to fog, BFI is quite often the major alternate and on such days you will again see the scheduled airlines there.

PHOTOGRAPHY AT BFI
Photography at BFI is good to impossible, depending on where you are. This reporter found an excellent location for afternoon shots at the rear of the Museum of Flight located on East Marginal Way South. From that location you can get approach or takeoff shots with just a 135 mm lens.

Permission to get onto the Boeing

July 26, 1928 1880-GH

To: C.E. Brink, Auditor
C.N. Monteith, Chief Engineer
Phil Marsh, Purchasing Agent
J. Wilson, Chief Inspector
F.P. Laudan, Superintendent

cc: P.G. Johnson, President

Subject: Dedication of Boeing Field.

In order that Boeing employees may attend the dedication of Boeing Field, work in all Departments of this company will be suspended at 3 o'clock today. This does not affect the night shifts in any departments.

C.L. Egtvedt
General Manager

(TOP LEFT): Letter from William Boeing in which he expresses his gratitude for being honored by having the King County Airport named after him. Strangely, Mr. Boeing learned of the honor through the news media first.

(LEFT): Boeing observed the naming of the airport after its founder in style: the factory was closed down at 3 p.m. and all personnel were given the time off to be present.

The Red Barn, first home of the Boeing company. (Boeing photo).



Part 2

the LOCKHEED TWINS

the L-12

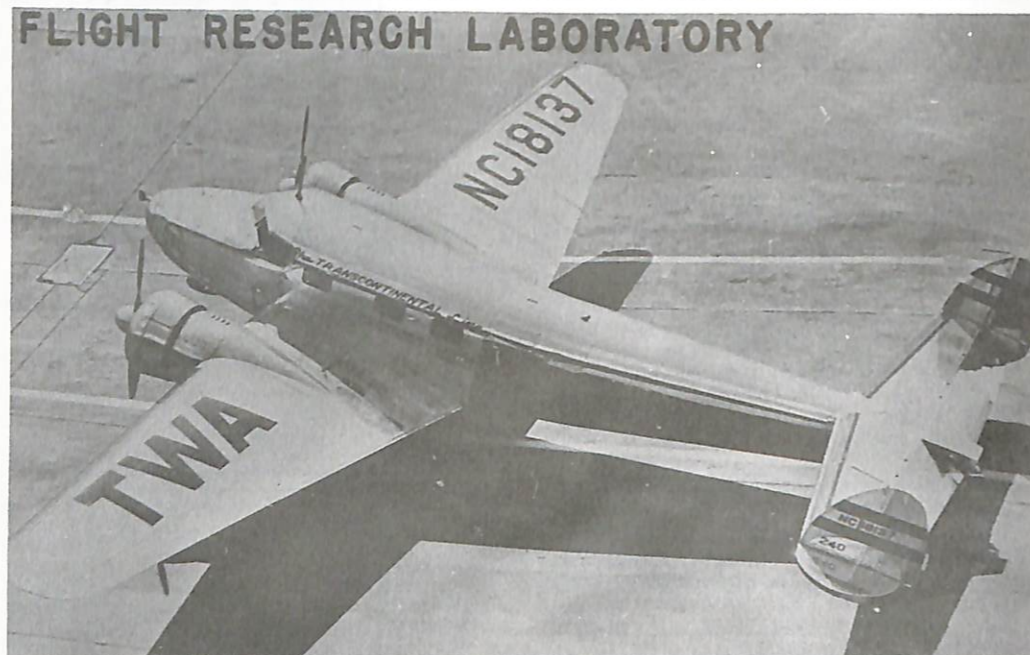
The Lockheed L-12 was the result of a need that did not yet exist. On 15 AUG 35 the U.S. Bureau of Air Commerce invited bids for "a small airline-type aircraft for the use of Bureau of Commerce inspectors and which might also be suitable, particularly as to the safety factors, for the smaller feeder lines. The airplane will be a twin-engined cabin monoplane with the speed, performance and equipment of a scheduled airliner." Clearly the description for today's commuter aircraft!

The Bureau specified maximum speed was to be no less than 175 mph (280 km/h), landing speed no greater than 65 mph (105 km/h), a ceiling "with one engine dead" of 6,000 ft (1,045 m) and a takeoff distance over a 50-foot (15.25 m) obstacle no more than 1,500 ft (460 m). The airplane had to carry six people and be equipped with de-icing equipment, automatic pilot, controllable-pitch propellers, dual radios and more.

Three manufacturers responded to the Bureau's tender call: Beech with its Model 18; Barkley-Grow with the T8P-1 and Lockheed with the L-12. Lockheed won the competition hands down. But the "losing" Beech 18 went on to become a successful pre-WW2 executive transport, even more-successful wartime military light transport and crew trainer, and post-WW2 mini-airliner and executive transport. It remained in production until 1967 and more than 9,000 were built. Only 114 civil L-12s were built, plus a dozen armed variants, called the L-212.

RESEMBLED THE L-10 Although being smaller than the L-10, the L-12

was of similar construction. It made its first flight on 27 JUN 36 and the aircraft was sometimes called the Electra Junior. But that name never caught on and around the world it was known simply as the L-12. Most aircraft built went to corporate owners and government agencies. Only a very few ever saw airline service.



TWA, "The TRANSCONTINENTAL Line", operated an L-12 as a flight research laboratory before World War 2. The aircraft was NC18137 and had TWA fleet no. 240. (TWA photo)

Two L-12s were sold to Britain, where Sidney Cottom flew them on clandestine photo missions over pre-WW2 Germany.

Costing \$39,500 in 1939 U.S. dollars, the L-12 was available with a choice of two engines:

L-12A - 450 hp Pratt and Whitney R-985-SB2 Wasp Junior,
L-12B - 440 hp Wright R-975-E3 Whirlwind.

MILITARY L-12s The U.S. Navy used the L-12

for light transport duties and one (with pre-delivery registration NX18964) to test the nosewheel undercarriage. It used another one to test the "hot wing," whereby warm air from the engines was led through tubes in the wing leading edges to melt away any ice buildup. Until then de-icing equipment consisted of rubber strips on the leading edges. Air forced under these strips made them expand and break off any ice.

The USAAC (U.S. Army Air Corps) pur-

chased 13 L-12s for communications work and in 1942 impressed another 10 civilian aircraft. They were called the C-40.

Lockheed also developed an armed version, the L-212, of which 12 were sold to the Royal Netherlands East Indies Army Air Corps in 1939/40.

COMMERCIAL SERVICE IN THE U.S.
COMMERCIAL SERVICE IN THE U.S.

As mentioned earlier, the L-12 was never operated to any

great extent by commercial airlines. It was mainly a corporate transport and was used as an air taxi in some cases.

In the United States, Varney Air Transport of California bought three in MAY 37 to replace its single-engined Lockheed Vegas on routes serving Pueblo, Denver and El Paso. Varney became Continental Airlines on 01 JUL 37 and this carrier sold the last two in 1941, following delivery of L-18s.

Western Airlines bought two L-12s for the former National Parks Airways routes out of Salt Lake City, Utah, after it had acquired that carrier on 01 AUG 37. However, Western found the L-12 unsuited to the routes and returned them to Lockheed only a few months later.

Delta Air Lines operated an L-12 for USAAF training purposes in 1945.

TWA apparently used one L-12 as a research or flight development aircraft only. A photograph supplied to the CAPTAIN'S LOG by the airline shows L-12 NC18137, fleet no. 240, in "The TRANSCONTINENTAL Line" livery. It bears the text FLIGHT TEST LABORATORY on the fuselage under the cabin windows and the word RESEARCH under the circle with the TWA logo on the nose. The words FLIGHT RESEARCH LABORATORY are also superimposed onto the top of the photograph. I have no actual information on the use TWA made of this aircraft.

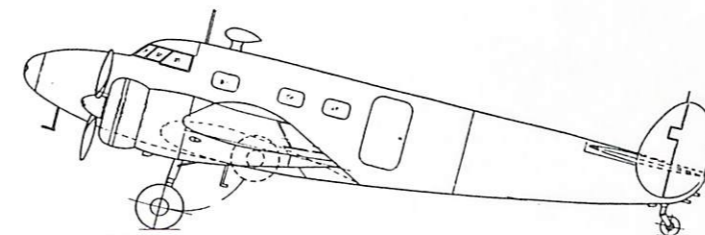
FOREIGN SERVICE Trans-Canada Air Lines operated an L-12 for a short time in 1944 and Maritime Central Airways operated one on its east coast services for a few months in 1945.

The Venezuelan airline AVENSA started operations in 1944 with a fleet of Ford Trimotors and one L-12. In Brazil the domestic airline Aerovias Brasil started a Rio de Janeiro - Carolina service in 1944 with two L-12As, one of these being ex-TACA and the other ex-Royal Canadian Air Force. Cruzeiro do Sul had one L-12 in 1945, Aeronorte one in 1952 and Aero Transportes Vitoria one as late as 1955.

Airlines in Central America and the Caribbean which operated the L-12 include Cubana in 1940 (ex-Pan Am), British West Indian Airways in 1942, TACA of Honduras one in 1943 (later sold to Brazil - see above) and KLM (West Indies) one in 1944 (ex-USAAF). Most of these lasted only a short while and were replaced when larger equipment, primarily DC-3s, became available.

Only a few L-12s reached European airlines after WW2. Aerotaco of Sweden was operating an L-12 on scheduled domestic newspaper delivery flights in the 1950s and the French air taxi operator Escadrille Mercure still had two in the late 1960s.

TO BE CONTINUED



French-registered L-12, F-BHVT, was photographed at Nice, on the French Riviera, on 06 OCT 68. (Gerritsma files)

Lockheed L-12A N99 of NACA with triple tail units for directional stability tests. Photographed at Baltimore, Maryland, on 26 OCT 53. (Bill Thompson photo)



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COLLECTORS

Hans Mulder of Weesp, The Netherlands, collects stewardess uniforms. He has more than 50 in his collection and he is so serious about it, that in SEP 85 he established a foundation for the express purpose of preserving for the future as many of these uniforms as possible, as well as information about their history.

It began about 10 years ago when Mr. Mulder acquired some blue and yellow scarves worn with their uniforms by KLM flight attendants. Although a bank employee for a living, Mr. Mulder has been taking advertising photographs on a free-lance basis since he was in university and he found the scarves ideal as backdrops for his photographs.

Soon he became intrigued by and appreciative of the limitless possibilities the scarves offered him in his photography and he began writing to airlines all over the world to get more. To date he has nearly 200 of the colorful pieces of silk in his collection.

Through these scarves, Mr. Mulder became aware that airlines pay much attention to the way their flight attendants look. Some airlines have the uniforms designed by the world's best-known fashion designers. But he also found out quickly that when an airline brings out new flight attendant uniforms, the old stock is destroyed. Very few airlines keep a copy in their historic collections. As a result he started writing to airlines, asking him to send him a complete uniform rather than just a scarf.

At first the responses were slow in coming as airlines were hesitant. But once he had received a few and his name began to get around, more airlines responded.

Then came establishment of the foundation, the International Stewardess Uniform Collection and documentation center (Stichting ISUC) with two associates, Katinke Sneeep and Marja de Waard. Since then, responses have been a little more favorable, as airlines realize Mr. Mulder's request is a legitimate one and that he offers airlines, especially the smaller ones, the only opportunity to preserve some pieces of history that would otherwise be lost forever.

stichting isuc

INTERNATIONAL STEWARDESS UNIFORMS COLLECTION
documentation center

So far he has received uniforms from some major airlines, including TWA, Singapore A.L., British Airways (which donated a complete BEA uniform), UTA of France and Spantax of Spain. Among the many smaller airlines which contributed to the collection are China Airlines, Air Polynesia, Manx Airlines and Time Air.

However, one thing hasn't changed: airlines are for security reasons hesitant to hand over current uniforms. But several have promised to send uniforms at the next design change.



Hans Mulder of The Netherlands displays a small part of his collection of airline stewardess uniforms and accessories. (Ton Kastermans photo)



CONTENT
DELETED DUE
TO PRIVACY
CONCERNS

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

by

Paul F. Collins

Airliners International 86 is now history and Bill Demarest and his convention committee should be very proud of the show they put on. For those attending the convention everything seemed to run very smoothly and much credit for that should go to Bill for all of the preplanning that he did. So Bill, from the Society, a big thanks for a job well done.

Due to limited time and space, the report on the convention will be in the next issue of the LOG. There will also be photos of the winning entries in some of the contests that were held. As reported earlier, the 1987 affair will be held in Indianapolis (Phil Brooks, chairman), while the 1988 event will be held in Denver.

At the annual business meeting of the Society, several topics were discussed. The topic of whether to issue Society membership cards or not was placed on hold until some additional study could be done on the subject. At this time, there is a good possibility that cards will be issued in 1987.

The major topic that was discussed was that of future leadership of the Society. It was expressed to those present that the job of running our Society was getting to be too much for one person to handle. With close to, or more than, 1,200 members, the job of answering mail, handling membership renewals and new applications, mailing out the LOGs and other material, trying to promote the Society and a great number of other little things, there is little extra time left in my spare time to do anything else. I also brought up the possibility of my becoming incapacitated in some manner which would bring the Society operations to a halt. A case in point was the automobile accident that our European Secretary, Fred Hems, was involved in several weeks prior to the convention. He sustained injuries that prevented him from attending the convention and will not return to work at British Airways until sometime in September. If I were to be put out of "action" for three months, or longer, there would be problems aplenty for the Society and its operations.

Based on the conversation that developed on this topic, it was decided that some type of structured leadership be developed. The only way to accomplish this would be through a constitution and by-laws. With the number of members that we now have, it is time that more or you become involved with the total overall operations of the Society. A number of times in the past I have been accused of being a "dictator" and that things would be done my way or not at all. Over the years I have tried to run the organization to the best of my limited ability and in a way that would benefit all members. If you have interpreted my actions differently than presented, I am sorry.

Several of those at the meeting suggested that I make a list of what I do and then have members volunteer their help in getting that particular job done. While this seems like a good idea, it really would not change very much the way things are done now. What we really need is a major change in leadership, not only to get more people involved, but to get some new ideas on how various areas of Society operations can be improved. After 12 years of being President and chief cook and bottle washer, I am

suffering a good case of burn-out. I am sure that within our current membership there are a number of people that could operate the Society with much more efficiency and enthusiasm than I. These are the type of people that must come forward now and put their experience to work for the Society.

I am working on a rough draft of a constitution and by-laws that, when finished, will be sent to about a dozen members that have volunteered to look it over and add or subtract anything from it that they feel is necessary. When these copies are received back, a formal copy will be typed and sent to all Society members for approval, or disapproval, if that is the case. If the document is accepted by the Society, then a committee will be set up to take nominations for the various offices called for within the constitution. Elections will be held and officers installed and the Society can then get on with business. This is a necessary step if the organization is to grow and receive the recognition of other historical groups.

Several of the ideas to be included within the constitution and by-laws calls for the national offices of President, Vice-President and Secretary/Treasurer. With the experience that I have had over the years, I firmly believe that the Secretary/Treasurer should be one job. The U.S. and the remainder of the world will be divided into eight regions, each with a Regional Vice-President to conduct Society business in their respected areas. These people will also act as advisors to the national officers and serve on the Board of Governors. All those elected to office will have duties to perform, both on a national level and on a regional level, thus getting more members involved with the total operation of the organization.

I hope to have the rough draft of this document out to those that will be reviewing it within a month to six weeks. I then hope to have the formal copy mailed out with the winter issue of the LOG. The sooner we get this going, the sooner we can be looked upon as a "serious historical" society instead of just a bunch of aimless collectors with no purpose or reason. I believe that all of us would prefer to belong to such an organization.

If you have any questions about the material covered above, please feel free to write and let me know your thoughts on the subject. In the meantime, it's business as usual.

Happy collecting,

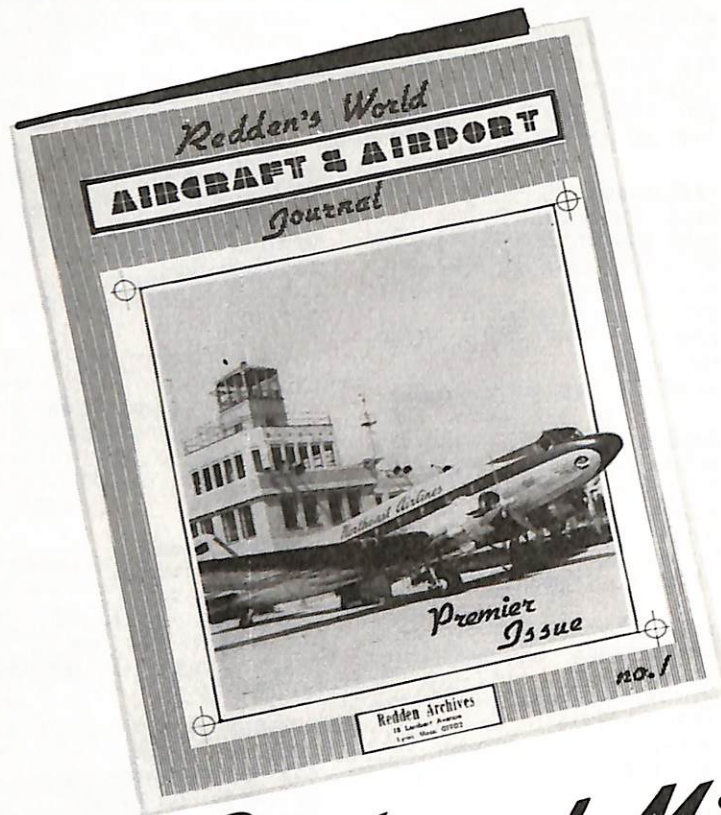
Paul

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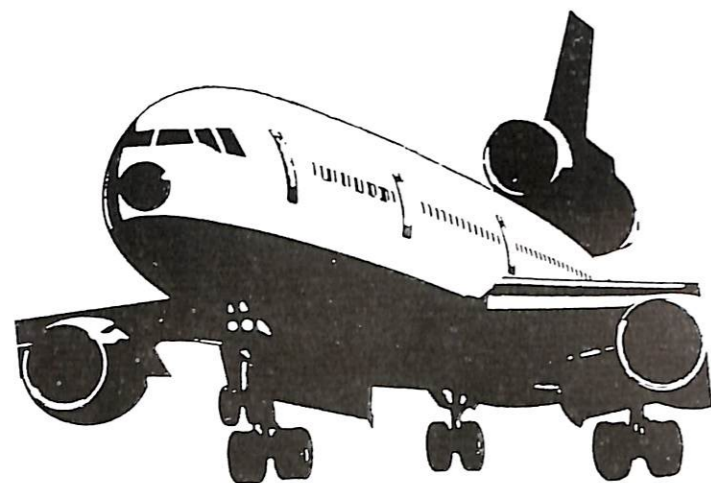
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