



VOL.13, NO.1
APRIL '87

CAPTAIN'S LOG

Airline and Airliner quarterly



OZARK AIR LINES 

Delivered in DEC 85, McDonnell Douglas MD-82 N952U, c/n 49266, was the third of eight for Ozark. It appears in the carrier's final colors before take-over by TWA last year. (Ozark photo)



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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 Society 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/renewal form. If material is not sent on a separate sheet there is no guarantee that the request will be printed.

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. The CAPTAIN'S LOG is mailed by permit in the U.S. so please allow ample time for delivery. One year membership/subscription equals four issues of the LOG the first year and 12 months/four issues the second year. When you join the Society, you will be sent all current issues of the LOG for the year.

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U.S.	
Canada	\$14.00 (Permit delivery only)
Europe	14.00 (\$5.00 for First Class)
Pacific	14.00 (\$8.00 for Air Mail)
South America	14.00 (\$13.00 for Air Mail)
Central America	14.00 (\$8.00 for Air Mail)
	(Africa and Middle East same as Pacific)
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All rates to be paid in U.S. funds or checks drawn on U.S. banks.

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Thank you

CAPTAIN'S LOG

VOL. 13, No.1, APRIL 1987

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The CAPTAIN'S LOG is the official quarterly publication of the WORLD AIRLINE HISTORICAL SOCIETY. Annual membership is U.S. \$14 and includes a subscription to the Captain's Log. An extra fee applies for airmail delivery of the Captain's Log outside North America - see inside front cover for rates.



WAHS member V.E. Ferry of France sent the LOG this postcard of Pan Am Westland WG-30-100 N4499N, c/n 011, over New York. Owned by Omni-flight Helicopters and operated by them for Pan Am, the large Westland is seen flying past the Empire State Building. No publisher's name on the back, but promotional text on the back indicates it is Westland.

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 past and present. The CAPTAIN'S LOG contains articles and photographs about these subjects. The Society has members on all continents.

Members must report any changes of address promptly to the Society to be assured of receiving their copies of the CAPTAIN'S LOG. The postal departments in the U.S.A. and many other countries will not forward permit or second-class mail. If we do not have your correct address, you will not receive your CAPTAIN'S LOG. A charge of \$4 will be made to have a replacement copy mailed to you. There will be NO EXCEPTIONS to this charge. The name and address of the Society and its membership co-ordinator are listed on the inside front cover of this issue.

Society memberships expire at different times in the year. The last three numerals of your membership number show the final issue of your current membership. For further details, see Membership Update in this issue. You will be notified before your membership expires. Please get your renewal in as soon as possible to ensure you won't miss a single issue of the CAPTAIN'S LOG. Thank you.

The WAHS and the CAPTAIN'S LOG are both all-volunteer organizations with contributions from aviation professionals and enthusiasts around the world. Contributions in the form of photographs and copy for the CAPTAIN'S LOG are always welcomed by the editorial team (for addresses see inside front cover).

Opinions expressed in signed articles or in advertisements appearing in the CAPTAIN'S LOG are strictly those of the authors or advertisers and do not necessarily reflect those of the WAHS and/or the CAPTAIN'S LOG.

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TAKE-OFF TALK

A shake-out is taking place in the American and the world's airline industry. In recent years we have seen several spectacular bankruptcies (Braniff!), near-bankruptcies (Pan Am!), as well as mergers between large, outwardly powerful carriers - Eastern Air Lines and Continental Airlines have been taken over by ever-hungry Texas Air, Piedmont has fallen in the hands of US Air, Republic Airlines is now part of Northwest, Western Airlines is gone, People Express bit the dust and the list goes on and on, especially when we take into account all the smaller carriers which have merged with others or have lost their identity and all but their independence through common designator agreements with larger airlines.

The move isn't as widespread (yet?) outside the United States, mainly because deregulation is not as far advanced in many countries as it is in the U.S. But the signs are everywhere. In Canada giant CP Air has been bought by much-smaller Pacific Western Airlines and is about to disappear, as detailed in the previous issue of the CAPTAIN'S LOG. CP Air itself had not yet fully digested Eastern Provincial Airlines and Nordair, which it had taken over in recent years. In Europe SAS of Scandinavia and SABENA of Belgium have recently been talking about some sort of close co-operation, perhaps a merger.

And the end is not in sight yet. In the U.S.A. TWA recently made a bid to take over US Air. That deal seems to have fallen through - at least for now! Who knows what will happen in the future?

However, TWA did succeed last year in taking over Ozark Airlines. By the time you read this, the once-familiar green colors of Ozark will have given way to the TWA-red.

OZARK'S HISTORY

In this issue, Ozark (and now TWA) pilot and WAHS member Barry Elam of O'Fallon, Missouri, and Mustang Monthly editor and WAHS member Jim Smart of Lakeland, Florida, take a look at Ozark's history from its modest beginnings in 1950 (or 1943, depending on

what you consider the starting date) to the merger into TWA.

As an aside to the Ozark history, I have culled some information from a historic timetable sent by Sticker Editor Don Thomas and from WAHS member Ron Davies' book 'Airlines of the United States since 1914' for a story on the original Ozark Airways of 1932.

Two other WAHS members, Nigel Leishman of the U.K. and Don Calder of Florida, have contributed material from the airline buff's #1 paradise, Southern Florida - See their stories on Chalk's and PBA respectively. WAHS member Norm Houle of Durham, New Hampshire, has contributed photographs to the CAPTAIN'S LOG before, but his sending me a photo of a PAA/Boston-Maine Airways Fokker F.XA last year made me dig into some alliner books for a story. Ann Whyte of Pan Am sent me a Xerox copy of a 1931 B-M timetable.

Another WAHS member, Terry Anderson of Independence, Missouri, sent photos and information about the Super Constellation of the Save-A-Connie group for the CAPTAIN'S LOG's first 'Preservation' column.

Last year, when WAHS member Tony Herben of Beaumont, Alberta, Canada, sent me his CP Air history (LOG 12/1 & 12/2), he included some illustrations of buttons issued by the airline. For lack of space they did not run in either of those two issues, but they are in this one.

OUR REGULAR EDITORS

But let's not forget our regular editors. Don Thomas has included some Ozark stickers in his material for this issue, Tom Dragges looks at Western Airlines playing cards, George Cearley shows Ozark timetable material in this issue, as well as timetables from National (Remember National? They went up in Pan Am some years ago.)

Keith Armes, who has been absent from the LOG for many issues, is in this one with photographs of Braniff, National and Republic glassware.

Model editor Gerry Cole takes a look at "sheep in wolves' clothing" and JET Thompson has unearthed a history of the Indianapolis International Airport, where we

will all be visiting in July. Included is a full-page map of the facility for those who want to get out there with a camera.

From Bill Demarest comes a selection of old and new postcards, including a triptych of an Iberia DC-8-63 and an F-27 of Piedmont Commuter. Wings and Things Editor Dick Koran takes us into the shadowy world of the 'proprietaries', airlines which are owned by the CIA.

Last but certainly not least, Richard Fedorco takes us on a cargo airline photo tour of Newark.

I am able to include in this issue the final instalment of my Lockheed Twins history. When I started the series, I intended it to run over two or perhaps three issues. It has taken five, mainly thanks to the regular editors and a number of WAHS members "at large" who kept me supplied with lots of material - Thank you all! Please keep it coming!

A REQUEST

At the AIRLINERS convention in Hartford last summer, WAHS member Howard Grant handed me some information about the U.S. Marshal's Service's operations with Boeing 727, N2777, c/n 19176, ex-FAA N27, and N127 before that. The USMS uses the aircraft to transport federal prisoners between the courts and jails and between jails. I would like to use that information in a future issue of the CAPTAIN'S LOG, but I'd like a photo of this aircraft to go with it. Is there anyone who has one and is willing to lend it to me for publication in the LOG? I can use photos of this aircraft both as USMS N2777 and as FAA N27 or N127.

Your photo or slide will be returned to you after use.

That's it for this issue. When you read this, your editors are already hard at work on LOG 13/2 and as always, they are pleased to hear from you. Why not help them out?

AIRLINE PROFILE

by BARRY ELAM
& JIM SMART



OZARK AIR LINES

DC-9-34, N928L, c/n 48124 in the final Ozark colors before takeover by TWA. It was delivered to the carrier on 10 JUN 80. (Ozark photo via Jim Smart)

For many years everything seemed to be coming up roses at Ozark Airlines. It survived two disastrous strikes by employees at the turn of the present decade, it was re-equipping with technically superior MD-82s to serve alongside its fleet of reliable DC-9s and the carrier in general seemed to be in full control of a carefully calculated growth in the deregulated airline environment in the U.S. today.

It did not seem at all to be like Braniff Airways, which went bankrupt after it had gone on a binge by starting new services to just about anywhere. Ozark was no People Express either, coming in with a big splash, but now rapidly fading, if it has not disappeared altogether by the time these lines are read.

But today Ozark, "The airline of America's heartland", is gone, after more than 35 years of dependable service.

26 SEP 50 is the official birthdate of Ozark Air Lines. On that day their first flight, a DC-3, departed St. Louis, Missouri, for Chicago with stops in Springfield, Decatur and Champaign, all Illinois.

However, to accurately trace the history of Ozark, one must

go back to 1943 when four men from Missouri, Floyd Jones, Arthur Heyne, Barak Mattingly and Homer ("Laddie") Hamilton decided to participate in a CAB experiment. That experiment was to see whether or not feeder airline service from smaller cities to larger connecting terminals would be economically feasible.

THE FIRST SERVICE

They purchased three single-engine Beech Staggerwing biplanes and their first flight took to the air on 10 JAN 45. A route was operated between Springfield, St. Louis and Kansas City, all in Missouri.

As an intra-state carrier they did not need a federal certificate. The name Ozark was chosen as this was the region the airline's founders hailed from, and because it served this south-central area of the state through Springfield.

Two twin-engine Cessna T-50 (Bamboo Bombers) were also added to the fleet and it was hoped this additional equipment would boost ridership and passenger confidence in the new venture. Since the airline had no federal certificate, it was not eligible for federal subsidies. Substantial losses were suffered and on 03 NOV 45

operations were halted. The partners had demonstrated they could operate a reliable air service, but it was apparent they needed a CAB certificate to make the carrier eligible for subsidy so it could succeed financially as well as operationally.

Ozark had no success in obtaining such a certificate. But Parks Air College of East St. Louis did receive one, even though they had no airline experience. Parks did have a well-known reputation in the aviation industry as a training organization, dating back to 1927. It ran into considerable difficulty getting financing for setting up its airline division and after a number of failed attempts to get started, the CAB withdrew the certificate from Parks and awarded it to the group which had operated the original Ozark.

THE NEW OZARK

The new Ozark started operations with four DC-3s and 40 employees. Only one passenger boarded that first flight, but growth would be fast for the carrier. By the end of 1950 more than 4,000 passengers had been carried and the number of employees had

grown to 165. Services were added to Bloomington, Danville, Moline and Quincy in Illinois, and to Burlington, Ft. Madison and Muscatine in Iowa. Indianapolis in Indiana was also added to the system.

Rapid expansion took place at Ozark in the early 1950s. More DC-3s were delivered and service was added to many cities in Arkansas, Illinois, Kansas, Kentucky, Missouri, Oklahoma and Tennessee. Passenger boardings also rose sharply, from 21,714 in 1951 to 193,876 in 1955. The DC-3 fleet had grown to 15 aircraft and the load factor was up to 43% in 1955 from 16% in 1951. The future for the airline was truly assured on 30 APR 55 when President Dwight Eisenhower announced the certificates for local service airlines would become permanent.

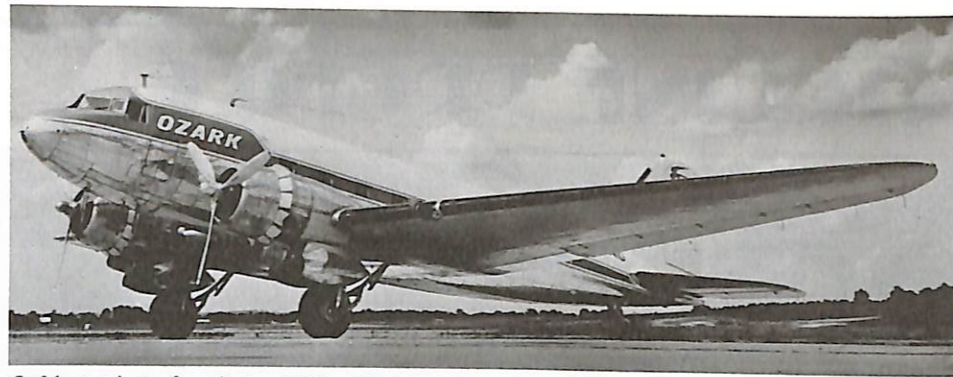
In 1956 Ozark was presented with the National Safety Council Award in recognition of their 162,125,000 accident-free passenger miles flown. The DC-3 fleet had grown to 20 aircraft and Ozark began a program to "modernize" them to Hi-Per (High Performance) standard. This modification included the addition of landing gear doors, new oil cooler scoops, short exhaust stacks and flush mounted radio compass antennas. The changes resulted in an increase of 20 mph (32 km/h) in cruising speed and all Ozark DC-3s received the Hi-Per modification.

Even with the improvements to the DC-3, Ozark recognized the necessity to move into turbine aircraft. In NOV 58 three new Fairchild F-27s were ordered for delivery in the following year.

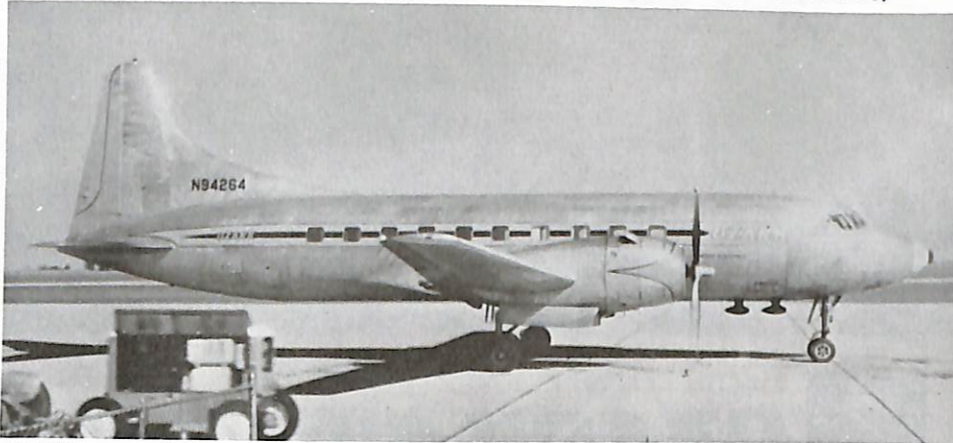
That year, 1959, was a big year indeed for Ozark. It was now serving 56 destinations in 10 states and it carried its two millionth passenger that year. The first F-27 was delivered on 16 JUL and entered service on 04 JAN 60. Cruising at 25,000 ft (8,000 m) at 300 mph (480 km/h), the aircraft outperformed the DC-3 by a wide margin and passengers loved it. The company adopted its "three swallows" logo (the swallow is the ancient symbol of safe travel and good luck) and Joseph Fitzgerald became Ozark's second president, replacing retiring "Laddie" Hamilton.

CONVAIRS AND MARTINS

Expansion and growth continued in the 1960s. Four used Convair CV-240s were bought in W. Germany in 1962 and three more were leased from



Delivered to Ozark in 1955, DC-3 N141D, c/n 1945, was a pre-WW2 aircraft. (Ozark photo via Jim Smart)



CV-240s were interim equipment only. N94264, c/n 137, was leased from American Airlines in 1962/63. (Ozark photo via Barry Elam)



F-27 N4300F, c/n 58, was one of seven expanding the network in the 1960s. (Ozark via photo via Jim Smart)

American Airlines for a couple of years. The seven supplemented the DC-3 and F-27 fleet and met the demand for more capacity without a heavy financial expenditure for new equipment. But they were only interim equipment until more F-27s could be added. That happened in 1962/63, when four more F-27s were bought, three of them on the second-hand market, making an F-27 fleet of seven by 1963. The following year Thomas Grace became Ozark's third president. Under his leadership the carrier would truly become a large airline where growth would be

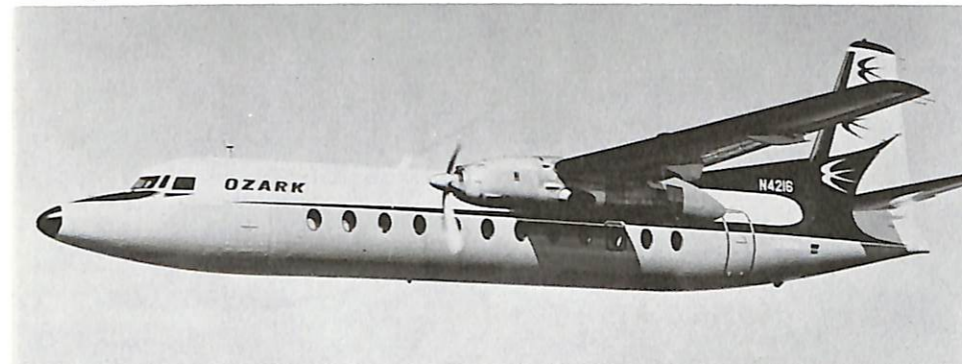
fast, helped by the introduction of jets.

One more type of piston-engined airliner joined the Ozark fleet before the jets arrived. In 1965 Ozark bought 15 used Martin 4-0-4s from Mohawk Airlines, which took the four Ozark-owned CV-240s as part payment. In the same year Ozark placed an order for six new Douglas DC-9-15 and three DC-9-31 twinjets, and for 21 Fairchild-Hiller FH-227Bs. A new general office building and jet maintenance base were completed in St. Louis.

The first DC-9 service was operated on 08 JUL 66 and the



Another interim type, Martin 4-0-4s added capacity when passenger demand was high in the mid-1960s. N467M was c/n 14164. (Ozark via Barry Elam)



Fleet of 21 FH-227B replaced all pistonliners from DEC 66 on. (Ozark photo via Barry Elam)

first FH-227B service on 19 DEC 66. As the Fairchilds were delivered, the DC-3s and Martins were taken out of service. The last 4-0-4 trip was flown in AUG 67 and the last DC-3 trip on 26 OCT 68. Since 1966 the last remaining DC-3s had operated freight services only.

CAPT. CUMBERLEDGE REMEMBERS

Capt. George Cumberledge, the first captain to retire off the MD-82, remembers the DC-3 well. Ozark's DC-3s were among the best in operation because the airline and its technical staff took tremendous pride in keeping them in good condition, he said. To this day, several ex-Ozark DC-3s remain in service around the world. Capt. Cumberledge also remembers the time when lightning struck the

nose of his DC-3 and then travelled the length of the fuselage to the tail. Now he chuckles over the fact he could not understand why the Three wasn't flying right after the lightning strike. When he finally got the airplane down on the ground in central Illinois, he found out why - most of the fabric was gone from the horizontal stabilizer.

The F-27s were replaced by their larger successors, the FH-227s. Ozark was now all-turbine and the familiar sound of Rolls Royce Darts was heard from Kiksville to Paducah.

In the late 1960s Ozark began spreading its wings outside the center of the country. Denver, Colorado, was added in 1966 and by 1969 the airline was 2/3 transcontinent-

al with services to New York (La Guardia) and Washington, D.C. The network stretched from Minnesota to Texas and from Colorado to New York. A passenger could easily hop onto a DC-9 at Champaign-Urbana or another such smaller community and be in either Washington or New York about three hours later, avoiding the high-traffic nightmares of Chicago/O'Hare and St. Louis/Lambert.

Ozark's fourth and last president, Edward Crane, was elected in 1971. He headed an airline which consistently turned a profit and continued to expand as it headed into the Seventies. By 1972 the airline had carried more than 20 million passengers, three million of them in 1972 alone. In 1975, 10 million more had flown Ozark and the 40 million mark was reached only one year later. All this was accomplished with only a minimal fleet expansion.

MORE DC-9s

During the early and mid 1970s Ozark dropped many of the smaller subsidy markets in favor of longer haul routes. More DC-9s were added second-hand from Delta and Northeast. The FH-227s were slowly being phased out as the smaller markets were dropped. When deregulation dawned in 1978, the DC-9 fleet was 33 aircraft strong and the FH-227 fleet had been reduced to 13.

The first two post-deregulation years, 1978 and 1979, were huge growth years for Ozark. In 1978 service was added to Philadelphia, Atlanta and to the Florida destinations of Ft. Lauderdale, Miami, Orlando and Tampa. 1979 took Ozark to Houston, New Orleans, Little Rock and Baltimore.

In 1978 an \$85 million order for two new Boeing 727-200s,

All-turbine fleet of DC-9-15 (N9722, c/n 45841) and FH-227B in 1966.

(Ozark photo via Jim Smart)



two long-range DC-9-34LR and six other DC-9-30s was announced. Things were happening fast and a sleek new paint scheme for the 1980s made its debut in 1979. Ozark was clearly a big winner under deregulation. But trouble was just around the corner.

In SEP and OCT 79 the airline suffered a crippling flight attendants' strike which lasted 52 days. In MAY 80 there was another blow when mechanics struck the company from 06 MAY to 02 JUN. Ozark was wounded and it was forced to sell its 727s to Pan American before they could enter service. The remaining Fairchild fleet was also sold to raise cash. The last FH-227 service was operated on 25 OCT 80. Fortunately the airline was able to accept all the DC-9s it had ordered but many people questioned whether or not Ozark could ever recover from the setback.

Although tripped up at the start of deregulation, Ozark was determined to survive and prosper. It suffered a loss of \$289,000 in 1980, but worked hard to bounce back into the black. In 1981 a record \$17.1 million was earned and 4.27 million revenue passengers were carried. The airline made a profit every year since.

EXPANSION IN THE 1980s

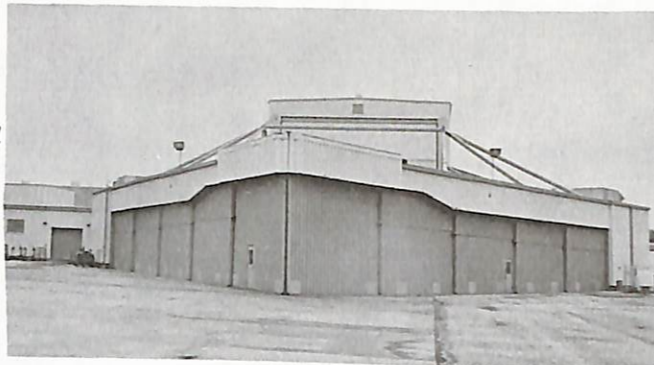
In the 1980s Ozark continued to expand its system. More east coast and Florida services were added and 1982 saw the airline become a true coast to coast operator when service was inaugurated to Las Vegas, Nevada, and San Diego, California. In the south, San Antonio, Texas, was added and in the east, Norfolk and Sarasota-Bradenton appeared in the time table. More DC-9s were bought (second-hand) and the first ex-TOA Domestic DC-9-41 was introduced in 1982. Three long-range DC-9-34LR entered service on the San Diego - St. Louis route.

Ozark ordered four new MD-82s in 1983. The first two were delivered on 01 DEC 84 and entered service on the 15th. Two more arrived in DEC 85. More DC-9-30 and -40 aircraft were also placed in service and the fleet stood at 50 DC-9 and MD-82 when TWA took over the shop. Four additional MD-80s were on order.

In 1985 Ozark opened its new "Airplex" at the St. Louis hub. This facility gave the carrier a modern 22-gate complex complete with moving sidewalks. Ozark also established a commuter system known as Ozark

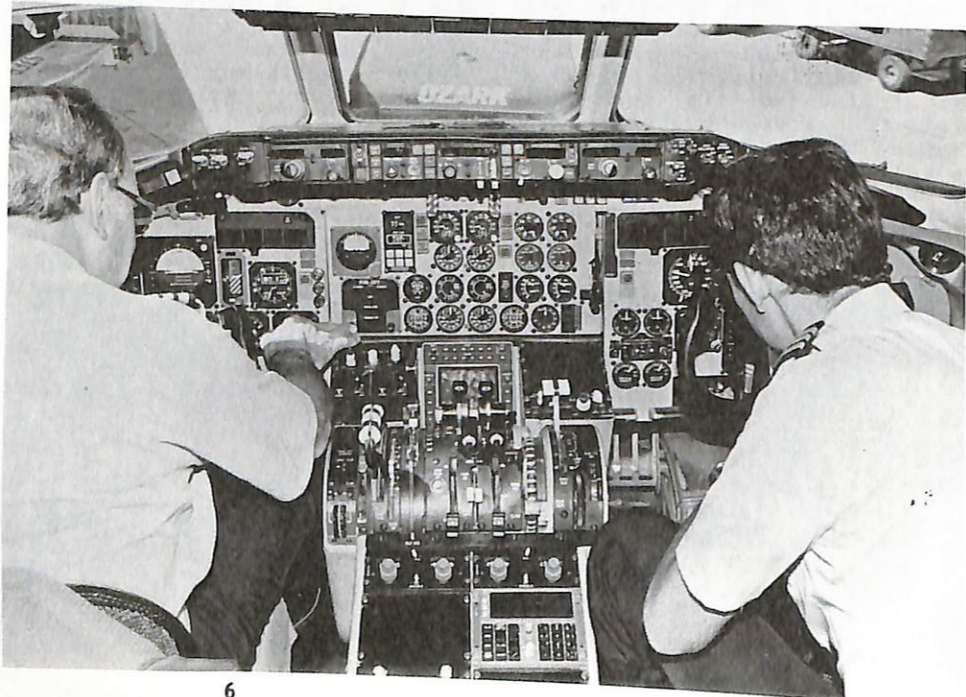
RIGHT: Ozark overhaul base at Lambert-St. Louis International Airport can accommodate several DC-9s or MD-80s at one time. Wrap-around hangar fully envelopes any series DC-9, MD-80 or other aircraft type.

(All photos this page by Jim Smart.)



ABOVE: Inside the wrap-around hangar, an Ozark DC-9-15, N973Z, c/n 47033, receives a major overhaul which includes a new interior and new seating.

BELOW: Flight deck of MD-82 N951U, c/n 49245.



Midwest and operated by Air Midwest. Services are flown with Fairchild Metros and SAAB SF-340s.

The future held many challenges for Ozark. Several new, low-fare airlines had invaded its markets and this was likely to continue. Many people were predicting the airline would need the support of a larger carrier if service over its system was to continue. That support came in late FEB 86 when the airline agreed to be acquired by TWA for \$250 million. Initially the U.S. Justice Department objected because, it said, a merger would reduce competition on routes to and from St. Louis, which is a hub for both airlines. But on 12 SEP 86 the Department of Transport approved the merger and on 26 OCT the name Ozark Airlines passed into the history books as the airline was fully integrated into the TWA system. The MD-82s were the first to be repainted into the red and white TWA colors and the DC-9 fleet is being repainted at a rate of three per week. That process is scheduled to be completed by APR 87.

But Ozark lives on in the minds and hearts of those who worked for it and those who flew as passengers on its routes. Many Ozark employees will remain with TWA and passengers will continue to see the familiar faces when they book, board and fly on what is now the former Ozark system.

Few people would argue the important role Ozark has played in bringing first-rate air service to America's heartland for more than 35 years. The airline had an excellent reputation for in-flight service and food. A 1986 USA Today report released by the Department of Transportation showed Ozark had the third-best consumer rating of the nation's 26 largest airlines. Indeed a record to be proud of.

Ozark Airplex at Lambert-St. Louis Int'l Airport. Modern facility with moving walkways and 15 gates. Also provides

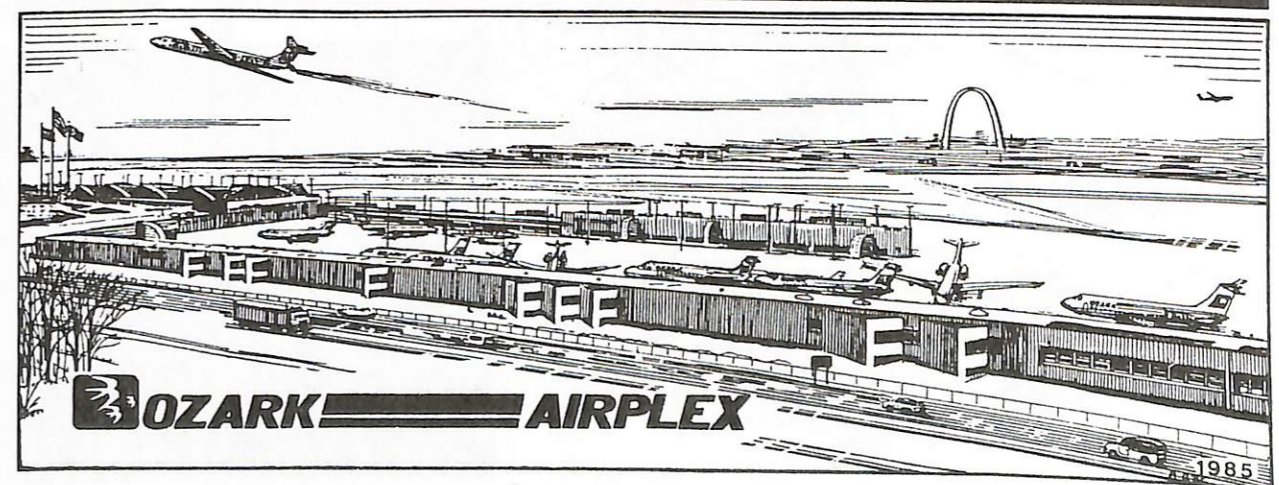
ground power for aircraft, saving on APU fuel burn. (Ozark via Jim Smart)

These three aircraft were on display at the Ozark 35th Anniversary open house at St. Louis Lambert Int'l Airport, 28 SEP 85. From top: Air Midwest Metro II N251AM, c/n TC-376, one of six on the Ozark-Midwest commuter network;

Cessna T-50 Bobcat N99N, representing the first Ozark aircraft; and DC-3 N763A of the Prairie Aviation Museum, DC-3 N763A, c/n 4894, of the Prairie Aviation Museum, Bloomington, Illinois, and painted up in Ozark colors for the occasion.

(Barry Elam photos)

BELOW: N720ZK, c/n 21849, the first of two 727-2D4 for Ozark but never delivered. (ATP slide via Barry Elam)





POSTCARDS
These four postcards of Ozark aircraft were supplied by Barry Elam.

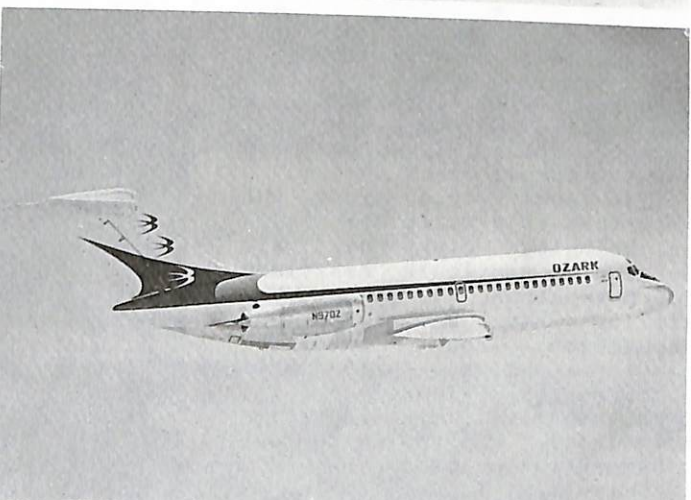
1. Delivered to American Airlines in 1936 as DST-144 NC16005, Ozark A.L. acquired c/n 1499 in SEP 50 and re-registered it N133D, shown in this card, in 1957. It went back to Douglas in DEC 68. (Card by International Airline World Publishing Co. from a Bill Thompson photo).

2. Martin 4-O-4 N456A, c/n 14147, was originally an Eastern Air Lines aircraft. It came to Ozark via East Coast Flying Service and ASA Int'l. It was traded to Fairchild Hiller in AUG 67. Note the title "go OZARK" on the fuselage. (Black & white card by the International Airline Museum.)

3. DC-9-15 N970Z, c/n 45772, was delivered to Ozark on 25 MAY 66 and was still in service when TWA took over. This is a large card, 7x5.5 in. (17.6 x 13.7 cm) and was issued by Ozark.

4. N928L, c/n 48124, was one of Ozark's two DC-9-34 aircraft. It was delivered to the carrier on 10 JUN 80. (International Airline World Publishing card from an Air Pix photo).

FAREWELL BUTTONS
When the news came out that TWA had made a successful bid for Ozark, a number of loyal and enterprising employees produced a number of limited-edition farewell buttons in OCT 86. We show them here thanks to Barry Elam, who provided the pictures.



EFFECTIVE SEPTEMBER 27 THROUGH OCTOBER 27, 1986

OZARK

ready-ref
Ozark's new, easy-to-read "Quick Reference" timetable

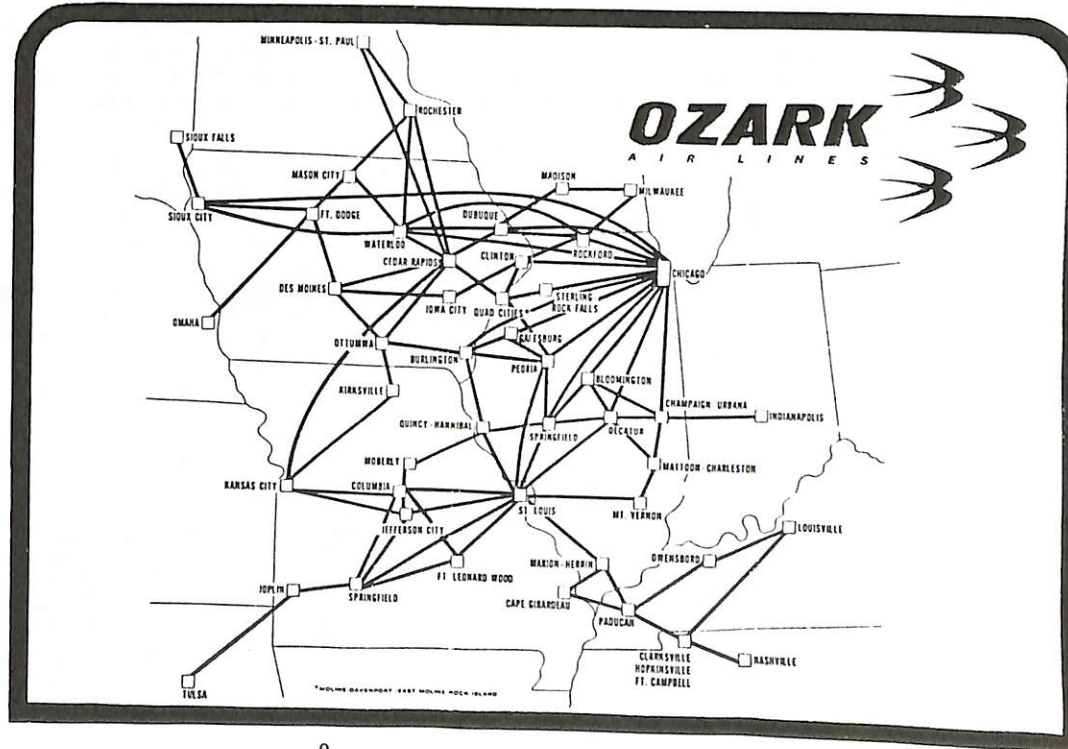
go-getters go OZARK

AMERICAN AIRLINES

PHONE EDGEWATER 5-6864		KIRKSVILLE, MO. (CST) \$14.65		PHONE: Reservations 332-3281 Air Freight 322-3271	
FROM CAPE GIRARDEAU, MO. (CST) TO		MADISON, WISC. (CST) \$13.60		FROM CHAMPAIGN/URBANA, ILL. (CDT) TO	
FREQ.	LEAVE ARRIVE FLIGHT CONNECT VIA STOPS	FREQ.	LEAVE ARRIVE FLIGHT CONNECT VIA STOPS	FREQ.	LEAVE ARRIVE FLIGHT CONNECT VIA STOPS
Daily	7 34 4 01 403	Daily	7 06 8 14 153	Daily	7 04 7 50 734C
Ex Sa	11 51 1 01 403	Ex Sa Su	8 12 11 46 301	Ex Sa Su	8 12 11 46 301
COLUMBIA, MO. (CST) \$19.30		Ex Sa Su	8 12 11 46 301	CHICAGO, ILL. (CDT) \$11.70	
Daily	1 26 3 53 400	Daily	3 54 5 44 122	Daily	7 04 7 50 734C
Ex Sa	11 51 1 01 403	Ex Sa Su	8 12 11 46 301	Ex Sa	10 34 11 20 730C
JEFFERSON CITY, MO. (CST) \$19.30		Ex Sa Su	8 12 11 46 301	Ex Sa	11 55 12 55 632C
Daily	1 26 4 20 400	Ex Sa Su	8 12 11 46 301	Ex Sa	1 19 2 05 735T
Ex Sa	11 51 1 01 403	Ex Sa Su	8 12 11 46 301	Ex Sa	3 49 4 35 738T
LOUISVILLE, KY. (EST) \$19.80		Ex Sa Su	8 12 11 46 301	Ex Sa	4 29 5 25 738T
Daily	1 26 3 02 403	Ex Sa Su	8 12 11 46 301	Ex Sa	6 54 7 40 732T
MARION/HERRIN, ILL. (CDT) \$5.80		Ex Sa Su	8 12 11 46 301	Ex Sa	8 30 9 30 316
Daily	1 26 2 50 400	Ex Sa Su	8 12 11 46 301	COLUMBIA, MO. (CST) \$19.85	
Ex Sa	7 51 9 15 404	Ex Sa Su	8 12 11 46 301	Ex Sa Su	8 12 11 52 301
NASHVILLE, TENN. (CST) \$16.10		Ex Sa Su	8 12 11 46 301	Daily	7 24 9 38 309
Daily	7 34 9 14 401	Ex Sa Su	8 12 11 46 301	DECATUR, ILL. (CDT) \$5.00	
PADUCAH, KY. (EST) \$5.80		Ex Sa Su	8 12 11 46 301	Ex Sa Su	8 12 9 30 301
Daily	7 34 7 57 401	Ex Sa Su	8 12 11 46 301	Ex Sa	9 57 10 15 761
Ex Sa	11 51 12 14 403	Ex Sa Su	8 12 11 46 301	Ex Sa	11 47 12 05 731
ST. LOUIS, MO. (CDT) \$10.95		Ex Sa Su	8 12 11 46 301	Ex Sa	12 22 12 40 735
Daily	1 26 3 40 400	Ex Sa Su	8 12 11 46 301	Ex Sa	2 57 3 18 631
Ex Sa	7 51 10 10 404	Ex Sa Su	8 12 11 46 301	Ex Sa	3 42 4 00 737T
SPRINGFIELD, MO. (CST) \$25.30		Ex Sa Su	8 12 11 46 301	Ex Sa	6 02 6 20 733T
Daily	1 26 5 19 400	Ex Sa Su	8 12 11 46 301	Ex Sa	7 24 7 45 309
Ex Sa	1 26 5 19 400	Ex Sa Su	8 12 11 46 301	Ex Sa	10 57 11 15 739T
PHONE: Reservations 362-1103 Air Freight 364-7181		Ex Sa Su	8 12 11 46 301	Ex Sa Su	8 12 11 46 301
FROM CEDAR RAPIDS, IOWA (CST) TO		Ex Sa Su	8 12 11 46 301	Ex Sa Su	8 12 11 46 301
FREQ.	LEAVE ARRIVE FLIGHT CONNECT VIA STOPS	Ex Sa Su	8 12 11 46 301	Ex Sa Su	8 12 11 46 301
Daily	7 43 11 45 711	Ex Sa Su	8 12 11 46 301	Ex Sa Su	8 12 11 46 301
CAPE GIRARDEAU, MO. (CST) \$31.90		Ex Sa Su	8 12 11 46 301	Ex Sa Su	8 12 11 46 301
Ex Sa Su	7 43 11 45 711	Ex Sa Su	8 12 11 46 301	Ex Sa Su	8 12 11 46 301
CHICAGO, ILL. (CDT) \$17.65		Ex Sa Su	8 12 11 46 301	Ex Sa Su	8 12 11 46 301
Daily	9 24 12 17 150	Ex Sa Su	8 12 11 46 301	Ex Sa Su	8 12 11 46 301
Ex Sa	2 40 5 38 652	Ex Sa Su	8 12 11 46 301	Ex Sa Su	8 12 11 46 301
Sa Only	7 03 9 22 758T	Ex Sa Su	8 12 11 46 301	Ex Sa Su	8 12 11 46 301
COLUMBIA, MO. (CST) \$27.35		Ex Sa Su	8 12 11 46 301	Ex Sa Su	8 12 11 46 301
Daily	5 49 6 32 133	Ex Sa Su	8 12 11 46 301	Ex Sa Su	8 12 11 46 301
Ex Sa Su	7 43 11 52 711	Ex Sa Su	8 12 11 46 301	Ex Sa Su	8 12 11 46 301
Ex Sa Su	12 42 3 52 211T	Ex Sa Su	8 12 11 46 301	Ex Sa Su	8 12 11 46 301
DES MOINES, IOWA (CST) \$10.55		Ex Sa Su	8 12 11 46 301	Ex Sa Su	8 12 11 46 301
Daily	5 49 6 32 133	Ex Sa Su	8 12 11 46 301	Ex Sa Su	8 12 11 46 301
DUBUQUE, IOWA (CST) \$7.00		Ex Sa Su	8 12 11 46 301	Ex Sa Su	8 12 11 46 301
Daily	9 34 4 22 122	Ex Sa Su	8 12 11 46 301	Ex Sa Su	8 12 11 46 301
FORT LEONARD WOOD, MO. (CST) \$33.95		Ex Sa Su	8 12 11 46 301	Ex Sa Su	8 12 11 46 301
Ex Sa Su	7 43 11 10 711	Ex Sa Su	8 12 11 46 301	Ex Sa Su	8 12 11 46 301
Ex Sa Su	10 42 2 22 611	Ex Sa Su	8 12 11 46 301	Ex Sa Su	8 12 11 46 301
FORT DODGE, IOWA (CST) \$14.70		Ex Sa Su	8 12 11 46 301	Ex Sa Su	8 12 11 46 301
Daily	5 49 7 22 123	Ex Sa Su	8 12 11 46 301	Ex Sa Su	8 12 11 46 301
Ex Sa Su	12 42 4 20 211T	Ex Sa Su	8 12 11 46 301	Ex Sa Su	8 12 11 46 301
JEFFERSON CITY, MO. (CST) \$27.35		Ex Sa Su	8 12 11 46 301	Ex Sa Su	8 12 11 46 301
Ex Sa Su	12 42 4 20 211T	Ex Sa Su	8 12 11 46 301	Ex Sa Su	8 12 11 46 301
JOPLIN, MO. (CST) \$37.10		Ex Sa Su	8 12 11 46 301	Ex Sa Su	8 12 11 46 301
Ex Sa Su	7 43 12 00 711	Ex Sa Su	8 12 11 46 301	Ex Sa Su	8 12 11 46 301
Ex Sa Su	10 42 3 27 611	Ex Sa Su	8 12 11 46 301	Ex Sa Su	8 12 11 46 301
KANSAS CITY, MO. (CST) \$22.75		Ex Sa Su	8 12 11 46 301	Ex Sa Su	8 12 11 46 301
Sa Only	8 49 10 43 651	Ex Sa Su	8 12 11 46 301	Ex Sa Su	8 12 11 46 301
Ex Sa	8 49 10 58 151	Ex Sa Su	8 12 11 46 301	Ex Sa Su	8 12 11 46 301
Daily	4 04 5 15 759T	Ex Sa Su	8 12 11 46 301	Ex Sa Su	8 12 11 46 301
Ex Sa	7 06 9 15 153	Ex Sa Su	8 12 11 46 301	Ex Sa Su	8 12 11 46 301
Ex Sa	3 38 4 02 710T	Ex Sa Su	8 12 11 46 301	Ex Sa Su	8 12 11 46 301

27 SEP thru OCT 86 Ozark "ready-ref" time table shows the airline's F-27 on the cover. A representative page lists services by all three types of aircraft then in service with the carrier: 700 series flight numbers operated by F.27 jet-prop; 200 series by Convair 240; all others by DC-3. The route map to the right comes from the same time table.

Time table provided by Don Thomas.



OZARK AIRWAYS

by Joop Gerritsma

Ozark Airlines was the second air carrier with the name Ozark. The first one was Ozark Airways, Inc. of Springfield, Missouri, organized in 1932.

I have very few details for this company, other than what is printed in the 02 JAN 33 timetable shown in Don Thomas' Sticker Chatter in this issue and on this page. Even airline historian Ron Davies is all but silent on the airline in his magnificent book "Airlines of the United States since 1914" and it seems obvious the carrier did not make a big impact during the year (or less?) when it was operating.

Between Mr. Davies' book, author Don Thomas' comments and the carrier's time table, the following picture emerges:

Ozark Airways started operations sometime in 1932 with a Stinson aircraft. Judging by the photo on the timetable (see Sticker Chatter), this was a four-seat Detroit, probably one of the S.M.8 variants.

Ozark offered "Air Passage - Mail - Express" services and its Stinson operated one daily Springfield - Kansas City, Missouri return flight at mid-day. It left Springfield at 12:30 p.m., arrived at Kansas City at 2 p.m., left again at 2:45 p.m. and arrived back at Springfield at 4:15 p.m., one and a half hours each way.

Ozark also operated from Springfield west and southwest to Carthage and Joplin, and north to Jefferson City, all in Missouri, "when landing conditions are favorable at those points."

Interesting to note in the time table is that Kansas City, Salt Lake City and Springfield apparently all three were on major air routes of the day. The list of place names to which connections could be made at the three cities (see illustration this page) is impressive. Notice that TWA served Springfield.

Ozark Airways was on the scene for only about one year or less, and Mr. Davies says in his book the last service was operated in MAR 33.

Things have sure changed in

TIME TABLE

Central Standard Time

SOUTHBOUND (Read down)			NORTHBOUND (Read up)		
2:45 p. m.	Lv.	KANSAS CITY	Ar.	2:00 p. m.	
4:15 p. m.	Ar.	SPRINGFIELD	Lv.	12:30 p. m.	

Reservations accepted to and from JOPLIN, CARTHAGE and JEFFERSON CITY, when landing conditions are favorable at those points.

FARES

	One-way	Round-trip
SPRINGFIELD to KANSAS CITY	\$10.75	\$16.12
SPRINGFIELD to JOPLIN and CARTHAGE	4.50	6.75
SPRINGFIELD to JEFFERSON CITY	7.00	10.50
KANSAS CITY to JEFFERSON CITY	7.00	10.50
KANSAS CITY to JOPLIN and CARTHAGE	7.00	10.50

(25% discount on double the one-way fares allowed on round trip tickets. Unlimited stopover privilege upon request.)

EXPRESS

\$1.25 minimum up to five pounds. Each pound thereafter 4c per pound per hundred miles.

CONNECTIONS at KANSAS CITY for planes to and from:

Moline — Davenport — Rock Island — Chicago Ar.
Topeka — Salina — Goodland — Denver, Ar.
St. Joseph — Omaha, Ar.
Lincoln — North Platte — Cheyenne — Rock Springs —
Salt Lake City — Elko — Reno — Sacramento — Oakland —
San Francisco, Ar.

CONNECTIONS at SALT LAKE CITY — Ogden — Pocatello — Butte — Helena — Great Falls — Boise — Pasco — Walla Walla — Spokane — Yakima — Portland — Tacoma — Seattle.

CONNECTIONS at SPRINGFIELD with TWA plane to and from:

St. Louis — Indianapolis — Ft. Wayne — Toledo — Detroit — Columbus —
Pittsburgh — Washington — Harrisburg — Philadelphia — New York.
Tulsa — Ft. Worth — Dallas — Houston — Austin — San Antonio —
Oklahoma City — Amarillo — Pueblo — Colorado Springs — Albuquerque —
Winslow — Los Angeles.

BAGGAGE: 30 pounds of baggage will be carried free on each full fare ticket. Excess baggage will be carried at the rate of 1/2 of 1% of fare per pound of excess, when total weight allowance for plane is not exceeded. The right is reserved to forward excess baggage via next available plane or ship it, when necessary, by express, at passenger's expense.

CHILDREN: Full fare will be charged for each seat occupied. No fare charged for children in arms.

FLIGHT CANCELLATION: All schedules herein are subject to cancellation and individual postponement at terminals or any point along the route, without notice, and the Com-pasenger's full liability in this emergency shall be return of the unused proportion of fare to the passenger.

aviation - look at the fares in this time table: \$10.75 one-way from Springfield to Kansas City; \$16.12 return. Springfield to Jefferson City was \$7 one-way and \$10.50 return. Can anyone tell us today's fares and equipment operated?

The back of the time table says Ozark's general offices were at the Springfield Municipal Airport. Geo. M. Prescott was president and general manager, and R.C. Downing operations manager. Sales and traffic were represented by M.E. Sellers, "General Airlines Agt."

A rubber stamp imprint on the back says this copy was issued by the "Airlines Consolidated Ticket Office" at the Hotel Roosevelt in New York.

Ozark also operated a "School of Aviation". The time table says this about it:

SCHOOL OF AVIATION

The Ozark Airways, Inc. maintains a thoroughly equipped school for the training of private and commercial pilots and mechanics. Call, or write, for particulars.

Unfortunately, it doesn't mention the equipment used for pilot training.

The meaning of the slogan "Time is Life" on the back of the time table is not clear to me. Is it the 1930's equivalent of today's "time is money"?

The time table itself consists of one piece of paper, folded in half. The outside is ocre in color and the inside (shown on this page) is white.

ORIGIN OF THE NAME OZARK

The name Ozark is derived from the French language. Trappers from Canada called the mountainous area in southwestern Missouri the 'Bois aux Arc' (bow wood) region. 'Bois aux Arc' grows in abundance there and was used by the Osage Indians and other tribes in the region for making bows. These bows were highly prized because arrows shot from them had greater speed and range. When the English came to the area, they put the words 'Bois aux Arc', in particular the last two words, together and created the word Ozark.

STICKER CHATTER

by DON THOMAS



#1

The editor has asked me to furnish material on Ozark to supplement the lead feature in this issue. Herewith a sampling of Ozark baggage labels. These are all from Ozark Air Lines,

organized in 1943.

#1-8 OZARK

"Fly the Route of the Skylarks" (#1) comes in green on yellow as a gummed label, and in green on white, printed on both sides, one side gummed. They are identical other than for the background color and the single/double sided printing.

The rectangular "One of America's Scheduled Airlines" (#2) is dark green and silver on yellow, and the oval one (#3) the same colors on white. All four show an Ozark DC-3. The round label (#4), is a later issue, showing the three swallows which Ozark adopted as its logo in 1959.

Three smaller labels say: "go-getters go Ozark" (#5), "Jet Powered Service/Ozark Air Lines" (#6) and "Get up and go/Ozark Air Lines" (#7). Numbers 6 and 7 are gummed and have the three swallows logo.

The Ozark BIL (#8) comes in different printings. The one illustrated is dark blue on white.

#9 OZARK AIRWAYS

Many people do not realize there was an Ozark Airways, organized in 1932. No labels or

#8



#2



#3



#4



#5

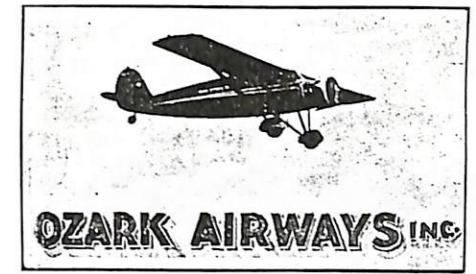


#6



#7

Speed - Comfort - Safety



#9

Air Transport Service

Springfield - Kansas City
Joplin - Carthage
Jefferson City

Passengers — Express

For Information and Reservations:
SPRINGFIELD—Municipal Airport,
phone 1210.

JOPLIN—Municipal Airport, phone
9061-J2

CARTHAGE—Carthage Airport,
phone 3993.

KANSAS CITY—Municipal Airport,
phone NORelay 1750.
All TELEGRAPH offices
All Airline Offices
All Leading Hotels

General Offices and Maintenance Base:

Municipal Airport,
Springfield, Mo.
Phone 1210

Effective January 2, 1933

stickers of this airline have surfaced to date, but illustrated is one of their timetables, dated 02 JAN 33. It shows the airline's lone Stinson which they operated on a run from Springfield, Missouri, to Kansas City, Missouri. Reservations were accepted to and from Joplin, Carthage and Jefferson City "when landing conditions are favorable at those points" according to the timetable. The company folded in MAR 33.

ALIA

In the SEP 86 Log (12/2) I showed an Alia Jordan label for Chicago and I asked whether or not there are similar labels for other cities. Now Dave Rowe in England has unearthed the same type for New York, Los Angeles, London, Paris, Rome

and Singapore/Bangkok. Nice work and a good example that persistence in the hunt for labels often pays off. Dave "liberated" these from a dirty, old envelope at the back of a cupboard at Alia's Heathrow office. Thank you, Dave!

#10-12 DELTA

DELTA AIR LINES, about to take in Western Airlines, has put out a new sticker - "The Best get Better" (#10). It comes in two sizes and I will send a copy of the smaller one to anyone who sends me an SASE, and also one of the next one I show. This "I Tan Nic Nic ?" (#11) is strange! When spelled backwards, the text reads "Cincinnati". Perhaps the Delta people at Cincinnati can explain the joke?

Delta also has another new label. "Delta's Cincinnati hub - CINSATIONAL new service" (#12). It is red, orange and black on white.

All these Delta labels come on a roll, rather than as individual issues.

#13 LUFTHANSA

Here is a rare event in aviation publicity - Lufthansa

has recreated an old Deutsche Lufthansa label. It shows a stagecoach with a Junkers JU-52/3m flying overhead. It is exactly the same as the pre-World War 2 original except for the registration of the aircraft, which has been changed, the crane logo which has replaced the swastika on the tail and it is now a peel-off adhesive label rather than a gummed one. (Ed's note: Displaying or otherwise using the swastika symbol has been illegal in W. Germany since the end of World War 2 - JG)

#14 MIDWAY

A new gummed label in this day and age! "Chicagoland's scheduled air shuttle" from Midway Airlines.

#15 VIASA

The Venezuelan airline Viasa has issued a nice label showing a toucan in spectacular colors.

#16 VIRGIN ATLANTIC

This London to USA carrier gives itself the blue ribbon with a nice-looking diecut label.

#17 PIEDMONT

Piedmont Airlines, which has been expanding rapidly, put out a label saying "Over 120 Destinations Across America" and calls itself "The Up and Coming Airline".

#18 BALKAN

Bulgaria's airline, Balkan, has a simple round label.



#15



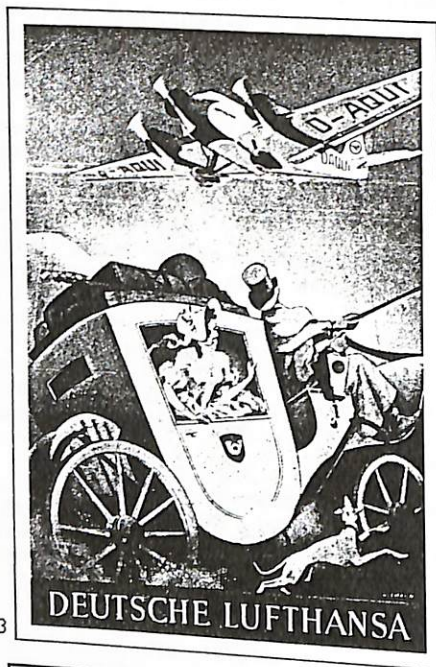
#16



#17



#18



(#13)



(#14)



TRANSTAR AIRLINES CORP.
8441 GULF FREEWAY
P.O. BOX 87380
HOUSTON, TEXAS 77287-7380

NAME _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____
Telephone Number () _____ AS 171

#19

#19 TRANSTAR

Formerly Muse Air, TranStar has a cardboard BIL with lines on the back for name and address.

#20 AMERICAN TRANS AIR

ATA's cardboard BIL is now dark blue on white, with lines for name and address.

#21 SOUTHWEST

Southwest Airlines' BIL looks better now - it says "Fly Southwest/just say when".

#22 SOUTHERN EXPRESS

This Miami-based carrier has a BIL which is dark blue on white. Comes two vertical.

#23 SWISSAIR

The Swiss national carrier claims it is the "Best Airline Worldwide", an award bestowed on it in 1986 by Business Traveller magazine

#24 EASTERN AIR LINES

Al Tasca of Miami sends in a sticker used in the Aircraft Service Centre of Eastern in Miami. It shows a Boeing 727 and the airline's logo.

NEXT ISSUE

The airships are coming. Zeppelins, blimps and what have you. Until then and enjoy the hobby.

(Following are a few stickers added by me to fill the remainder of the space on this page - JG.)

#25 & 26 PEOPLE EXPRESS

Two different PE BILs which I picked up at the Albany Municipal Airport, Albany, N.Y. on my way to the Hartford Convention last year. The first one is a peel-off label and the second a cardboard BIL, sticky on the reverse so you can loop it around a suitcase handle and stick the two ends together.

NAME _____
HOME PHONE _____
OFFICE PHONE _____
ADDRESS _____
CITY _____ STATE _____

BAGGAGE IDENTIFICATION
INDUSTRY REGULATIONS REQUIRE THAT THE PASSENGER'S NAME BE ON THE OUTSIDE OF EACH PIECE OF BAGGAGE THAT IS CHECKED. AIRLINES ARE NOT PERMITTED TO ACCEPT BAGGAGE FOR CHECKING THAT DOES NOT COMPLY WITH THIS REGULATION.
ATTACH TO LUGGAGE
(THIS IS NOT A CLAIM CHECK)
BOX 11609 • INDIANAPOLIS IN 46201 AIRPORT • INDIANAPOLIS IN 46201
1 800 429 3300 1 317 247 4000
AMERICAN TRANS AIR
"AMERICA'S VACATION AIRLINE"

NAME - NOMBRE - NOM _____
ADDRESS - DIRECCION - ADRESSE _____
CITY - CIUDAD - VILLE _____ STATE - ESTADO - PROVINCIA - ETAT _____
TELEPHONE - TELEFONO _____ ZIP CODE - ZONA POSTAL _____
REMOVE TAPE HERE →

#20



#21

SOUTHERN EXPRESS
NAME _____
ADDRESS _____
CITY _____ STATE _____
PHONE _____ ZIP _____

#22



#23



#27



#24

#27 & 28 DELTA

I received these two items recently from WAHS member Norm Houle. The small one doesn't have an outer border, but one was drawn here to show its shape and size.

PEOPLEExpress
BAGGAGE IDENTIFICATION
NAME - NOMBRE - NOM _____
ADDRESS - DIRECCION - ADRESSE _____
CITY - CIUDAD - VILLE _____ STATE - ESTADO - PROVINCIA - ETAT _____
TELEPHONE - TELEFONO _____ ZIP CODE - ZONA POSTAL - CODE POSTAL _____

#25

#26



FORM 401



#28

#29 NORTHEAST

Another label sent to me by Norm Houle. It shows a Northeast DC-3 and when applied to luggage, can't be missed with its bright orange and blue colors.

#30 & 31 CANADIAN PACIFIC

These two items come from WAHS member Tony Herben. #30 is a truly beautiful sticker, almost like a photograph. It shows a DC-10 in the airline's last color scheme climbing away against a blue sky. I wish CPAL, its new owner PWA or anyone else would issue this sticker as a full-size wall poster. I'd be the first one to beg or buy one for my den. The second item is a strictly functional label without claiming to be art.



LABEL DETAILS

- #1: 5x2.5 in (12.6x6.3 cm)
Two versions: green on bright yellow and green on white.
- #2: 3.5x2 in (8.9x5.1 cm)
Green text outlined in silver on yellow background in top part; silver text in green bar.
- #3: 3.5x2 in (9x5.1 cm)
Green text outlined in silver on white background; narrow green borderline inside the wider silver border.
- #4: 3.5 in diam. (8.9 cm)
Gold background, dull blue-gray text and green swallows.
- #5: 2x1.5 in (5x3.8 cm)
Blue briefcase, white text.
- #6: 1 3/16 in diam. (3 cm).
Gold on dull green.
- #7: 1 1/4 in diam. (3.2 cm)
Bright green on gold. Rope pattern pressed into outside gold border.
- #8: 2 3/4x1 3/4 in (7x4.4 cm)
Bright dark blue on white.
- #9: Regular size. Black printing on ocre (outside) and on white (inside).
- #10: 1 1/2 in diam. (3.8 cm)
White background; text in black; Delta logo in blue (circle & top of arrow point) and red (bottom part of arrow point). Western logo in white (W) on red square.
- #11: 3 in diam. (7.7 cm)
White background; Delta logo as in #10; I - light green; Tan - light blue, Nic - light purple, Nic - red, ? - black.
- #12: 2.5 in diam. (6.3 cm)
White background, SATIONAL in orange, rest of text in red. Delta logo on 727 tail and at bottom of label as in #10.
- #13: 4 3/8 x 6 1/4 in

- (11x15.8 cm)
Aircraft in white and shades of gray, sky shades of blue, stagecoach yellow, bottom bar blue with white text, postal logo on coach door in red (left side) and blue (right side), mountain to left behind coach in green, luggage on roof, clothes, dog and ground in various shades of brown.
- #14: 3.5x2.5 in (8.8x6.4 cm)
Green on buff yellow.
- #15: 4.5 in diam. (11.7 cm)
White background, VIASA, tip of beak and throat of toucan in orange, rest in three bright shades of blue.
- #16: Greatest width 4 in (10.2 cm), greatest depth 3 1/8 in (7.9 cm)
White background; Virgin Atlantic, half circle below it, field between two partial U.S. & U.K. flags, small triangle at bottom and line from which it hangs are all in red; ribbon at bottom in blue; CHALLENGE and line above it, outline of flags and of ribbon, two horizontal line sections above ribbon, outside and inside half circles at the top all in light gray; signature in flag, 1986 & Blue Riband text all in white. U.S. & U.K. flags in normal colors.
- #17: 3.5 in diam (8.9 cm)
White background, airline name and half circle in red, "Over 120 ..." text in black, "The up and ..." text in white, rest in light blue.
- #18: 3 5/16 in diam. (8.4 cm)
White background, logo in green (left part of the hook) and orange-red (right part). Name also in orange-red.
- #19: 3 11/16 x 1 1/4 in (14.4x3.2 cm)
Blue-gray on white (both sides).

- #20: 5.5x1.5 in (14x3.8 cm)
Blue on white (both sides).
- #21: 3 7/8 x 2 in (9.8x5.1 cm)
Red on white.
- #22: 2 1/2 x 1 3/4 in (7x4.4 cm)
Dark blue on white
- #23: 2 in diam (5.1 cm)
White background; airline name, wide & two narrow bands in red, rest of text in black.
- #24: 5x4 in (12.4x10.1 cm), oval 3.5 x 2 13/16 in (8.8x7.7 cm)
White background, dark blue outer border with white text, blue sky, white clouds, blue & silver aircraft, dark blue airline name and centre of log, gold logo wings.
- #25: 3.5x2 in (8.9x5.1 cm)
Brown printing on pinkish beige background.
- #26: 10.5x1.25 in (26.5x3.1 cm)
Brown on beige.
- #27: 3 1/8 in diam (9.2 cm)
White text on red. Delta logo in standard red, white and blue with blue border around small circle with logo logo.
- #28: 1 in diam (2.5 cm)
Standard red, white and blue logo colors and blue text. No border around sticker.
- #29: 3.5x2 in (8.9x5 cm)
Top half orange, bottom half, outlines of DC-3 and all text, logos and trim of DC-3 in royal blue, large airline name white.
- #30: 7 1/8 x 3 3/8 in (18x8.5 cm)
Sky in shades of blue, with white clouds and white text at top, black text at bottom; standard dark blue and red CPAL logo near bottom and on aircraft. Narrow red cheatline along fuselage just below window line.
- #31: 8 5/8 x 2.5 in (22x6.2 cm)
White background, blue text and left part of logo (the rectangles), triangle in red.

AROUND THE WORLD

of Airline Schedules



Copyright 1987
George W. Cearley, Jr.
William Stubkjaer

The schedule column this issue includes the second and final portion of a survey of significant collectible timetables of National Airlines, Inc., and written by George Cearley.

The second portion of the article is a survey of system timetables published by U.S. airlines during 1985 and 1986. This list is limited to carriers with origins prior to deregulation and also airlines formed after deregulation which operate pure jet equipment only. This 1985-1986 schedule survey was prepared by Bill Stubkjaer of San Jose, California.

NATIONAL AIRLINES TIMETABLE SURVEY, PART II, 1968-1980

April 28, 1968 - First all pure jet timetable. "Now! All Jet" titles on cover.

December 1, 1968 - Last timetable to contain route map and schedules of National/Pan American/Braniff interchange to South America (interchange terminated January 31, 1969).

October 1, 1969 - First timetable to show new transcontinental service between Atlanta and San Francisco, then operated with DC-8-21/-32/or -51 equipment. Map also shows new Miami-London route awarded in July 1969 (new London service did not begin until June 15, 1970).

December 15, 1969 - Ad on London route on cover to have been effective January 1, 1970 (delayed until June 15th).

July 15, 1970 - Ad on cover for London daily service from Miami; first timetable printed after service went into effect June 15th, thus first to contain actual transatlantic schedules.

October 2, 1970 - "747 SunKing Service" timetable supplement (not a full system timetable) showing new Miami-New York 747 service as well as Miami-Los Angeles 747 flights.

October 31, 1971 - Timetable containing first DC-10-10 schedules effective December 15 between New York and Florida; beginning of "Fly Me" campaign which included placing the names of female flight attendants initially on the sides of aircraft coupled with written advertising campaign.

May 25, 1972 - Daily 747 service between Miami and London begins on this date.

September 15, 1973 - Service with new DC-10-30's between Miami and London (747's again served on the London route in Summer 1974).

September 1, 1975 - First cover to carry bicentennial SunKing logo with "Happy Birthday USA/1776-1976" titles.

January 6, 1976 - "No frills" service.

November 15, 1976 - "National SunKing Theatre" with free full length movies on DC-10 flights with a duration of two hours or more - both new and vintage motion pictures offered.

May 1, 1977 - First to promote new Paris service with ad on cover.

June 1, 1977 - New service to Paris effective June 22nd.

September 1, 1977 - "Watch us shine" ad campaign.

January 31, 1978 - Promotes upcoming service to Amsterdam and Frankfurt.

June 13, 1978 - 56-page transatlantic (only) timetable.

November 1, 1978 - Promotes first Amsterdam-New York service effective December 13th.

December 13/14, 1978 - 63-page transatlantic (only) timetable.

March 2, 1979 - New nonstop services, Seattle-Los Angeles, Seattle-Houston (SEA-LAX service effective April 1st). Both routes continuing on to Florida (Space Needle on cover). Also: New service to San Juan, Puerto Rico, from Miami ("Sí, San Juan" ad inside with Morro Castle).

June 25, 1979 - New service to Zurich, Switzerland.

September 5, 1979 - Last public timetable published by National before merger with Pan American World Airways (General schedules published in October and December).

Winter/Spring, 1980 - First combined Pan Am-National schedules (published by Pan American) contains ad featuring interim Globe/SunKing logo and slogan "Pan Am Goes National".

Watch us shine to London, Paris, Amsterdam and Frankfurt.

National Airlines

1985-1986 TIMETABLE SURVEY

1985

AIR CAL	Feb 1, Jun 1, Oct 1
ALASKA	Feb 1, Apr 28, Jun 3, Sep 3, Oct 15, Dec 15
ALOHA	Jan 15, Apr 28, Aug 1, Sep 4, Oct 27
AMERICAN	Jan 31, Apr 11, May 1, Jul 2, Aug 1, Aug 31, Oct 1, Nov 1, Dec 14
CONTINENTAL	Feb 1, Apr 28*, Jun 6, Jul 1, Aug 1, Sep 4, Nov 1
DELTA	Feb 1, Mar 15, Apr 28, Jun 1, Jul 1, Sep 1, Nov 1, Dec 15
EASTERN	Jan 1, Jan 31, Apr 1, May 1, Jul 2, Aug 31, Nov 1, Dec 15
FRONTIER	Apr 1, Jun 7, Sep 4, Nov 1, Dec 18
HAWAIIAN	Apr 28, Jun 15, Sep 4, Oct 27, Dec 20
NORTHWEST	Apr 28, Jun 6, Sep 3, Oct 27, Dec 18
OZARK	Mar 1, Apr 15, Jun 1, Oct 1, Oct 27, Dec 15
PSA	Jan 8, Mar 1, Apr 28, Jun 12, Aug 7, Sep 15, Oct 30, Dec 19
PAN AMERICAN	Feb 15, Apr 28, Jun 1, Sep 9, Oct 27
PIEDMONT	Feb 1, Mar 15, May 1, Jun 1, Jul 1, Aug 1, Sep 1, Oct 1, Nov 1, Dec 15
REPUBLIC	Apr 28**
SOUTHWEST	Jan 6, Mar 17, Apr 28, Jul 14, Oct 27
TWA	Jan 15, Mar 1, Apr 28, Jun 1, Jul 1, Oct 1, Oct 27, Dec 11
UNITED	Jan 7, Jul 1, Aug 1, Oct 31
U.S. AIR	Mar 22, May 1, Jul 8, Aug 12, Nov 1
WESTERN	Jan 7, Apr 1, Apr 28, Jun 1, Jul 1, Sep 4, Oct 27, Dec 1
AIR ATLANTA	Jan, Feb, Mar, May/June, Jul, Aug, Oct, Dec 1
AMERICA WEST	Mar 15, Apr 28, Jul 15, Sep 15, Nov 15
BEST	Jan 7, May 15
BRANIFF	Jan 7, Apr 28, Sep 4, Oct 27, Dec 12
JET AMERICA	Jan 7, Mar 18, Jul 1, Oct 15
MIDWAY	Feb 1, Mar 1, Apr 28, Jun 1, Oct 15, Oct 27, Dec 15
MIDWEST EXPRESS	Feb 4, May 15, Sep 3, Oct 15, Dec 1
MUSE AIR	Jan 15, Apr 1, Apr 28, Jun 4, Jul 20, Sep 3, Oct 27
NEW YORK AIR	Feb 1, Apr 28, Jul 10, Sep 15, Oct 30
PEOPLE EXPRESS	Jan 10, Feb 13, Mar 1, Apr 28, Jun 5, Jun 26, Aug 7, Sep 5, Nov 14
PRESIDENTIAL	Oct, Dec
PRIDE AIR	Aug 1, Oct 1
SUN WORLD	Jan 7, Apr 1, Apr 28, Jul 11, Aug 1, Sep 5, Oct 27
WORLD	Jan 15, Jun 15, Sep 5
CHALLENGE	Feb 4, Mar 22, Jun 1, Sep 16, Dec 20

* Continental April 28 timetable issued with at least two different covers; one shows Royal Horse Guards, London, other shows Tranquillity Park, Houston.
 ** Apr 28 last Republic system timetable. City timetables issued on Jul 1, Sep 5, Nov 1, and Dec 12.

1986

AIR CAL	Jan 7, May 15, Jul 1, Oct 15
ALASKA	Jan 31, Apr 27, Jun 1, Sep 15, Oct 26, Dec 1
ALOHA	Jan 15, Mar 1, Apr 27, May 22, Jul 1, Oct 26
AMERICAN	Jan 31, Apr 15, May 1, Jul 2, Aug 31, Nov 1, Dec 17
CONTINENTAL	May 1, Sep 3
DELTA	Feb 1, Mar 2, May 1, Jun 1, Jul 15, Sep 1, Nov 1, Dec 15
EASTERN	Jan 1, Mar 2, May 1, Jul 2*
FRONTIER	Feb 2, Apr 1 (**)
HAWAIIAN	Mar 1, Apr 27, Jun 13
NORTHWEST	Mar 2, Apr 27, Jun 5, Oct 1***
OZARK	Apr 15, Jun 1, Jul 1, Aug 25
PSA	Mar 19, May 14, Jun 15, Aug 1, Sep 3, Oct 29
PAN AMERICAN	Feb 11, Apr 27, Jun 1, Oct 1, Oct 26
PIEDMONT	Jan 15, Feb 15, Mar 15, May 1, Jun 1, Jul 15, Aug 15, Sep 15, Nov 1, Dec 15
REPUBLIC	(#)
SOUTHWEST	Jan 12, Mar 18, Apr 27, Jun 3, Sep 9, Oct 26
TWA	Jan 12, Mar 2, Apr 27, Jun 1, Sep 9, Oct 26, Dec 17
UNITED	Jan 6, (##), Mar 2, May 1, Jun 6, Sep 3, Oct 31
U.S. AIR	Mar 3, May 1, Jul 1, Sep 9, Nov 1
WESTERN	Jan 7, Feb 1, Apr 1, Apr 27, Jun 1, Sep 3, Oct 26, Dec 12

* Eastern system timetable issued Jul 2; City TT's issued on Aug 31, Oct 1, Nov 1, Dec 10.
 ** Frontier schedule included in People Express TT for May 1 and Jun 1.
 *** Northwest system TT was available in Asia and possibly Europe. Only Oct 1 city TT available in U.S. City TT also issued on Dec 1.
 # Republic - No system TT's issued. City TT issued on Feb 15 and Jun 1.
 ## United transpacific TT issued on Feb 11 (to include routes acquired from Pan Am)

AIR ATLANTA	Jan 19###, Apr 27, Jun 1, Jul 1, Aug 15, Sep 27
AMERICA WEST	Jan 6, Feb 15, Apr 27, Jul 15, Nov 15, Dec 15
BRANIFF	Mar 1, May 1, Sep 3, Nov, Dec 20
FLORIDA EXPRESS	Jan 15, Mar 1, Apr 27, Jul 9
JET AMERICA	Jan 17, May 15, Jul 16, Dec 15
MC CLAIN	Dec

MUSE AIR	Jan 7 (Renamed Transtar)
MIDWAY	Feb 15, Apr 27, Jun 1, Jul 1, Aug 1, Oct 1, Oct 26, Nov 21
MIDWEST EXPRESS	Jan 1, Nov 1
NEW YORK AIR	Jan 7, Feb 9, Jun 30, Sep 3, Oct 1, Dec 1
PEOPLE EXPRESS	Jan 7, Feb 11, Apr 1, May 1, Jun 1, Sep 15, Nov 20
PRESIDENTIAL	Feb 21, Apr 27, May 21, Jul 3, Sep 14, Dec 18
ROYAL WEST	Jul 1, Nov 7
SUN WORLD	Jan 1, Apr 1, Apr 27, Jun 15, Jul 1, Aug 15, Nov 16
TRANSTAR	Mar 14, Apr 7, Jun 1, Sep 15
WORLD	Feb 10

Air Atlanta - Two TT's issued for Jan 19th: One with red cover dated Jan 19, second with gray cover dated Jan.

EFFECTIVE MARCH 1, 1959



OZARK AIR LINES

NEW SERVICE



7 new routes add 8000 miles and 4 new cities served by OZARK

OZARK AIR LINES now serving 52 cities throughout the midwest!

ABOVE: OZARK TIMETABLE FROM MARCH 1, 1959, ADVERTISING NEW ROUTES ADDED AS A RESULT OF TRANSFER OF LOCAL SERVICES OF BRANIFF AIRWAYS, INC., IN THE NORTHERN PLAINS STATES.

INTRASTATE ONLY



SPRINGFIELD, MISSOURI

... SERVING ...

SPRINGFIELD - FORT LEONARD WOOD
 ST. LOUIS - ROLLA
 KANSAS CITY

MEASURE DISTANCE WITH MINUTES-NOT MILES!

SPRINGFIELD To KANSAS CITY - 70 Minutes
 SPRINGFIELD To ST. LOUIS - 90 Minutes

Information and Ticket Offices

Springfield—Municipal Airport—Phone 2917
 St. Louis—Lambert Field—Phone Terryhill 5-2903
 Kansas City—Municipal Airport—
 Phone Norclay 4717

EFFECTIVE SEPTEMBER 15, 1945

Waltham Watch Time IS THE OFFICIAL TIME OF OZARK AIRLINES

ABOVE AND BELOW: OZARK TIMETABLE FROM SEPTEMBER 15, 1945. PRIOR TO 1950, OZARK OPERATED AN INTRASTATE SERVICE IN MISSOURI.

...SCHEDULE...

EFFECTIVE DATE SEPTEMBER 15, 1945

ALL FLIGHTS DAILY

Flight 1 Read Down		Flight 2 Read Up	
7:30 Am.	Lv. Springfield	Ar. 10:00 Am.	
8:40 Am.	Ar. Kansas City	Lv. 8:50 Am.	
Flight 5 Read Down		Flight 6 Read Up	
2:10 Pm.	Lv. Springfield	Ar. 4:40 Pm.	
3:20 Pm.	Ar. Kansas City	Lv. 3:30 Pm.	
Flight 3 Read Down		Flight 4 Read Up	
10:30 Am.	Lv. Springfield	Ar. 1:40 Pm.	
11:10 Am.	Lv. Fort Wood	Lv. 1:10 Pm.	
11:30 Am.	Lv. Rolla	Lv. 12:50 Pm.	
12:00 Noon	Ar. St. Louis	Lv. 12:10 Pm.	

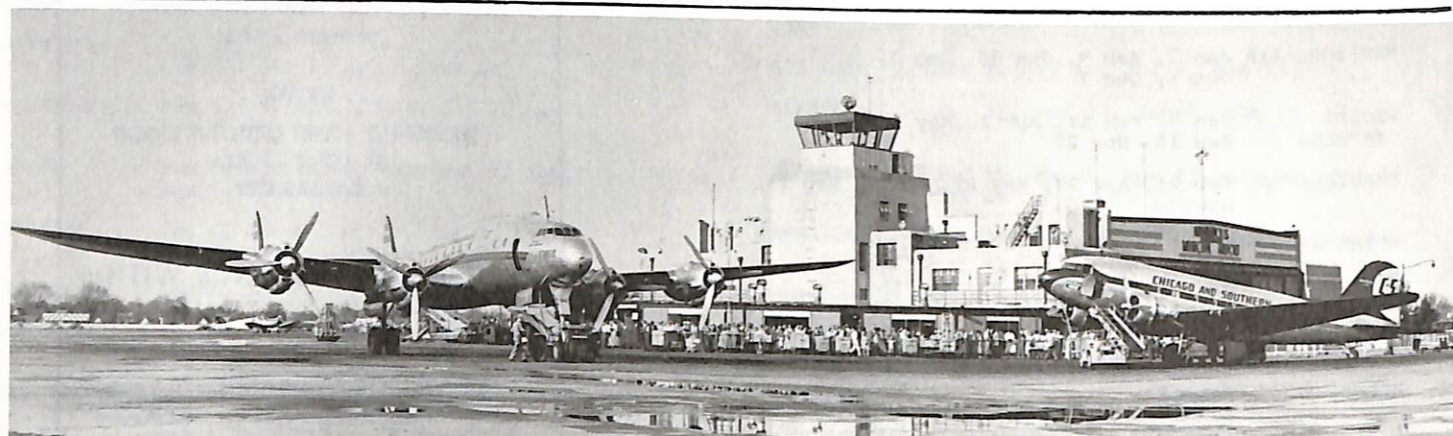
CENTRAL STANDARD TIME

SAVE VALUABLE TIME

-FLY-

REPORT FROM THE FIELD

by JIM "JET" THOMPSON



TWA L-049 Constellation N6000C "Star of Newfoundland" sits beside Chicago and Southern DC-3 N25628 "City of New Orleans" on the ramp at Indianapolis Weir Cook Airport in this early 1950s shot. (Indianapolis Airport Authority photo)

INDIANAPOLIS

In this issue I am presenting a preview of IND, Indianapolis International Airport, the host airport for the 1987 Airliners International convention in July.

IND is located about 7 miles (11 km) east of the city's downtown area and is a major hub for USAir and Purolator, and soon will be for CF Air Freight.

Let's look back to the early years of both this airport and the previous field serving the city, Stout Field, which is about 1.5 miles (2.25 km) further east and can easily be seen during approach to runways 22R and 31 at IND.

In OCT 26 the Mars Hill Airport was opened on the west side of town. It was not much more than a grass field cleared for aircraft to takeoff from and land on. 200 acres (81 ha) of the land were later set aside to develop Stout Field, which would occupy one corner of the Mars Hill Airport.

By 1928 Mayor L. Ert Slack and the Indianapolis Chamber of Commerce saw the need for a new airport to serve the city and a site-selection committee was appointed. One of the members was Col. Harvey Weir Cook. He was Indiana's first Ace of World War 1 and was a pioneer air mail pilot.

Cook selected a site about 1.5 miles (2.25 km) west of Stout Field and the rest of the committee agreed. The land was purchased for \$268,000 and a short time later an additional parcel of land was purchased to provide access to the nearby railroad tracks.

Before the details and the final plans for the airport could be worked out, Reginald H. Sullivan was elected mayor,

along with a new board of public works. The preliminary plan was abandoned and a new one was drawn up. It called for a combination administration and hangar building and for three concrete runways.

\$150,000 was set aside for the cost of the building and another \$165,000 for the runways, aprons and taxiways. Two of the runways would be 2,000 feet (600 m) long and would run north-south and northeast-southwest. The third one would be 1,100 ft (335 m) long and would have a northwest-southeast heading.

The roadway leading to the terminal was built in a U-shape and ran through the basement of the building. Passengers would from there walk up a short flight of stairs to the main waiting room. Canopy walks led from the waiting room to the three gates.

Ground was broken for the new airport on 29 MAY 29 and construction took 30 months.

Meanwhile, Stout Field was still going strong and just six weeks later scheduled air service was started from there by Transcontinental Air Transport. T.A.T. began service on 08 JUL 29, operating Ford 5-AT Trimotors between Columbus (Ohio) and Waynoka (Oklahoma) through Indianapolis. The Embry-Riddle Division of American Airways, Inc. became

the second airline to operate out of Stout Field. They were operating between Chicago (Illinois) and Cincinnati (Ohio) via Indianapolis with Flamingo aircraft.

Tragedy struck on 02 NOV 29 when an Embry-Riddle mail plane crashed at Stout Field while en-route from Chicago to Cincinnati. Eight weeks later there was more bad news. On 28 DEC 29 a T.A.T. Ford 5-AT flying from St. Louis to Columbus, crashed at the field. Ironically, the aircraft was named "City of Indianapolis". It overshot the field while landing in a heavy snowstorm and came down on the far side of the field, which was not normally used. The impact of striking a tree stump tore open the side of the plane. One passenger was severely injured and died on the way to the hospital. The pilot, Capt. Burford, at first thought there was not much damage to the Ford. But when he looked back into the cabin after the plane had stopped, he saw there wasn't much airplane left from the cockpit on back.

On 27 SEP 31 the new Indianapolis Municipal Airport was officially dedicated. This was only the ninth airport in the country to receive the A-1-A rating, but plans had already been drawn up to expand the field with three additional runways and connecting

taxiways. A group of buildings would be constructed on the north side of the field, next to the railroad tracks and would be used for commercial and industrial companies. The entire field could be operated from the existing control tower or a new tower could possibly be built. However, these plans were never carried out.

In 1935 the city gained its third airline when Eastern Airlines began service between Louisville (Kentucky) and Chicago via Indianapolis.

During the turn of the decade the airport gained additional activity when the Allison Division of General Motors built a hangar. This hangar was used to test and develop new aircraft engines. This hangar is now occupied by USAir.

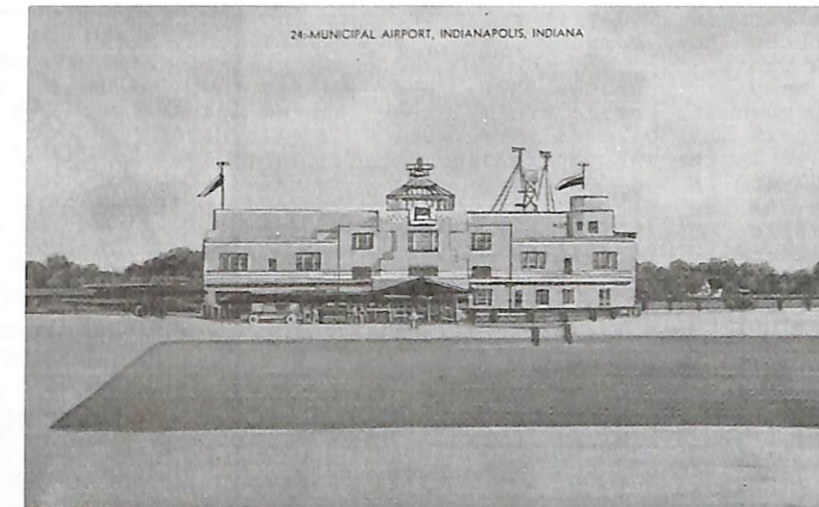
On 24 MAR 43 the city was deeply saddened when Col. Harvey Weir Cook was lost in a plane crash in the South Pacific. The Municipal airport was renamed in his memory and on 21 MAR 44 officially became Weir Cook Municipal Airport.

By 1945 operating the airport had become too big a job for the city's Board of Works to handle and the newly-created city Board of Aviation Commissioners took over.

In the fall of 1947 the airport became the home of its "own" airline, Roscoe Turner Aeronautical Corp. This company had been certified in Indianapolis on 03 SEP 47 and operated Beech 18s on a variety of operations. It was renamed Turner Airlines on 31 MAY 49 and on 12 NOV 49 started scheduled services out of Indianapolis to surrounding cities in Indiana with three ex-Northwest DC-3A-269s. The aircraft had been bought in the previous month and a fourth, an ex-NW DC-3A-269A, was added to the fleet in FEB 50.

The airline was known as Turner Airlines - The Lake Central Route and in DEC 50 the name was changed to Lake Central Airlines. LCA was taken over by Allegheny Airlines on 01 JUL 68.

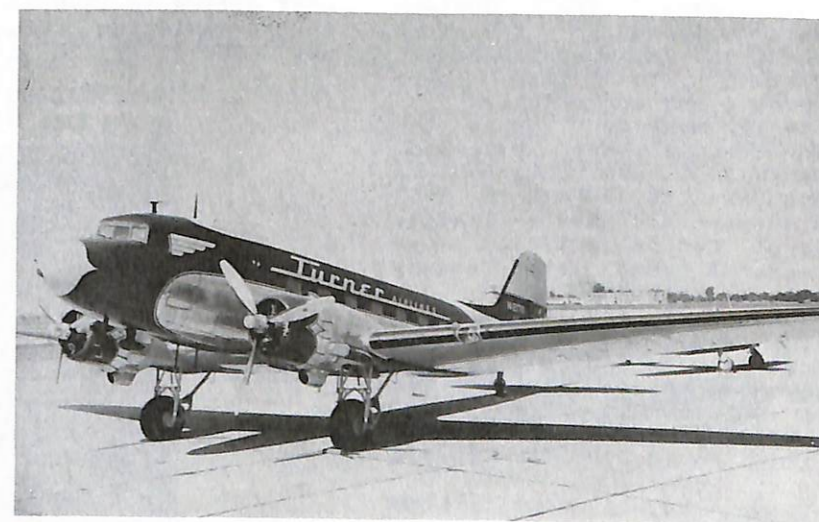
Two more airlines started service to the field in the immediate post-war years. Chicago & Southern Airlines and Ozark Airlines brought the total number of scheduled airlines at Indianapolis to six and the DC-3 was the pre-dominant airliner, as it was at most of American airports. Two years later Lake Central built a major hangar and office building and established itself as the major airline at



Terminal/hangar building at the Indianapolis Municipal Airport in the early 1930s. (Postcard Jim 'JET' Thompson collection).



Same building as above, after airport had become the Weir Cook Airport in 1944. (Postcard Jim 'JET' Thompson collection).



Turner Airlines DC-3 N21711 on the ramp at Weir Cook Airport late 1949 or early 1950. (International Airline Museum postcard by Fred Erdman - From Jim 'JET' Thompson collection).

the airport. Today it still is, although the company name is now USAir.

Many changes and improvements took place at the airport in the 1950s. The first radar system was installed in 1953 and in the following year the FAA moved the Air Route Traffic Control Center from Cincinnati to Indianapolis. During the same years plans were drawn up to expand the terminal building, parking lot and roadway system, and to build a new runway. This 7,300-foot (22,225 m) long runway 4-22 was completed in 1956. The terminal building, parking lot and roadways were completed in 1957.

The new terminal building had two levels, with the upper level containing the ticket counters and departure lobby and the lower level having the new baggage claim area and waiting room for people picking up arriving passengers. The new roadway system provided easy access to both levels.

In 1958 the airport handled 770,127 passengers.

The following decade was just as busy as the 1950s had been, with even more changes and improvements. The jet age arrived on 30 APR 61 when TWA inaugurated Boeing 707 service through the airport. Another important addition to the airport facilities was the construction of a new Hilton Hotel across the street.

There was also a major change in the administration of the airport. The daily operation, administration and planning had grown too big to be handled smoothly by the city's Board of Aviation Commissioners. The Indiana General Assembly therefore created the Indianapolis Airport Authority to take over ownership and operation.

In the next four years the main runways were extended. Runway 13-31 was extended to 6,000 feet (18,290 m) in 1962 and a new Air Route Traffic Control Centre building was opened. A year later runway 13-31 was extended again, now to 7,600 feet (23,165 m) and runway 4-22 was extended to 8,000 ft (24,385 m). A new Instrument Landing System was also installed on runway 31. Runway 4-22 was again extended in 1965, to 10,000 ft (30,450 m).

About this same time construction was started on an expansion of the terminal building. Completed in 1968, it included two new upper level concourses, each with a septagon design at the end. New

loading bridges were also installed. TWA and Eastern were on one end of the building and American and Delta on the other end. The airport handled 1,940,156 passengers.

The next decade started off with the construction of a new administration building and post office in 1970, connected to the existing structure. A new 3,700 ft (1,228 m) runway

(4R-22L) for general aviation was opened.

A new FAA air traffic control tower was built in the center of the field in 1972 and two years later a third concourse was built, on the far side of the administration building, for use by Allegheny Airlines. An ILS was installed on runway 22R the following year.

Delta Airlines DC-9-14 at the gate at Weir Cook Airport sometime in the late 1960s. (Postcard from Jim 'JET' Thompson collection).



1976 saw two big changes at the airport. A new international arrivals building was built on the north side with complete customs clearance facilities. As a result, the airport authority officially changed the name of the airport to Indianapolis International Airport.

The main terminal was renovated in 1977 and in 1979 Ozark Airlines added two gates in the Allegheny concourse. Both main runways received asphalt overlays and surface grooving in 1977 and 1978. The airport handled 3,542,649 passengers in 1979.

Airline deregulation swung into full gear in the 1980s. It brought many new airlines to the airport and saw others leave just as quickly as they had arrived. 1981 was a big year in many ways. Continental Airlines began service and a Foreign Trade Zone was established at the airport, with a facility built adjacent to the international arrivals building.

On 25 SEP 81 the airport celebrated its 50th anniversary.

Pan American, United and Air Florida started service in 1983, but Continental discontinued operations at IND that year as a result of their filing for Chapter 11 bankruptcy.*

1984 brought even more substantial changes. Purolator Courier Corp. announced in January it would move their air operations from Columbus (Ohio), to Indianapolis later that year. They moved in in July and signed an agreement to build a \$38 million facility on 50 acres (20 ha) of airport property.

Four new airlines began service to IND in the first half of 1984: Simmons, Florida Express, Air Wisconsin and Republic, while Continental returned in October after having been reorganized. By the end of the year, however, Air Florida, Frontier, Air Wisconsin and Simmons had pulled out for a variety of reasons.

* Note to our readers outside the U.S.: Chapter 11 bankruptcy means the company is financially bankrupt. But it can apply to the courts for protection under Chapter 11 of federal trade legislation. If such protection is granted, the company's creditors cannot force it into liquidation. It can continue to operate and try to refinance and re-organize.

In 1985 USAir officially recognized Indianapolis as the third major hub in its system and it increased service to and from the city. The airport handled 3,788,712 that year.

During the second half of 1986 a major expansion project was started. This includes a new concourse between the American/Delta and the USAir concourses. The parking facilities in front of the terminal building are also being expanded. All these expansions should be substantially complete by the time of the convention.

Today IND is the home base and maintenance headquarters for American Trans Air, the nation's largest charter operator. They will be building a large new hangar across the field from the terminal in the near future. The airlines's L-1011s and 727-100s can be seen frequently at the airport.

AIRLINES SERVING IND

At the beginning of 1987, the following airlines and aircraft were serving the airport:

Gulfstream I: General Aviation for Purolator;

Beech 99: Sunbird for Purolator, Air Kentucky/Allegheny Commuter, Britt/Continental Commuter;

Jetstream 31: Jetstream International/Piedmont Commuter;

EMB-110 Bandeirante: Comair/The Delta Connection and soon by Air Kentucky/Allegheny Commuter;

SA227TC Metro II & SA227AC Metro III: Chicago Air/Midway Airlink, Comair/The Delta Connection;

EMB-120 Brasilia: Air Midwest/American Eagle;

SF-340: Comair/The Delta Connection;

Falcon 20: Purolator;

YS-11A: Mid Pacific;

CV-580: Summit;

CV-640: Zantop International;

DC-6A & B: Zantop International for Trans Air Link;

L-188: Zantop International

L-100 Hercules: Southern Air Transport;

F-27 & FH-227: Britt/Continental Commuter.

Moving up to jets, we find: BAE-146-200: Presidential;

BAC One-eleven: USAir and Florida Express;

DC-9-10: Purolator;

DC-9-30: USAir, Eastern, Delta, Continental, Northwest;

DC-9-50: Northwest;

727-100: Purolator, Orion (for Purolator), Federal Express, Eastern, TWA, United,

Northwest, American Trans Air; 727-200: Eastern, TWA, Delta, United, American, Continental, Northwest; 737-200: USAir, Midway, United, Pan Am; 737-300: USAir; 767-200: American; L-1011: American Trans Air.

Photographing these aircraft at IND is getting to be more difficult as time goes by. Currently there are only two good locations. One is from the outdoor observation deck at the airport. This is located down the American/Delta concourse. From there you can photograph many of the aircraft going to the TWA/Eastern and the American/Delta concourses, and the USAir aircraft. You will need a telephoto lens for most of these shots.

The other location is along the north side of the airport on Pierson Drive at a place called Airport Park. These are the only two outdoor locations left to shoot from where you won't have to walk a long way from either the building or from where you have parked your car. There is no parking permitted on airport roads. At Airport Park you can shoot afternoon approaches to runway 22R with a telephoto lens.

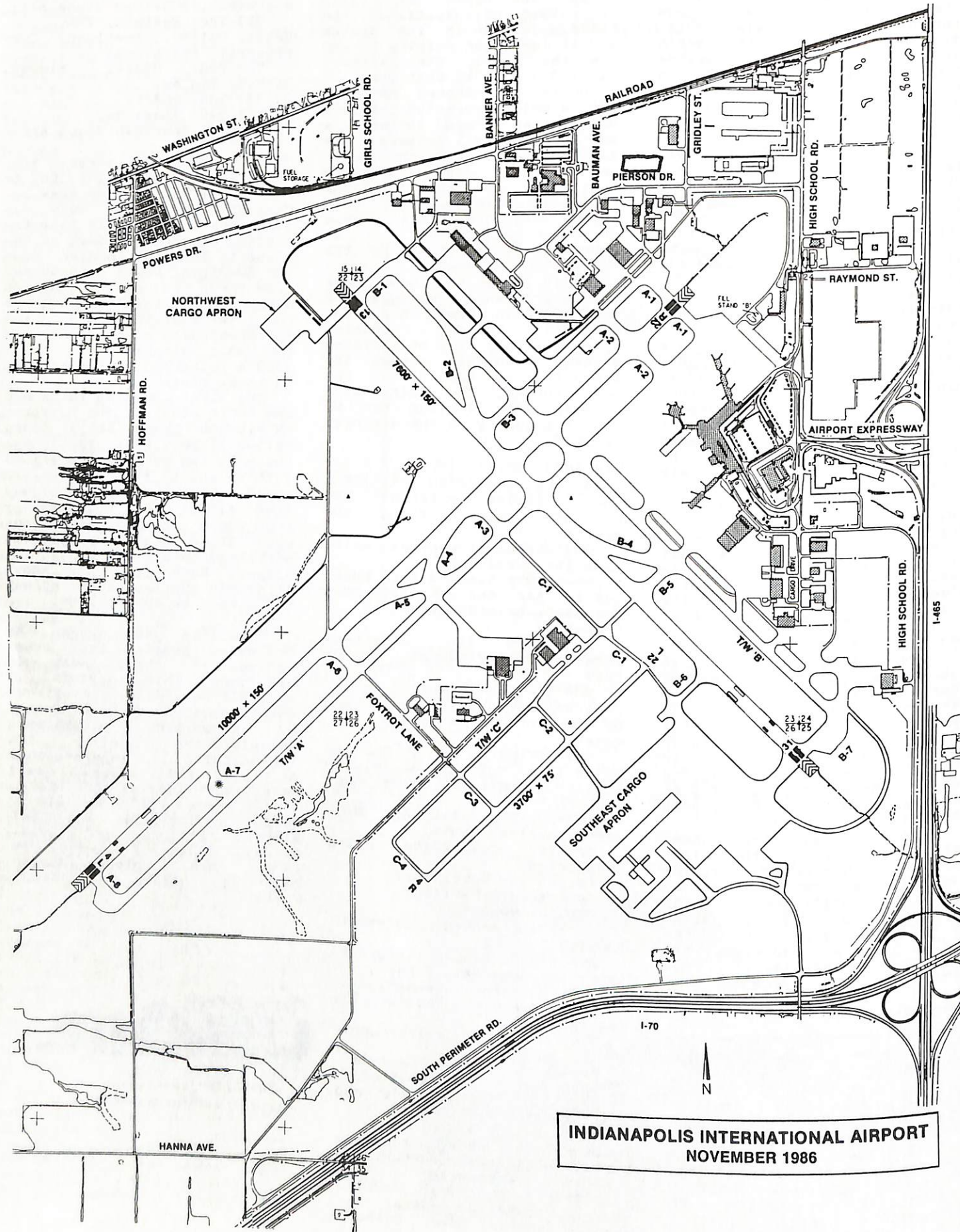
I'd like to thank the following people and other sources for their help in preparing this article. I couldn't have done it without them. Thank you so much: Dennis L. Rosebrough (Personnel Administrator of the Indianapolis International Airport), Phil Brooks, David Maxey, "Airlines of the United States since 1914" by R.E.G. Davis, Indianapolis Municipal Airport "Fly to it" (U.S. Airways Center, printed in 1931), Mrs. Hale (Public Relations office at Stout Field).

Fly the USA on
USAIR

The Official Airline of
Airliners International '87

POST CARD CORNER

by WILLIAM DEMAREST



INDIANAPOLIS INTERNATIONAL AIRPORT
NOVEMBER 1986

Finding new and exiting post cards for our collections continues to be one of the joys of our hobby. It adds a special touch and lots of personal satisfaction.

Over the years I have found many "interesting" or "unique" postcards. Not all of these are hard to find nor are they very old. Here are a few to share with you.

Sometimes an aircraft can't fit on one postcard. Iberia of Spain divided a DC-8-63 into three separate continental size postcards: cockpit, wing and tail sections.

Likewise, a few airlines have produced oversized postcards. Hughes Airwest printed a "Gee Whizzer" card of a DC-9-30, measuring 10 x 8 inches (25 x 20 cm). Trans International outdid this with an almost head-on shot of a DC-8-50. This card measures 11 x 8 1/2 inches (28 x 22 cm).

Commemorative postcards can also be welcome additions to any collection. Royal Swazi issued an inaugural flight postcard for their Fokker F-28. My example is No. 90 of 100 for their first flight between Johannesburg and Matsapha. I also have an Air Inter Caravelle postcard issued by the Postcard Club of Nantes, France on 06 JUN 80 with a group of young people departing for England. Only 2,000 examples of this card were issued, each individually numbered.

Many airlines take their stock postcards and affix stamps on them for use as first flight covers. I have several in my collection, including a Canadian Pacific DC-8 (shown in Vol.12, No.2, page 28), Sabena Caravelle and SAS Caravelle.

ODDITIES & MISTAKES

You can often find postcards of aircraft which never operated in the colors of the airline shown on the card. China Airlines issued a nice inflight postcard of a DC-10-30, but they never operated the aircraft! Braniff International printed two Concorde postcards showing their colors on the aircraft, but Braniff operated the Concorde on interchange services with British Airways and Air France in the colors of those airlines. Concorde never carried Braniff colors. Other



notable examples include a ground shot of a TWA Concorde, inflight drawing postcards of a Pan Am Boeing SST and Concorde, Pan American DH-106 Comet 3 (shown in an earlier issue of the Captain's Log) and a SAS Boeing 307 Stratocruiser.

Some postcards reveal mistakes which were overlooked by the airline when publishing the card. Saudia issued a ground shot card of a Boeing 720B in its colors, but reversed the transparency. The aircraft is facing left on the card, but you are looking at the right side, as is evident by the small galley door rather than the (larger) passenger door. The titles were airbrushed in correctly. Varig of Brazil distributed an overhead shot postcard of a

Boeing 707-340 at Renton. Closer examination shows the aircraft doesn't have any engines. The nacelles are empty pods!

The aircraft on the postcard can be an oddity in itself. A number of postcards exist showing Braniff 707-227 N7071, which was lost on 19 OCT 59 during its acceptance flight to the airline. Air Florida, believe it or not, did publish an interior shot postcard aboard their single 707-321 with several flight attendants in the picture. A black and white postcard exists showing an Air France 707-320 with Japan Air Lines titles. Ariana Afghan's 727-100 shown at Kabul Airport was later lost at London-Gatwick.

Irony exists also. An

TOP:
Large Royal Swazi F-28 card marking inauguration of the carrier's Johannesburg to Matsapha service.



Reversed transparency was used to produce this 707 card by Saudi Arabian (see text)

Indianapolis (Indiana) Airport postcard depicts Allegheny DC-9-30 N988VJ which was lost in a mid-air collision over Indiana.

You should always examine seemingly similar postcards carefully. They may seem the same when in fact they are different altogether. Ethiopian Airlines printed two postcards of a Boeing 720 at Addis Ababa - one has their lion logo on the tail, the other does not. There are no other differences between these two cards! Publishers continually use the same picture but print a different reverse. It is up to you whether to count them as different postcards or not.

No doubt other examples of unusual of postcards abound.

NEW CARDS

In the world of new postcard issues, the following news was left from the previous issue because of a lack of space:

- Airline issued cards include;
- United Express/Aspen BAe 146 inflight (model)
- Holiday Twin Otter, inflight
- Chalk's Grumman Albatross, taking off
- Iowa Airways Bandeirante, inflight
- Southern Air Transport L-100 Hercules, inflight over Miami - a beautiful card
- Kenya Airways A310 on takeoff
- Braniff 727-200 inflight over Dallas - very nice!

I have been told the following cards also exist:

- Air Berlin 737-300
- Lauda Air 737-300 & BAcl-11
- Basair (Sweden) Learjet
- Luxair Airbus
- CAAC A310
- Royal Brunei 757
- Scibe Air Lift (Zaire) 727, & F.27

Continental A300 card shows aircraft still with French test registration F-WZMU.



Air Panama 727, ground shot
Regionalflug (W. Germany)
Metro, B&W

OTHER PUBLISHERS:

Aviation Hobby Canada Ltd.
CP Air 747-217B, ground shot,
with EXPO 86 titles

P&B series (Dave Prins)

- 016 Argo S.A. L-749A
- 017 Transavia Holland 707
- 018 Ethiopian Airlines DC-3C
- 019 Bayu Indonesia Air CL-44
- 020 Schreiner Airways F-27
- 021 Moorman Air Holland DC-3
- 022 Namib Air CV-580
- 023 Burma Airways F-28-4000

Editions PI:

- 440 Britt Airways ATR 42
- 441 Air Littoral ATR 42
- 442 Air France/Air Lottoral ATR 42
- 443 Trans World L-1011
- 444 Air France/TAT F-28-4000
- 445 Euralair 737-200
- 446 LOT (Poland) TU-134A
- 447 Air Algerie 737-200
- 448 Air Malta 737-200
- 449 Air Atlantis 727-100
- 450 Garuda DC-10-30 new clrs
- 451 Alitalia MD-82
- 452 British Airways 757

453 Helifrance AS-365 C1
Dauphin helicopter

Now on to the "new" new issues, which have come to my attention since the previous issue of the Captain's Log was published.

Airline issues:

- Continental Airbus A300, great inflight shot
- Kuwait Airways 747, 767 & Airbus A310
- Sabena 747-300 (retouch) & A310

Avimage of France:

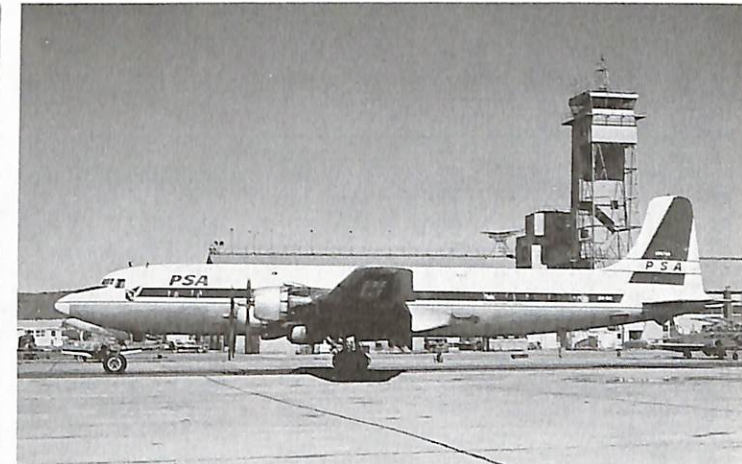
- Air Zimbabwe 707 in new colors
- Indian Airlines 737
- Bangladesh Biman DC-10-30
- Pakistan International A300.

Dornier of Germany, the aircraft builder, has issued a sharp looking card of a Northwest Airlinck Do-228. I understand there are more cards in this series, including a Formosa Airlines Do-228.

Flight Line Fotocards has released a great lineup of new cards:



Dornier card of Northwest Airlinck Do-228-201 N71FB.



L.S. Smalley's FLF card of PSA's only DC-6B ever.

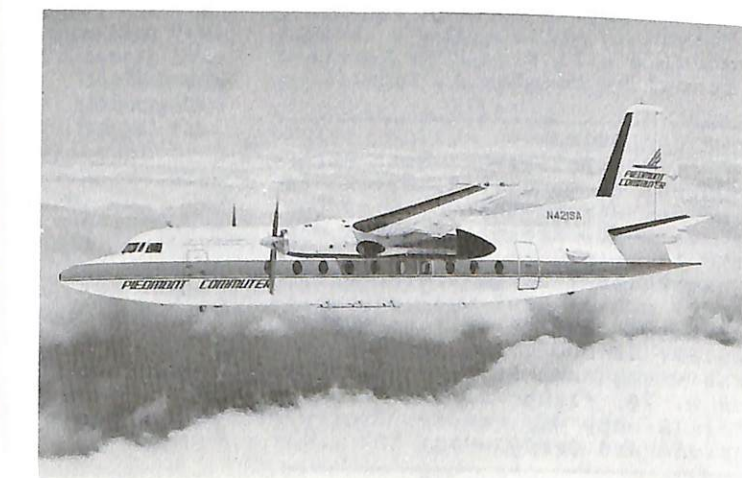
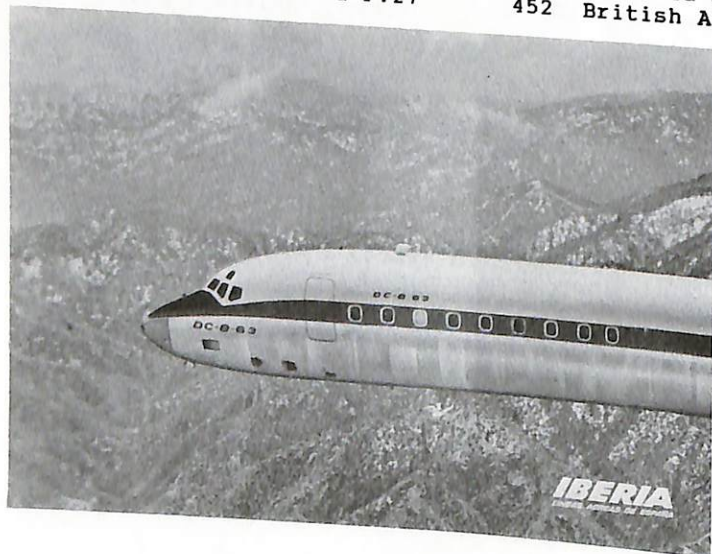


- 021 Northwest DC-9-31
- 022 Transocean Stratocruiser
- 023 United DC-3 Mainliner
- 024 PSA DC-6B } 800 colors
- 025 Braniff L-188 solid
- 026 McClain 727-100 } colors
- 027 United L-1011-500
- 028 Ozark DC-9-41
- 029 Braniff DC-6B
- 030 Braniff CV-340
- 031 United 737-300

- WAP 09 Petroleum A.S. DHC-7
- WAP 10 Air France SE 210
- WAP 11 Air Gabon DC-6B
- WAP 12 American Trans Air/Air Algerie L-1011
- WAP 13 Faucett DC-4
- WAP 14 KLM 737-300
- WAP 15 PIA A300
- WAP 16 Surinam AW DC-8-63
- WAP 17 Air Guinee 707
- WAP 18 Trans Arabian DC-8-55
- WAP 19 Scanair DC-10-30
- WAP 20 CTA Espana DC-8-61.

World Aviation Productions of The Netherlands:

ABOVE LEFT: UNITED L-1011-500 N511PA (ex-PanAm) by Thomas Livesey for Flite Line. ABOVE RIGHT: David Campbell shot of United 737-322 N301UA, also for Flite Line. BELOW RIGHT: Another FLF card, Jay Selman's fine study of Piedmont Commuter F-27-600 N421SA, formerly with Brockway and SwiftAire. BELOW LEFT ... AND LEFT ... AND LEFT: Iberia of Spain issued this card of their DC-8-63 EC-BMX. It comes in three sections! Unique for sure!



AIRLINE MODELING

by GERRY COLE

I left you in 12/4 with better Boeing 737 wheel wells, but little additional information about what you might wish to add within them. I refer to only mechanical or structural details, not color schemes and markings. What is in the gear well of a 737, what do the gear struts look like and what colors are used? Where are the antennas located on an EAL DC-9? Our problems are compounded by the fact most models are viewed from above, a view not usually available to airline photographers. Contest models, on the other hand, are almost always examined closely on their undersides during judging.

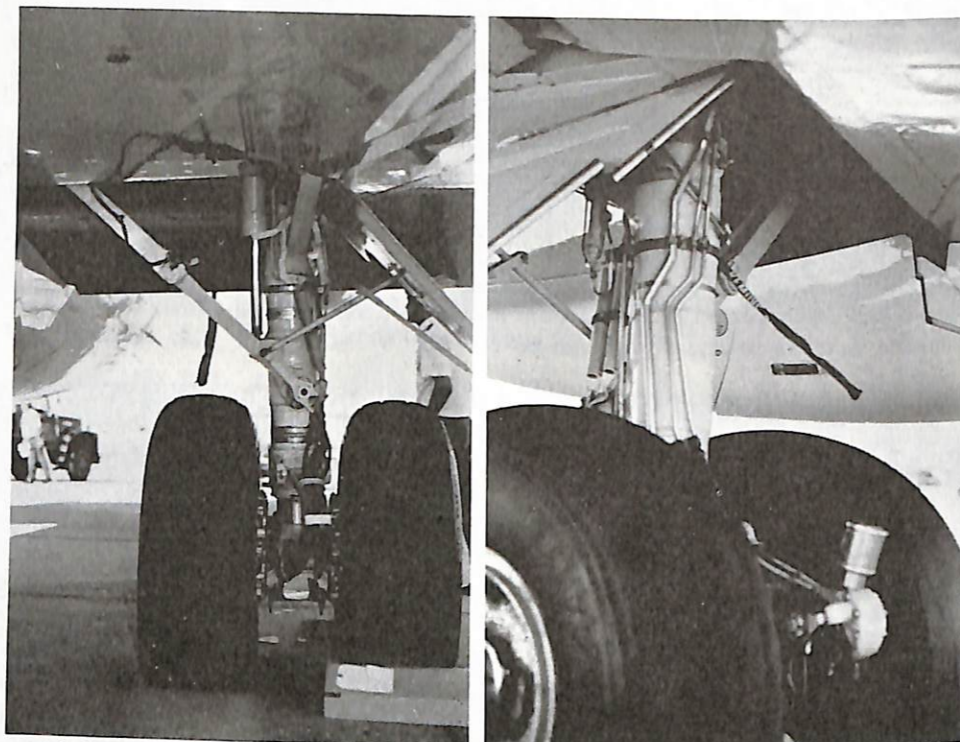
If you have access to the real thing, I envy you. Many of us are stuck behind locked airport gates, chain link fences and security guards. There are some rays of hope, however, on four fronts: reference books, periodicals, plans services and "sheep in wolves' clothing".

REFERENCE BOOKS ETC.

There are a few books available to the airline modeler which provide information on aircraft details. First on my list is the series published by Ian Allan (U.K.) on "Modern Civil Aircraft". Titles and authors so far include "Vickers VC10" by Martin Hedley, "Concorde" by Philip Birtles, "Airbus" by Alan J. Wright, "Boeing 747" by Peter Gilchrist and "BAC One-Eleven" by M.J. Hardy. This series features numerous photos from different angles, with some close-ups and line drawings. For the Boeing 727 modeler there is "The Boeing 727 Scrapbook" by Len and Terry Morgan, while the L-1011 modeler will find "The Lockheed Story" by Douglas J. Ingells a

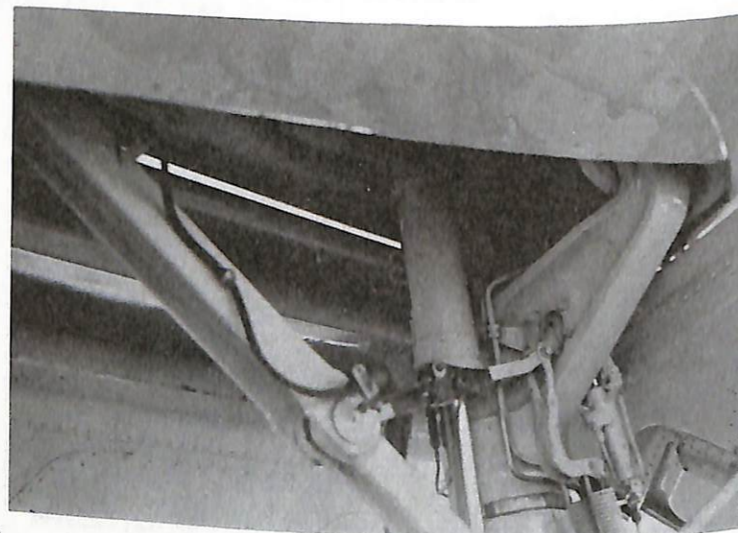
OUR APOLOGIES

Our apologies to BRIAN MORUSKA of Naugatuck, CT. He is the builder of the model of the Delta L-100 freighter which won first prize in the Hartford Convention's Large Scale Props model contest. He was properly credited on the picture page (p.29) of LOG 12/3, but I typed the wrong name in the listing on p. 28, first column. Editor Cole's copy was correct. Sorry, Brian and Gerry - JG)



TOP:
DC-9 port main gear from the front (left) and from the rear (right).

RIGHT:
DC-9 port main gear pivot, from the front.



useful reference. The out-of-print "Airlines and Airliners" series occasionally had some good detail photos of more obscure subjects such as the Short Skyvan, Nord 262, Lockheed L-100, Vickers Viscount and Handley Page Herald, but these booklets are very difficult to find. For useful bits on a great variety of subjects, check out "The Air Traveller's Handbook", published by Simon and Schuster.

The award for the ultimate reference book for the airline modeler, however, goes to

Hiroshi Seo for his magnificent photo book on the Boeing 747. Here we find color photos of gear wells and landing gear, APU exhausts, engine nacelles and wing lift devices. There is a useable cutaway drawing, along with lots of different liveries of the 747 in service. Recommended!

A comprehensive listing of periodicals with at least an occasional airliner article is beyond the scope of this column. For the airline modeler, however, the excellent cutaway drawings of "Air International" and the detail drawings and

airliner plans in back issues of the Japanese monthly "Aviation Journal" are just too good to miss.

It is doubtful we airline modelers will ever get a periodical "just for us" other than the Captain's Log, so we must search for bits and pieces among the military items. For example, one of the most comprehensive articles I have ever read on building a model airliner appeared in an old issue of the Japanese monthly "Model Art". The unknown author (I don't read Japanese) modeled a JAL Hasegawa 747 in its landing configuration, posed just above the threshold of a 1/200 scale runway. Detailed drawings, dimensions and assembly sequence photos were provided for both the model and the base.

There are two plans services which deserve our attention. The Aviation News Aircraft Plans Service, 226 High Street, Berkhamsted, Herts HP4 1AD, U.K. provides good drawings of the DC-3, Short Skyvan, Boeing 737, BAC 111, Vickers Viscount, BAe/HS 125 and DC-9. Each includes profiles with color schemes and an excellent set of 3-view drawings. Model and Allied Plans Service, P.O. Box 35, Wolsey House, Wolsey Road, Hemel Hempstead, HP2 4SS, U.K. has excellent scale drawings of the Boeing 727-100/C/QC, Bristol Britannia, Douglas DC-3, BAe/HS/AVRO 748, D.H. Comet 4B, Vickers VC-10, Vanguard and Viscount 700/800. Write them for their latest Aircraft Scale Drawing Handbook and ordering information.

SHEEP IN WOLVES' CLOTHING

Our fourth source are the sheep in wolves' clothing, mentioned earlier. While airlines and civil airports seem determined to make gathering airliner details nearly impossible, the same is not always true of the military. In fact, it is easier to photograph the landing gear of an SR-71 than to photograph a 727 up-close. Easier, that is, if you attend one of the many Armed Forces base open-house events. When it comes to detail information, an Air Force T-43 is as good as its civilian counterpart, the Boeing 737, and the details of and Air Force KC-135 are close to most of the Boeing 707 series. KC-10 tankers (DC-10) have attended many recent open houses, as have a few 747s in Air Force dress.

By way of example, the first three photos this month are of a DC-9-30 main gear, in the



Pan Am A310 model by Chris Aleong.

wolves' clothing of the Navy C-9A Nightingale. Photo 1 shows the port main gear from the front, photo 2 the same gear from the rear and photo 3 gives a closeup of the retraction pivot from the front. The struts are very light gray with bare-metal tubing, polished metal oleos and black hydraulic lines. The wheels are dull natural metal with dark gray, not black, tires.

DECAL CONVERSIONS

Barry Elam, an Ozark/TWA pilot and modeler from O'Fallon, MO, has written concerning the adoption of decals to aircraft other than those for which they were designed. He described the following examples:

1. American Convair CV-240 from the old Hawk kit, using ATP American Overseas Airlines 1/144 scale Stratocruiser decals. Obviously, the "Overseas" portion of the titles is removed and the aircraft registration and flagship name are changed.

2. Braniff DC-3 in 1/100 scale from the Nitto kit, using the ATP Convair 340 decals for the old Hawk kit. Barry notes that the size and shape of the titles, as well as the fuselage logos, are suitable for use on the DC-3. However, much of the stripes will need help from other sources, primarily Scalemaster stripes and solid color sheets.

3. Continental Viscount from the old Kader kit is decaled using the ATP Golden Jet 707 decal sheet. Barry modified the kit by cutting out all cockpit and cabin windows and adding props and gear from two Kader F-27 kits. As he was modeling the -800 series Viscount, he added an additional cabin window on each side at the rear. He did not, however, attempt the addition of a

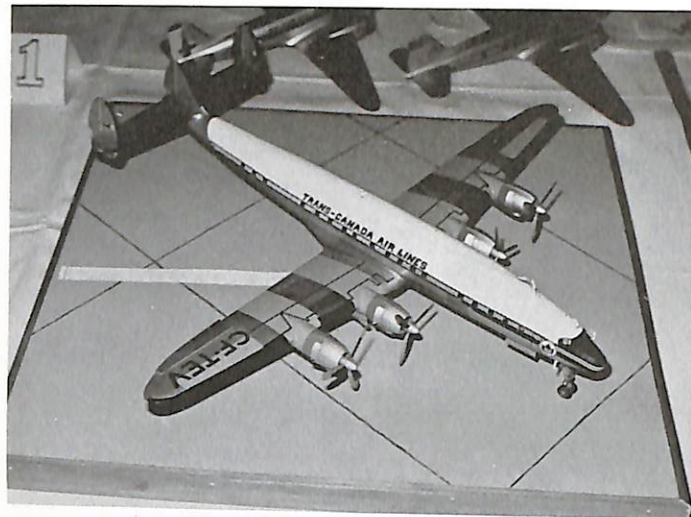
fuselage plug required to do a "proper" -800. Although he did not mention it, I suspect kit availability may have been a problem - as it was he already used three kits to make one model! The title and logo sizes look close, and he notes they might also work on a Revell (or Heller?) DC-9-10.

4. DC-7 from Revell in Eastern colors, using the ATP 727 Golden Falcon decals. Again, Barry drilled out all the windows and his photo shows curtains inside. The ATP sheet fits perfectly, but does require a change in the sweep angle of the falcon logo to a more "upright" position. Barry notes he personally flew N8340 in the scheme described.

5. Boeing 727-200 from the Hasegawa 1/200 scale kit, in the Ozark livery, with decals from the ATP 1/144 Ozark DC-9. There is a scale difference between the decals and the aircraft to which they are to be applied. Barry suggests a registration of N720ZK or N721ZK, both of which flew in this scheme.

6. Southern Martin 404 from the Airliners America vacuform kit, decaled with the Jet Set Systems Southern DC-9 decals. Both the model and the decals in this case are in 1/144 scale. Although titles and logos are a good fit, a lot of work was required to get a properly fitting fuselage stripe. Barry used the cabin and cockpit windows as supplied with the AA kit.

7. TWA DC-3 from Monogram, with logos and titles from the ATP 1/144 scale Connie set, and stripes from Scalemaster. Although the kit was once produced with this livery included, Barry said that it is now quite rare (and expensive). An additional benefit of the decals described, of course, is their far superior quality



Bob Bullough's TCA Super Constellation

BWIA DC-9-51 by Luigi Vallero

compared to the Monogram originals.

The photos Barry sent me of these subjects prove his statement that many models are possible with a little mixing, matching and imagination. Thanks for the input, Barry. Keep up the good work.

IPMS CONTEST RULES

In the "old days" most modelers could easily purchase the Airfix kit of the DC-9-30 and decals for this variant were readily available. With limited availability of the Airfix kit, however, the "common" DC-9-30 requires the modification of the Hasegawa or Nitto -40 into a -30. This means removing fuselage plugs from in front and behind the wing section. An easy modification, but depending on interpretation, one that might place the model in a contest's conversion class. The alternative was to "pretend" that a -40 is a -30, decorate it accordingly and hope that nobody notices the error.

In an attempt to increase participation in IPMS-sponsored contests by increasing the number of eligible airline model entries, I discussed the conversion rule definition with IPMS-USA National Contest Chairman Wayne Wachsmuth. He has agreed with the following interpretation:

1. It is NOT a conversion if you delete plugs to make a DC-9-40 into a -30 or -20, or add plugs to go from a -30 or -40 to a -40 or -50. The added fuselage strakes on the -50 do not constitute a conversion.

2. It is NOT a conversion if a Boeing 737-200 kit is shortened to a 737-100 by removing two fuselage plugs.

3. However, it IS a

conversion to build a DC-9-10 or -15 from a -30 -40, as these require a wing fence, slot deletion and the shortening of the wingspan.

In summary, if the change involves more than just the addition or removal of fuselage plugs and minor fittings, then it should be classed as a "conversion". I hope the majority of you who are contest-minded will approve of this clarification. It should definitely add variety to the airline jet classes.

NEW PRODUCTS

The big news for 1987 is that Airfix has announced the re-issue of their 1/144 scale 727-200, 737-200, DC-9-30, A300 and their wide-body brothers. No word yet on decal changes, if any.

On the vacuform model front, there is the Formaplane (U.K.) CASA C-212 Aviocar in 1/72 scale and the Welsh Models 1/144 scale DC-3 Dart conversion, BAe ATP of British Midland, Viscount 800 and Hercules C-1/W-2. Love those Welsh vacuforms.

Leoman Models have their 1/144 scale DHC-4 Caribou in resin form, but no airline decals are planned. It, along with the Atlantic Models resin FH-227 in the same scale, are available from Clint Groves at AA/ATP. I hear that the Leoman 737-300 kit I reviewed favorably in the previous issue will be available in injection molded styrene. ATP/AA has the 1/144 Metroliner mold and future production is planned. The days of the \$30 Metro kits are numbered.

AA/ATP has finalized their Eastern decal sets. One will do either an L-1011 or DC-10-30, while the other will cover the Boeing 757 and 727 (Airbus?).

Sheets for 1/144 and 1/200 scale will be produced. They will feature the narrow stripes under the windows, with wider stripes on the fin.

ATP's new slide catalog is now available for \$3. This is a useful book in itself, with a cross-reference between color schemes and registration numbers of airliners from many eras. A color front and rear cover is a bonus. Recommended, even if you don't purchase slides.

Fotocut, Inc., which produces the Boeing airstair door and cargo nets in etched brass, has available a full sheet of antennas in all popular airliner scales. Send an SSAE to Fred Hultberg at Erieville Rd., Box 120, Erieville, NY 13061 for details.

I have been experimenting with airline custom dry transfers, using the Letraset I.N.T. process. Although limited to a few colors and rather expensive, some interesting possibilities come to mind. For example, I have a "conversion set" to augment a Microscale 707 sheet to allow modeling a 737-200 of Iraqi Airways in 1/144 scale. New, proper-sized tail logos, registrations and correct nose lettering and logo would be provided. I am also doing the Trans Brazil 727-100 new-colors lettering in red and blue, and including correct under-wing registrations to match. Write me, including an SSAE, if you are interested.

One final item: the new products review in the Log, 12/3, listed a Hasegawa 747 with Rolls Royce RB-211 engines. Only the Qantas 747-EUD kit has these engines,

Continued on page 30

AIRLINE PLAYING CARDS

by THOMAS DRAGGES

With all the recent mergers of airlines, I decided to feature Western Airlines playing cards in this issue. I feel that as Western disappears, their playing cards will become more collectible. Should you know of any other decks, not shown here, please let me know by sending me a sample card or a Xerox copy. Any other decks I learn of will be featured in a future issue of the Log.

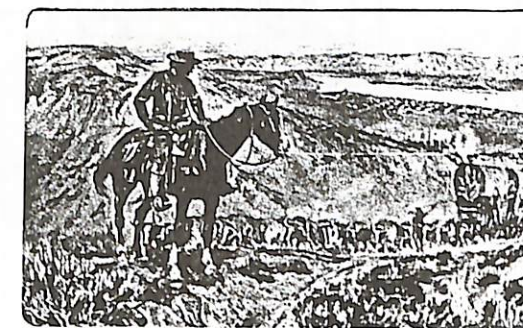
The oldest Western card I know of is from the 1950s. It shows a cowboy on a horse watching a wagon train and cattle going down the mountain (#1). In the background is a river, with mountains beyond. This card has also been issued as a non-airline deck. The way to tell whether or not this is the Western Airlines issue is by looking at the face of the card. The Western card has the airline's Indian head logo in gold in the center (#1A).

Next we have two 1960s decks with the now-famous Wally Bird on the tail of a Boeing 707, saying "The Only Way To Fly" (#2 & 3). The cards in one deck come with red background and white printing (#2), the other with white background and red printing (#3). However, in the latter the name Western is in white on a small red background. These decks came in three different boxes. The backs of the boxes show a route map, a different one on each of the three boxes as services were added during the 1960s.

Following the Wally Bird cards is a red card with white border and white text (#4). The 'flying W' logo at the top and bottom is in red on a white square. This card was issued in 1970 when the new logo was introduced. It was used until 1974 when cards with a web-like background were issued (#5). Colors are red and white with white border. Western Airlines and the box for the 'flying W' are in red with a narrow white outline.

Card #6 was issued in 1976, the airline's 50th anniversary year. The anniversary was called the Fifty Fair and the deck used that name. It is in white print on red.

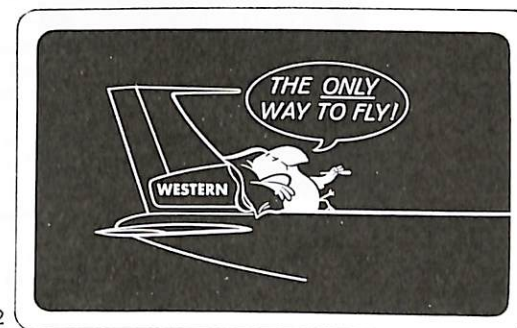
In the following year, 1977, Western issued a deck with wood designs, like a 'what not' box, in a wood frame (#7). The names of the states they served are



#1



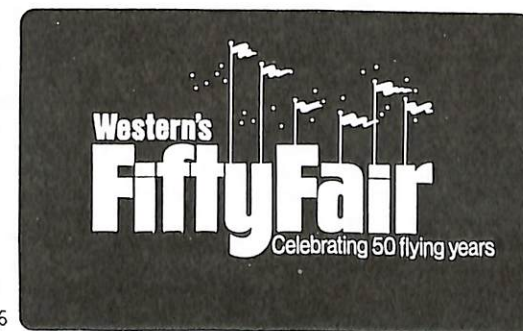
#1A



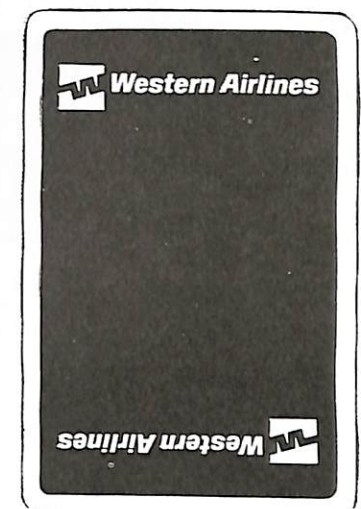
(#2)



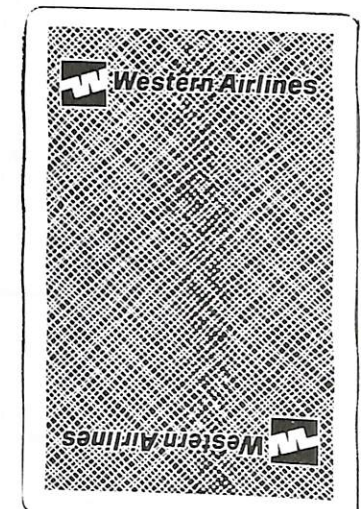
(#3)



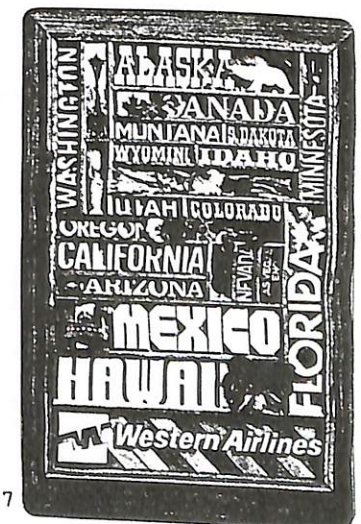
(#6)



#4



#5



(#7)

in the different boxes, along with Canada and Mexico.

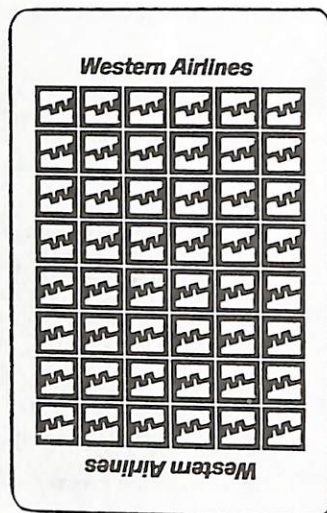
Card #8 was issued in 1979. It has a white background with boxes, 'flying W' logo in each box and the name Western Airlines at the top and bottom, all in red printing.

The wooden 'what not' box returned in 1980 with a slight change (#9). Service to Great Britain was added and the names of the states were changed around. This deck remained in use until 1982.

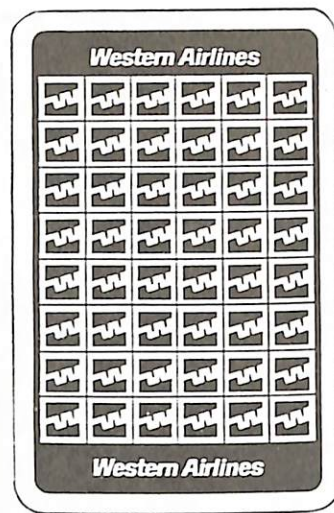
From 1983 to 1986 Western used a card which was the reverse of #8, the boxes with 'flying W' logos (#10). This issue is in red on white. The logos, however, all stand in the same direction, while they reverse in the middle of the earlier card.

The final Western card, issued in 1987, has a silver background with red printing (#11). Too bad they didn't put Wally on the card as a final farewell to a great symbol and ad campaign that lasted for years, faded and returned in the late 1970s. Everyone knew it was a Western Airlines ad when they saw Wally.

With this tribute I bid farewell to Western Airlines and say, Thanks for the Memories. Hello, Delta Air Lines. Please preserve Western's history.



#8



#10



#9



#11

AIRLINE MODELING
Continued from page 28.

with GE and P&W engines available in other EUD kits. Sorry for the confusion.

FINAL WORDS
When writing to manufacturers or Captain's Log contributors for information in your own country and expect an answer, please include a stamped, self-addressed envelope. If you send away for information to another country, send International Reply Coupons (IRCs), available from your post office, instead of stamps.

MY MODEL REVIEW POLICY
A quick note on my model review policy is in order. I do buy all my review products, just like you buy yours. That way, we can both be sure my reviews are fair. I will try to get a new release as soon as possible so that you can read about it before it is old news. Since I don't build as much as I would like to (do you?), I

rely on your input to supplement my own. Send me your reviews, your ideas, your helpful hints and your model photos for possible printing in the Log. Please remember that slides must be made into prints before they can be published. When I turn them into prints, a lot of detail is lost. Your prints, with models occupying most of the photo area, are required for good reproduction in the magazine.

(Ed.'s note: If you take pictures specifically for the Captain's Log, you may wish to consider shooting them on color negative film, rather than slide film. That saves the trouble and expense of making prints from slides. You don't have to send enlargements. The regular size prints (approximately 5 x 3 1/2 inches, 12 1/2 x 9 cm) as made by most photo labs, will do fine - JG)

PRESERVATION

On page 49 of this issue of the CAPTAIN'S LOG you'll find our first PRESERVATION column. This is intended as an irregular feature which depends on your contributions.

Eligible are airliners anywhere in the world being restored to flying or static condition and all airliners in museums.

We feature the Save-A-Connie group this time. Next time we'll look at the Dutch Dakota Association's two Dakotas and recently acquired DC-2. We also have material on pre-WW2 bush flying aircraft in Canada's National Aviation Museum, but that is it.

We need your help to continue the column. Please send us your material on your pet airliner restoration project. We accept finished articles and 'raw' material for us to write up. Please enclose one or two photographs with your material and send it to the main editorial address.

WINGS & THINGS

by RICHARD KORAN



Southern Air Transport pilot wing worn by the captain working a trip into Ft. Wayne, Indiana, carrying parcels under contract. This wing is overall silver with polished shoulders and is worn using two screwbacks. The center logo is a black enamel "S" with two tones of grey. This logo appears on the tail of Southern Air aircraft that I have seen.



Southern Air Transport pilot wing from the 1960s. This wing had an overall dull gold finish and uses clutch backs for wear on the uniform. There are no hallmarks. This wing came from the Oscar Stonberg collection and is a difficult item to acquire - I have no idea how many of these wings were produced. I suspect these wings weren't really worn very much because SAT's operations were covert.

With the Iran-Contra affair in the news so much these days, I thought I would review some of the airlines which have made the media scene over the years and which have indulged in some nefarious activities around the world - and their uniform wings.

"When U.S. officials wanted to ship arms to Iran, they called Southern Air Transport, the 'world-wide charter specialists' with 'oversized cargo capabilities' and 'remote site delivery'", according to a Los Angeles Times article published in the Detroit News. A Southern Air Transport (SAT) spokesman remarked in the Times article, "We fly cargo anywhere in the world, and we are ready to go at a moment's notice. We pride ourselves on confidentiality. Our customers can rely on us."

SAT'S HISTORY
A short history of Southern Air Transport, and others, was included in the L.A. Times article.

"Southern Air was born in Miami in 1949, a small charter operator that hauled cargo to the Bahamas. Eleven years later, it still had only three planes and plenty of debts.

"In 1960 it found an eager buyer," the article went on. "The CIA (Central Intelligence Agency) was looking to obtain airlines that could do covert work under legitimate cover. It purchased Southern Air for \$300,000 and extended the airline's operations into the Far East and Latin America.

"In the next decade, Southern Air joined with Air

America, Air Asia, Civil Air Transport and dozens of tiny puddle-jumping airlines to form a far-flung empire of airlines, together known as the CIA 'proprietaryes'," the L.A. Times said.

In the early 1970s, newspaper stories and congressional hearings exposed so much information about these clandestine air operations, their cover was basically blown and many of the planes were sold to private companies and the pilots flew to the four corners of the world.

In 1979, Southern Air was sold to a new owner, a Washington, D.C.-based aviation attorney with previous connections and experience with SAT and its earlier operations. South Florida WAHS members probably know the location of SAT's offices, the old gray building on the perimeter road of Miami International Airport. I understand the airline will be moving into more-modern facilities soon.

Under the new ownership, Southern Air has thrived and the customers are just as diverse.

"The airline has shipped piglets to Caracas, Venezuela, and an entire circus to San Juan, Puerto Rico," according to the L.A. Times. Southern Air also appears in the news these days revealing operations in and to Angola, Cuba and delivering Contra aid. SAT also makes deliveries for a parcel service based in Ft. Wayne, Indiana, and that is where I met the contact I made for the new SAT wings in my collection. This captain also flew for Air

Haiti some years ago. My older SAT wings shown in this issue were acquired from the Oscar Stonberg Collection and that is a story in itself, to be covered in the near future as wings from his collection continue to show up to this day from any number of sources!

CIVIL AIR TRANSPORT
Civil Air Transport (CAT) was formed in 1947 and spent a few years airlifting supplies from Formosa to the forces of Chiang Kai-shek on the Chinese mainland. CAT grew in size when they purchased two Chinese airlines, Central Air Transport Company (CATC) and China National Aviation Corporation (CNAC), acquiring quite an assortment of aircraft in the process. In the 1950s, local routes in Formosa were developed along with international routes and services to Bangkok and Tokyo. Civil Air Transport's historical ties in the Far East are outlined in greater detail by R.E.G. Davies in his book "A History of the World's Airlines" and it is no wonder they appear as one of the CIA "proprietaryes".

The Civil Air Transport wing appears along with this column. A CNAC badge in my collection was shown in the 1985 LOG, 11/4, and my recent acquisition from the web of the Stonberg collection, the CATC pilot wing, appeared in the 12/4 issue of the LOG. For the Spring 1984 LOG I photographed a CAT medallion, 'The Mandarin Flight', with a beautiful Chinese dragon, hoping someone

would translate the Chinese characters.

AIR AMERICA

In his book "Air America", author Christopher Robbins writes, "The history of Air America is an adventure story that could have been picked straight out of a boy's magazine. The company served as a model for Milton Caniff's shady outfit Air Expendable in the comic strip 'Terry and the Pirates'. The real life story is more extraordinary."

Air America "was a superbly run organization that made large profits, had a good record of safety, and did whatever job that was put before it, living up to its company slogan: Anything, Anywhere, Anytime - Professionally".

Robbins points out that Air America's civil status "allowed it to operate without the bureaucracy and red tape that surrounded the military, cross international borders with a minimum of fuss, and break the rules whenever a mission demanded it. And, above all, it was effective because the men they hired to do the flying were among the best and most experienced pilots in the world ..."

A GREAT FIND

While pawing through the postcard boxes at a local collectibles shop, I came across an old Pan American card addressed to a fellow in Red Hook, New York, "Estados Unidos"! The card features the PAA Sikorsky S-40 "Caribbean Clipper" being docked at the SCADTA Aeropuerto facilities, Barranquilla, Colombia. Although the stamps had been removed (and the postmark!), the card itself is in great condition.

Mr. Drew Shephard wrote to



Air America is an adventure story right out of the comic books - almost. Their story is a true story! Air America's civil status allowed it to be free from bureaucracy and red tape and for it to live up to its slogan: Anything, Anywhere, Anytime - Professionally! The wing is silver with a mark "Silver" on the back of the shield. Wing is worn by use of clutch backs. Shirt wings are also seen in this pattern in a smaller size.



Pan American S-40 "Caribbean Clipper" being docked at the SCADTA Aeropuerto facilities at Barranquilla, Colombia. This is a recently acquired post card found at a local collectibles shop. It shows one of the three S-40s built. The S-40 was an "Amphibion" - a word coined and used in the 1930s to describe a vehicle capable of operating on land, water and in the air. Clipper Caribbean was "one of the many planes that makes daily trips all over this country" according to the message written on the back of the card.

his friend in Red Hook, "Dear Henry: This is one of the many planes that make daily trips all over this country. I am riding in one tomorrow. Can you see the Spanish word for 'air port'? 'Scadta' is the name of the German Co. which manages the air ways and connects with our American line of airplanes around South America. Thanks for your letter." Nice historical commentary.

Looking closely at the card, a Sikorsky S-38 can be seen in the background on the left side of the card, behind a large group of onlookers.

From Horace Brock's book

"Flying the Oceans," the following makes an interesting footnote: "Barranquilla is at the mouth of the Rio Magdalena, a huge river which comes down from Bogota far up in the Cordilleras. Bogota is at 8,600 feet (2,620 m) - peak nearby rises to 17,717 feet (5,400 m) - the rivers on the east side of the mountains run down to the Amazon ... Barranquilla is the Colombian port on the Caribbean and SCADTA, a German airline, was based there, manned entirely by Germans."

For some additional information, I dug out my Winter 1976 Air Trails, "The



Civil Air Transport (CAT) captain's wing is very light-weight metal with clutch backs for uniform wear. There are no hallmarks on this wing. CAT was formed after World War 2 and supplied the Chiang Kai-shek forces on mainland China in the early 1950s. The wing has an overall gold finish. I am not sure whether it is an early one or not, since the carrier flew into the 1960s.



Rutas Aereas Nacionales S.A. (RANSA) of Caracas, Venezuela, was a cargo carrier founded in 1948, flying to Miami, sometimes via the Netherlands Antilles. They flew a wide range of cargo aircraft, including the Curtiss C-46. The wing has a gold finish with deep blue enamel center and a small red enamel "ball" in the center of the star. The base metal is copper. Hallmarked: Donald S. Lavigne Uniforms - Miami, Fla. Wing is from the Dolan Collection.

Magazine of Vintage Aviation", and in it, the article "Sikorsky S-40 Amphibion" by Mitch Mayborn.

"The S-40 was billed as America's largest amphibion - even the world's largest in some advertising. It did have a gross weight of over 34,000 pounds (15,400 kg) and could carry up to 45 people and had a maximum range of 875 miles (1,400 km)," Mayborn wrote. His article included a quote from Igor Sikosky's memoirs that the S-40 "did exactly what it was designed to do - haul a lot of people in comfort and safety, a long way over unimproved and often primitive routes."

In all, there were just three of the S-40s built. The first, "American Clipper", was accepted on 10 OCT 31. Interestingly, the craft was christened by Mrs. Herbert Hoover, the wife of the U.S. president. Because this was during Prohibition Days, a bottle of sea water from the Caribbean was used instead of traditional champagne!

The second S-40, "Caribbean Clipper", was delivered to Pan American on 16 NOV 31 at a cost of \$136,597.47! The third and last S-40, "Southern Clipper", was delivered on 30 AUG 32. All three airplanes were delivered as amphibions and were later converted to strictly flying boats with the removal of the landing gear and an engine change providing more horsepower. All of these details and more were provided in the Mayborn article in Air Trails, along with a great collection of photographs - including one of the crew compartment and the Captain with a grip on the control



Air Siam pilot wings worn on shirt with a safety pin. Wing is a cloth badge, worn by a Trans-Australia Airlines pilot seconded to AS for training purposes prior to 1971. The wing has black backing and uses white and yellow thread for the "wings". Light blue, red and dark yellow make up the center design of this well-kept Asian flight badge.

wheel, a wheel about the size of an old car's steering wheel, almost two feet in diameter!

The article's photographs also show many early Pan American flight crew wings and badges.

You may have noticed the use of the word "Amphibion". Mayborn notes, "Amphibion" was a word coined an accurately used during the 1930s to describe a vehicle capable of operating on land, water and in the air, as opposed to the 'Amphibian' which only operated on land and water. Too bad the word went out of use."

MORE WINGS

Back to the wings! My Baltimore "correspondent", Charlie Dolan, formerly of Montreal and now on the Chesapeake, acquired some time ago the great RANSA, Rutas Aereas Nacionales S.A., pilot wing shown here. RANSA of Caracas, Venezuela, was founded as an all-cargo carrier in 1948, flying to Miami either direct or via the Netherlands Antilles. Having flown a wide range of cargo aircraft such as the C-46, DC-3, DC-6 and Boeing Stratocruisers, RANSA ceased operations in 1964. Charlie got this wing from a VIASA Captain who was acting as chief instructor for the DC-10 simulator at Dorval, Quebec, Canada. VIASA had purchased a DC-10 simulator from CAE Industries in Canada, but several delays in construction of their training facilities at Caracas necessitated their crews using the Dorval-based simulator for recurrent training every six month. As Charlie put it, he became acquainted with the DC-10

Fraternity, Caracas Chapter! Always vigilant, he was also able to acquire an almost complete set of VIASA flight insignia of each of the last three issues as well as an AVENSA hat badge.

The Air Siam pilot wings were acquired in 1979 from a pilot flying with Trans-Australia Airlines (TAA) and are unique not because they are cloth, but because they were worn on his uniform using a safety pin to hold them on! Since they operated in a tropical climate most of the time, their uniform shirts were washed frequently. The wings could be taken off the shirts easily before each washing because of the safety pin, and they remained almost new the whole time.

When I received the wings, Peter Robertson wrote: "The enclosed wings seem to be the only relics that remain, to remind me of my enjoyable time with Air Siam. Myself and another chap were seconded to Air Siam from TAA in FEB 70 to deliver and set up the operation of three DC-4s/C-54s. We flew their first commercial service from Bangkok to Hong Kong and return via Amber 69 on 25 FEB 70. Over the following two months we continued to fly this freight service on consecutive days, squeezing in crew training and the like during the quiet periods. I think they had visions of running funny type characters around the area as well - since these times, I have lost contact with Air Siam and I'm not quite sure what happened to them! I last heard they were operating a BAC 1-11 on a wet charter service basis around

Asia."

Air Siam was forced to suspend operations in 1971. The carrier was refinanced and reorganized in 1972, flying passenger and cargo routes from Bangkok to Tokyo, Honolulu and Los Angeles until JAN 77 when operations again ceased.

"THINGS"

With regard to some "Things", there are two books which should be on the shelves of any airline library: "Great Airports - Miami International" by Geoffrey Arend, and "Hawaiian Airlines, A Pictorial History of the Pioneer Carrier in the Pacific" by Stan Cohen.

Arend has written three other "airport" books in this series: "Neward Airport, 1928-1978", "LaGuardia Airport, 1939-1979" and "Kennedy

International, 1948-1981" (revised in 1986). His books have helped me pass more time than I'd care to admit between flights at LGA - I could be accused of being cheap for not buying one long before this.

The Hawaiian Airlines book is Cohen's second on the airlines, the first being "Wings to the Orient", a pictorial review of Pan American's famous Pacific Clipper planes. Cohen's other books (more than 30) cover primarily military history and it was at Pearl Harbor when I was first "introduced" to his historical expertise when I bought his book on the 07 DEC attack, "East Wind Rain".

Both the Miami Airport and the Hawaiian books are

pictorial, to say the least. They are full of historical photographs from cover to cover, including wings and other insignia that would fascinate readers of this colum. By the way, our own Don Thomas has been accorded "thanks" by author Geoffrey Arend for his contribution to the Miami International book.

For the wing collector, the Hawaiian Airlines pilot wing illustrated in the 12/4 LOG appears in a number of photographs of uniform shirts and jackets that date back to the 1950s. It goes without saying that books like these come in handy for "dating" a particular wing or badge if a source has been unable to do so.



Thai International cabin staff badge is gold with blue stars at the bottom on the scroll. Backing is dark-blue cloth sewn onto a mounting pad and badge is pin back for wear. A beautifully detailed badge with polished surfaces and subdued feathering of the wings.



Here is another "unknown" I could use help with for identification! This wing just eludes identification these days. The wing pattern is fine and has gold plating on it. The center device is blue enamel with white for North and South America. There are no hallmarks or any other identifying marks. Help! Help, please! Bob Stevens of SEA-TAC area has this wing but can't remember what company it is. His wing has a star over the center with a wreath extending from the badge's shoulders and over the star.

General Air - General Air Nord GmbH and Co. was domestic airline in West Germany in the early 1970s, flying both Yakovlev YAK-40 tri-jets and deHavilland Canada Twin Otters out of a Hamburg base in the northern part of the FRG. The wing is the same size as the Lufthansa wing. It is heavy and has a dull appearance with the dark areas of the photo being a dark maroon enamel. It is pin back for wear.



Presidential Airways is based at Washington's Dulles International Airport and flies aircraft named after former U.S. presidents. The wing has a U.S. Navy "look" about it because the carrier's vice-president of flight operations is a former "Blue Angel" pilot. The wing is overall gold and the center logo is polished gold ... the reflection of the light makes it look black in this photograph.



Hat badge of Det Norske Luftfartsselskap (DNL), one of the three companies which formed the Scandinavian Airlines System (SAS) consortium in the first years after WW2. This large hat badge measures almost 6 in. (15 cm) across and was given to me by Arvid Piltingsrud at the recommendation of my friend, Thorleif Lindtvedt. Piltingsrud flew in WW2 and then joined DNL. From there he went to Wideroe Airlines. The DNL hat badge is all gold wire mounted on black cloth sewn onto a brass plate for support. The badge must have been tacked onto the hat for wear. The center enamel piece is white with the blue design. That insignia is used by Fred Olsen Flyselskap to this day.

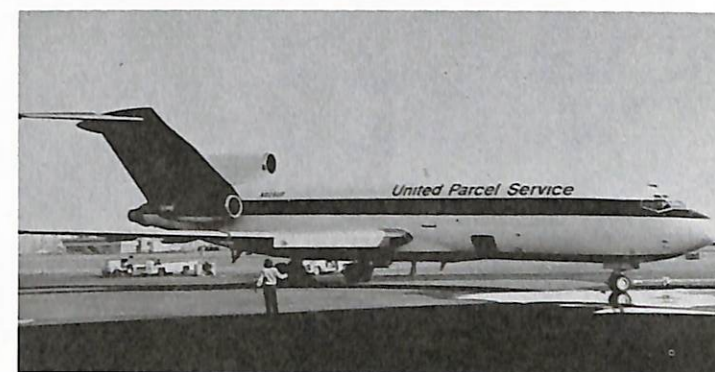


THE SLIDE COLLECTOR

by RICHARD J. FEDORCO II



1. N526PC Boeing 727-77C (c/n 20370) Purolator Courier, operated by Orion Air.



2. N925UP Boeing 727-31C (c/n 19230) United Parcel Service, operated by Evergreen Int'l

Before I delve into the subjects shown in the photos in this colum, allow me to invite your co-operation.

I am doing this colum for you, the WAHS members, and I would enjoy receiving comments, positive and negative. I would also like to know what you would like to see in the colum and what you don't. My current address is 53-B Carteret Ave., Carteret, N.J. 07008-2515, U.S.A.

Also, please do not hesitate to send material. The more photos are submitted, the better the selection and the more interesting the colum will be.

When submitting photos, please include the following on each photo: 1) Your return address, 2) Indicate whether the photo is a color print from a negative or a slide, 3) The airport where and (approximate) date when the photo was taken, 4) Any other information on the aircraft in the photo you feel is of special interest.

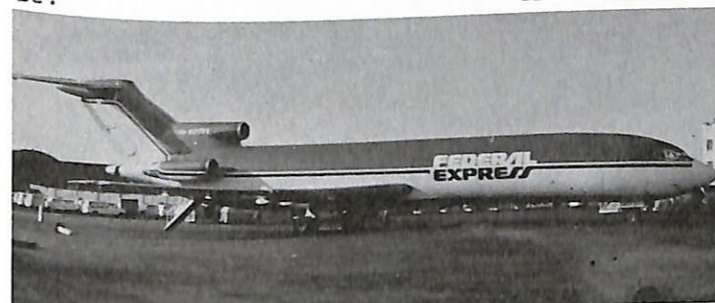
For the two next issues I am planning on covering the DC-8 (my personal favorite) and what I would call "scheme freaks". The latter consists of photos of mid-merger aircraft - i.e. the Republic DC-9s which have appeared in a variety of transitional color schemes

following the air-line's takeover by Northwest, and of other aircraft caught in mid-sale color schemes such as an American West 737-200 with United's stripes still on them.

I hope you will send me your best, so I can put them where they belong ... in the Captain's Log. Thank you!

This colum shows a sampling of aircraft in service with cargo and small package operators at EWR (Newark).

In future issues I will venture away from EWR and visit JFK at New York, where I recently shot a British Airways Concorde in the company's new colors.



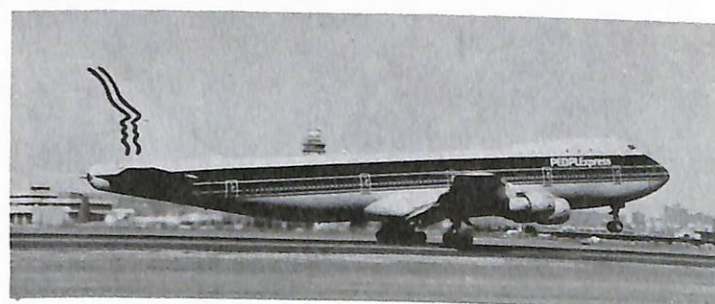
3. N217FE Boeing 727-2S2F Adv. (c/n 22938) Federal Express. Name "Elvira" on other side of fuselage.



4. N888VT Boeing 727-76 (c/n 10371) Singer Pia Zadora's private aircraft. Reg'd in the name of View Top Corp. Based at EWR.



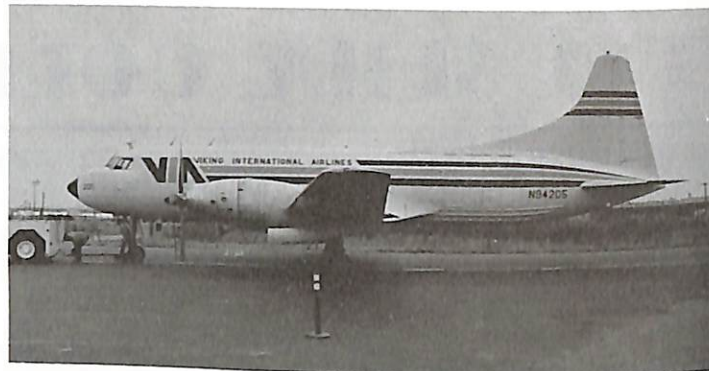
5. N749WA Boeing 747-273C (c/n 20653) Flying Tigers, leased from World Airways.



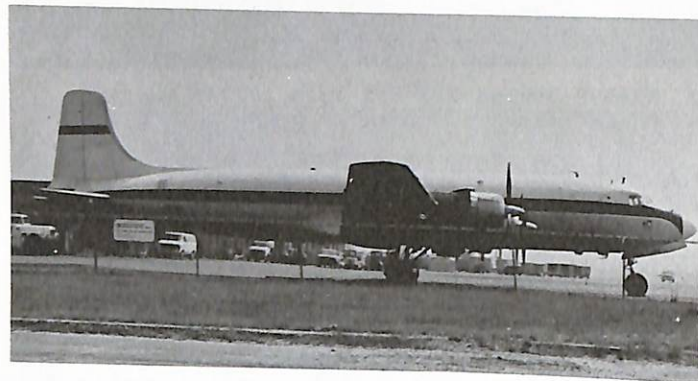
6. N604PE Boeing 747-243B (c/n 19731) People Express.



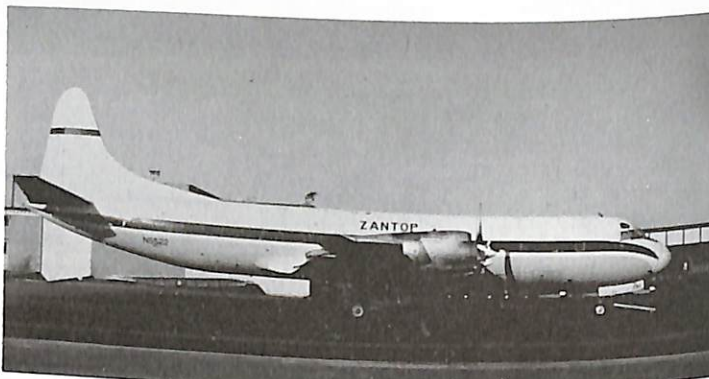
7. N673UP Boeing 747-123(F) (c/n 20235) United Parcel Service, operated by Orion Air.



8. N94205 Convair CV.600 (c/n 10) Viking International Airlines, leased to UPS.



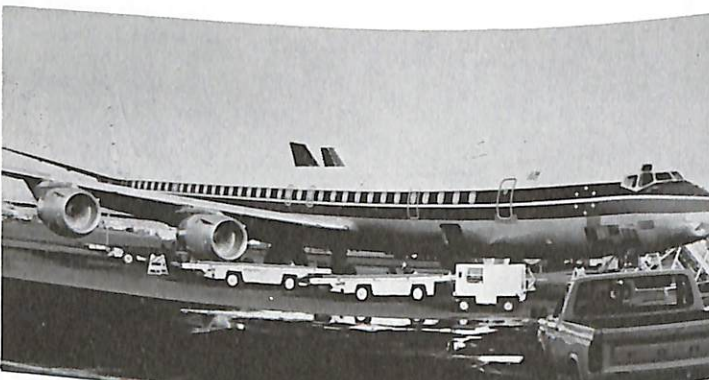
9. N1281 Douglas DC-6A (c/n 44075) Zantop colors, leased to Trans Air Link.



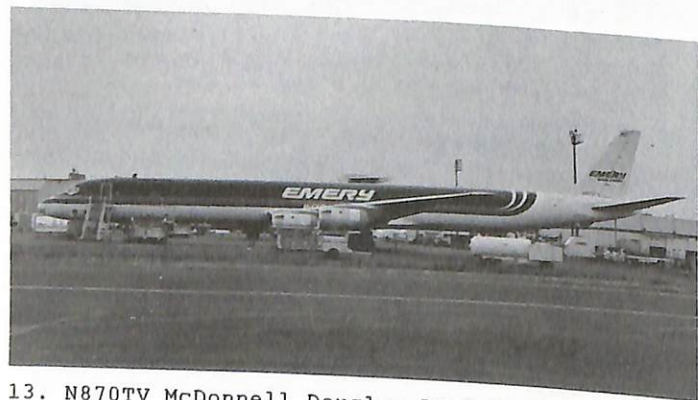
10. N5522 Lockheed L-188AF (c/n 1033) Zantop.



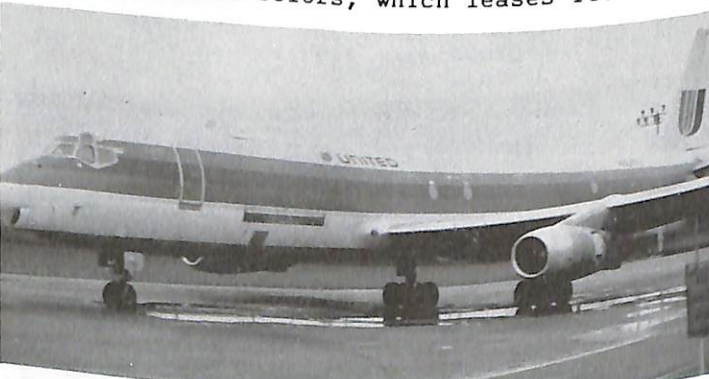
11. G-BFYU Shorts SC.5 Belfast (c/n SH.1825) Heavy Lift Cargo Airlines.



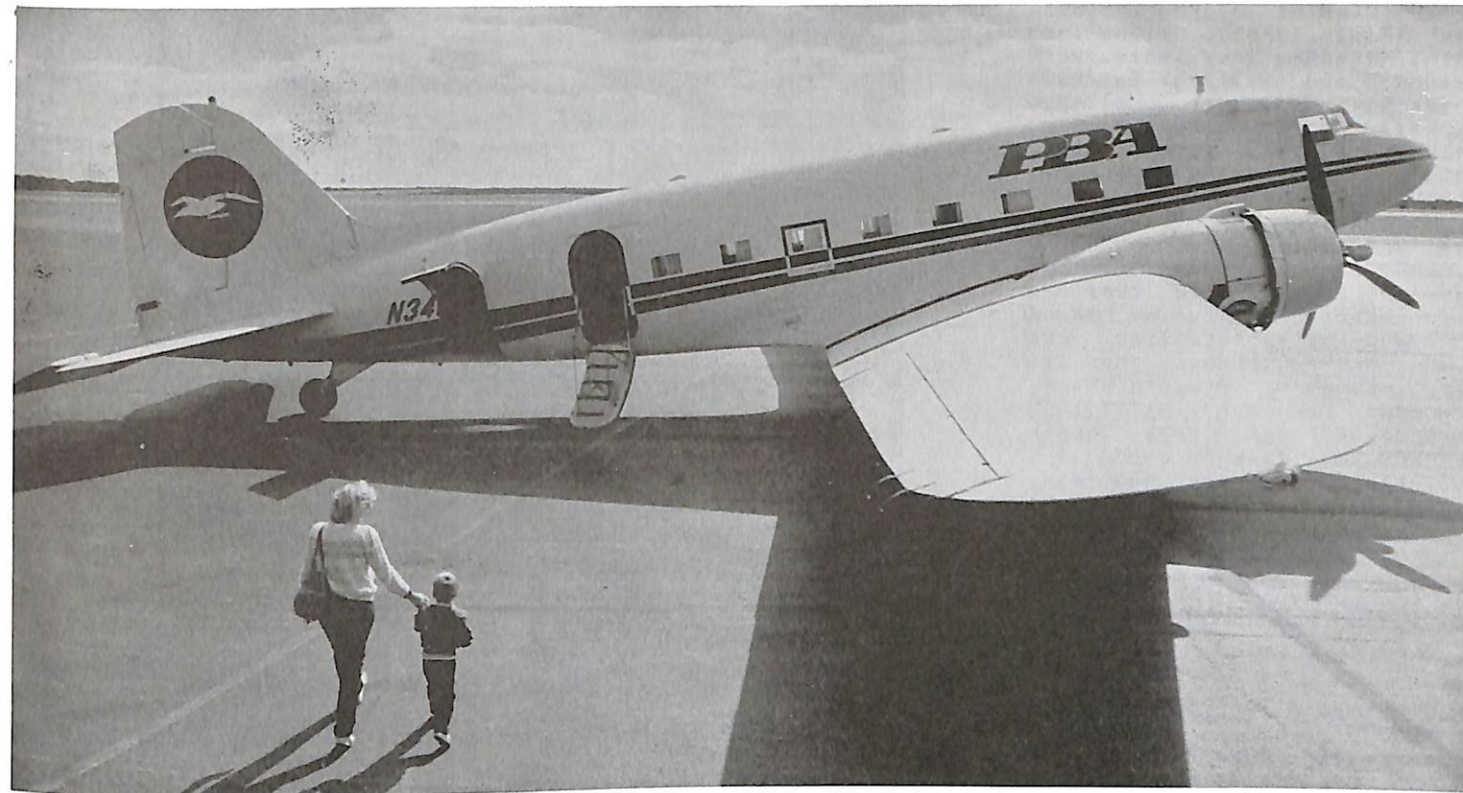
12. N811EV(?) McDonnell Douglas DC-8-73CF (c/n 46051) Evergreen Int'l, just prior to adding UPS colors, which leases it.



13. N870TV McDonnell Douglas DC-8-73CF (c/n 46086) Emery, operated by Rosenbalm.



14. Unidentified McDonnell Douglas DC-8-62F ex-United.



World's second highest time DC-3 N34PB, c/n 1953.

(Jeff Magnet photo)

PBA & THE DC-3

By Don Calder

It was an enjoyable, sunny day in February, one year ago. Only a few friends and fellow WAHS members can understand why I would want to spend most of such a beautiful day at the Naples, Florida airport waiting to catch a ride in an aircraft. But that was just what I was doing.

However, it was not just any aircraft I was hoping to ride on. I had my sight set on N136PB, a DC-3 of PBA Airlines and the aircraft with the most flying time of any airliner in history - more than 88,000 hours.

It did not matter to me I would leave Naples and be back again within a couple of hours. Neither did it matter I would not have any time for sightseeing or anything else at my destination. The flight on a venerable old DC-3 was the only destination I was interested in that day.

Regrettably I missed out on N136PB, but by the end of the day I had settled for N34PB and had made a roundtrip between Naples and Tampa.

N34PB had "only" more than 71,000 hours.

PBA was a great airline for those of us who enjoy the "props". They had a dozen DC-3s, half a dozen of each the

YS-11, Martin 4-0-4 and Bandeirante and a large flock of Cessna 402 twins.

The airline flew out of Florida and in New England. Unfortunately PBA suffered financially in the recent past and at this writing it was hoping to finalize a takeover by People Express. Some reports said PE was to operate PBA as a subsidiary under their own colors.

Whatever happens to the carrier now, I hope the DC-3s will survive. The Martins have been up for sale for a couple of years. They are in operating condition and with their spare parts, should be worth maybe \$100,000 a piece to some airline in the world. But buyers are not eagerly standing in line for them. The YS-11s were out of service early last year when I visited PBA. They went back into limited service in the spring of that year.

Naples is the main office and service point for PBA in Florida. A view of the open service hangar and ramp at any time last year included a couple of DC-3s and YS-11s, a few 4-0-0s, a Cessna or two and some old hulks being stripped

for parts. It is a warm picture of airplanes which allowed the industry to grow.

PBA equipment was scheduled less than 24 hours ahead of use, with the DC-3 operating routes which justified their 30-passenger capacity. From Naples I could have gone to Miami, Key West or Tampa. Passenger agent Linda Kiser had hoped to have me on one DC-3 to Miami and then come back to Naples on N136PB. But as fate would have it, at 5:05 p.m. on Friday, 21 FEB 86, I climbed aboard N34PB. It coughed to life, eased out to runway 22 and took off for Tampa.

The DC-3 remains a graceful plane, even in the jet age. It has a steady, gentle climb and the flight one way at 135 knots took just under one hour. Turn-around time was just under 30 minutes and we were on our way back to Naples again, witnessing a beautiful sunset over the Gulf of Mexico.

A few years ago I flew the Ford Trimotor out of Clinton, Ohio and I could see how the DC-3 had changed the airline industry. The plane was comfortable, relatively quiet and equal in many ways to the newer smaller planes used on the feeder and commuter airlines today.

The crew of N34PB included Nick Klein, Pete Smith and Marla Maranda. They were very friendly and willing to talk about their aircraft and show it off to me. After landing back at Naples, Nick climbed into a Cessna for yet another flight that evening.

Comments on the flight and the venerable DC-3 by the passengers on board varied. Those of us who were over 40 were rather happy to be on a DC-3 and were recalling past times. Those younger than 40 were curious or disinterested. I wonder how many will look back later and tell their friends they flew on a DC-3.

I also wonder for how many years DC-3s will still be easing up to the gate and introduce newcomers to "the plane that changed the world."



The cabin of PBA's Dakota N34PB doesn't look old-fashioned at all. It was clean and bright. (Don Calder photo)

PBA's HISTORY
(by Joop Gerritsma)

PBA started operations on 30 NOV 49, when John Van Arsdale inaugurated service between Boston, Mass. and Provincetown on the Cape Cod peninsula of the state. The fleet consisted of a Cessna T-50 twin, also known as the 'Bamboo Bomber', and a Cessna 190. Cap Cod is a popular summer resort area for New England residents and is only 45 air miles from Boston. But a drive by car around Cape Cod Bay takes several hours. Van Arsdale called his company Provincetown-Boston Airline.

Two Lockheed L-10 Electras were bought shortly after for the busy summer schedules. During the winter most of the fleet sat idle.

FLORIDA OPERATIONS

That is why, on 01 JAN 60, Van Arsdale began services from Naples, Florida during the winter, when traffic demand was high there. Summer operations now centered on the Boston/Cape Cod area and the fleet migrated south in November each year to operate as Naples Airlines in Florida until April. At least one of the L-10s is known to have operated with the long and somewhat awkward dual title 'Naples Airlines & Provincetown-Boston Airline' along the entire length of the fuselage.

Four L-10s, one Bobcat and several single-engined aircraft were in service in the spring of 1967 on the two systems. Shortly after, the Florida network became a year-round operation.

Two DC-3s entered service in JAN 68, and seasonal service between Boston and Chatham, Mass., was added in the north that year. Miami, Fort Myers, Tampa/St. Petersburg and Clearwater were part of the Florida network by 1970. A surface connection was being offered to Marco Island.

The 1970s commuter boom in the U.S.A. was good to the airline. The DC-3 fleet came to number 14 at its peak and as late as 1984 there were still 12 on the roster.

They operated alongside a fleet of modern Cessna 402s and Bandeirantes, acquired in the mid- and late-70s to replace the remaining L-10s, Bobcats and small aircraft, and to expand services. Martin 4-0-4s were put on the Florida system in the mid-1970s when more capacity was needed and by the end of the decade the operating name of the carrier was changed to the short and simple 'PBA'.

THE YS-11
YS-11 propjets were bought in the early 1980s and in the spring of 84 rumor even had it PBA was considering buying the BAe 146. That never happened and four more YS-11s were bought instead.

18.3 revenue passenger miles were flown in SEP 84, up 80% from the year before, at a load factor of 53%. On 05 OCT 84 PBA acquired Marco Island Airways and things were looking up.

Then the axe fell: on 10 NOV 84 the Federal Aviation Agency shut PBA down on charges of safety, maintenance and record keeping violations and chairman Van Arsdale resigned after his

pilot's licence was lifted. He had been charged with allegedly piloting a YS-11 on a revenue flight without a type rating for the aircraft.

A limited schedule was resumed on 25 NOV with the Cessna 402s, serving only 19 destinations. Full service to all 36 points followed on 04 DEC 84 with Cessna 402s and Bandeirantes. Permission to put the YS-11s, 4-0-4s and DC-3s back on line as well would take a little longer.

But the shutdown had damaged PBA's reputation. Traffic figures and cash flow never recovered enough to survive. In FEB 85 Hugh Culverhouse, owner of the Tampa Bay Buccaneers football team, showed an interest to invest in the airline.

PBA cut back operations to 1983 levels to lower costs, reduced its fleet from 110 aircraft to 74 and cut staff, but it was too little, too late. On 13 MAR 85 the carrier filed for Chapter 11 bankruptcy while continuing operations.

FAA certification under FAR 121 to operate the large aircraft again was received in the spring and PBA planned to restore YS-11 and Martin 4-0-4 service to Florida in the winter of 1985/86.

NO END TO PROBLEMS
continued.
But problems continued. Negotiations with Delta Commuter to become a Delta Commuter ended in failure. In NOV 85 the airline laid off 24% of its staff and restructured back route system by cutting back

12% of its flights to get through the slow season and to avoid head-on competition with the new Piedmont Commuter network in Florida. 15 Cessna 402s and some DC-3s were sold as part of this restructuring. The YS-11s were pulled from the routes because of low loads and a number of proposed new services were not started.

Culverhouse lost interest in PBA and he sold his option on 2.2 million PBA shares back to Peter Van Arsdale, son of founder John Van Arsdale, but he agreed to pay off the \$1 million debt he had guaranteed, in return for becoming a secured creditor.

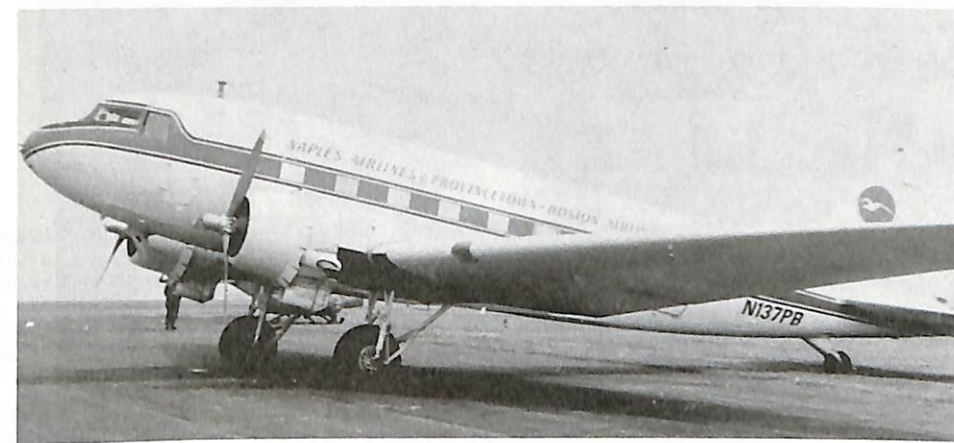
A management shakeup put Peter Van Arsdale in full control, but in JAN 86 PBA was on the verge of shutting down its Florida operations. In early 1986, People Express agreed to pay some of PBA's debts in return for PBA becoming a PE feeder in Florida and for an option to buy YS-11. Negotiations were being held

for PE to buy PBA outright and it was also reported that Jet Florida was interested in buying PBA.

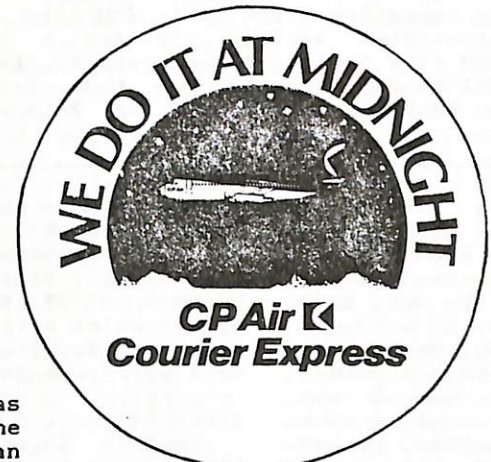
People Express has since been taken over by Texas Air and has disappeared. At last report, the YS-11s, some Cessna 402s and some Bandeirantes have been repainted in Continental Express colors (Continental

Airlines is another subsidiary of Texas Air). The Martins were grounded some time ago and may be sold to some cargo carriers in South America or will be scrapped.

However, PBA, it is said, will remain operating under its own name with the DC-3s and some of the Cessnas and Bandeirantes.



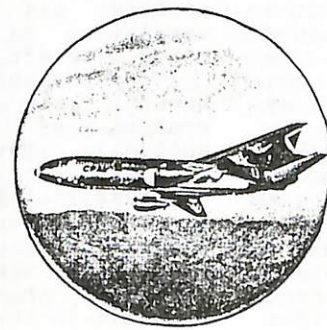
N137PB in 'long' titles at Broome County, N.Y. 28 JUN 76 (Bob Parmeter)



BUTTONS BY CP AIR

WAHS member Tony Herben of Beaumont, Alberta, Canada, sent us these buttons, issued by CP Air. I thought they would be of interest to readers of the CAPTAIN'S LOG because the airline has disappeared from the scene. It has been absorbed by Pacific Western Airlines and the resulting new airline will be known as Canadian Airlines International Ltd. (CAI) effective 26 APR 1987.

The basic color of all these buttons is orange, with text and logos in white, orange or black, as appropriate. The sky background of the large button in the top row is blue, and the DC-10 in the button in the bottom row is pictured against a blue sky and a dark mountain background.





Chalk's G-111 Albatross N118FB, c/n 9304 awaits another flight.

CHALK'S AWAY!

By Nigel M. Leishman

All photographs by
Nigel M. Leishman.

Large passenger flying boats and their close cousins, the amphibians, were once a fairly common sight on the world's overwater air routes. But today they are anachronisms and only a handful remain in service, mostly in remote areas of Northern Canada and South America.

But there is one other area on the American continent where one can take a step back in time and enjoy the sights and sounds of where Chalk's International Airline operates a fleet of four Grumman Mallards and five Grumman Albatrosses to the Bahamas. WAHS member Nigel M. Leishman of the U.K. recently visited Chalk's and flew on both the Mallard and the Albatross. Here is his report:

During one of my visits to the Miami area, I stopped at Watson Island with the express purpose of flying on one of Chalk's Grummans. It was 6:30 in the morning and I had not expected too many people to turn up on this rainy Saturday in the off-season, but I was really surprised. It took several minutes before I had reached the head of the queue at the only check in counter in use. A few minutes later, formalities completed, I was given a Bahamas immigration form to fill out and a boarding pass for flight BK 201 to Nassau/Paradise Island. Regulations do not allow any carry-on luggage in the cabin (with the possibly exception of a lady's handbag), but I managed to persuade the clerk behind the desk to allow me to keep all my camera equipment with me.

Saturday morning at this time was when a large number of cruise liners dock from their week-long jaunts about the Caribbean and during the time I stood looking across the water, a number of liners, including the S.S. Norway, the world's

largest cruise ship, passed by on their way to their berths. Arriving between the ships, conveniently timed, was Chalk's Grumman G-73T Turbo Mallard, N51151 which arrived from the airline's dry-land maintenance base at Ft. Lauderdale Airport.

SINCE 1919 Chalk's International Airline has been flying amphibians between Miami and the islands of the Bahamas since JUL 1919. It had been founded the previous year by Albert 'Pappy' Chalk as Chalk's Flying Service to operate charter flying boats. Ever since, the airline has resisted the temptation to operate land-based aircraft.

Reorganization in NOV 47 brought the airline under control of Resorts International. The airline now operates as Chalk's International Airline and the six/seven-passenger war-surplus Grumman Goose amphibians of the post-World War 2 years were replaced by 18-passenger Mallards in the 1950s and 60s.

But passenger demand rose so sharply in the 1970s, a larger aircraft became necessary and Chalk's asked Grumman to convert some newly-acquired ex-U.S. Navy UH-16D Albatross amphibians to FAA standards. In 1980 the civil version of the Albatross, the G-111, gained FAA certification and entered service with the airline.

The morning flight on which I was scheduled, was to be operated by a Turbo-Mallard, but the big white bird which appeared out of the sunrise, splashed down and prepared to operate flight BK 201, already 30 minutes late, was Albatross N118FB, c/n 9304. A fellow passenger had wanted to make the same trip the previous day but had to turn back after had weather in Nassau the deteriorated. But luckily the rain had stopped by now and was glorious Florida sunshine its once again making appearance.

The same check-in clerk announced the boarding of 25 or so passengers headed to the single exit door toward the apron. Boarding passes were collected and we were directed to our aircraft via the 'N' registration number, N118FB - quite an original method! As I walked across the apron, I passed a G-73T Turbo-Mallard which had landed earlier and which was being readied for a flight to Bimini.

IMPRESSIVE SIZE

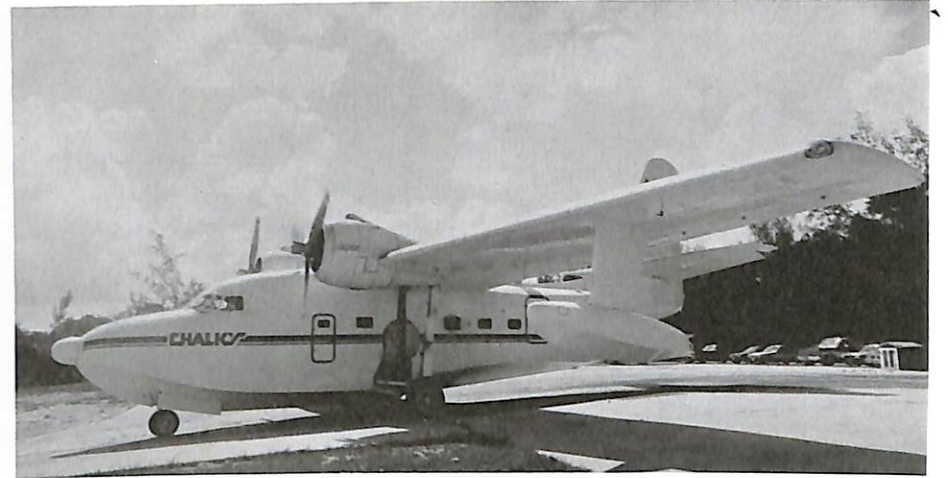
When you stand next to the Albatross, you realize how impressive its size is and you

can appreciate how the aircraft was for a long time regarded as too powerful for the small number of passengers carried and as a result, never made any impact on the civil scene until Chalk's acquired the five aircraft for lack of availability of an other suitable modern flying boat or amphibian. In military service with the U.S. Air Force and U.S. Navy, as well as with the military of several other countries, the Albatross operated mainly as an air-sea rescue aircraft and of the 464 that were built, five operate with Chalk's.

The cabin interior of the aircraft is as good as that of any other aircraft of its size although the 28 seats are not adjustable and are rather uncomfortable after an hour's flight. They are arranged in a 2x2 layout except beside the wheel-well and at the front bulkhead where there are two pairs of seats facing the rear. The introduction of the Albatross meant Chalk's was obliged to carry flight attendants. No attendants are required on the Turbo-Mallards.

I took a right window seat facing the rear and although the windows are small, they are adequate and provide a reasonable amount of light in the cabin. Since I was unaccustomed to the type, I took a look at the aircraft's emergency card which I shared with three other passengers. The door hatch was sealed and the right prop began to swing, followed by the engine kicking into life. The unmistakable sound of the large reciprocating engines brought back a flood of memories. It had been a long time since I flew in a piston-engined airliner, a Finnair CV-440 Metropolitan. Those engines too had the typical sound, smell and customary puff of smoke on start-up.

With the left engine running, the vibration in the cabin was considerable. Only when the engines revved up did the vibration cease, but at the expense of an increase in the cabin noise level. With jerking motions the large amphibian began moving down the slipway into the waters of the Atlantic Ocean. The undercarriage was retracted when the aircraft was floating freely and the two 1,475 hp Wright Cyclones were pushed to full power. The Albatross began to accelerate down the channel, kicking spray high into the air in its wake. In a matter of seconds the



Albatross N120FB, c/n 7243, departs Nassau/Paradise Island.

cabin windows were obliterated by a curtain of water. As the speed increased, the nose lifted out of the water and after a few moments of bumping and skimming over the water, the plane struggled into the air before settling into a gentle climb on a heading toward Nassau.

ONE-HOUR FLIGHT

With a cruising speed to that of the Mallard's, about 225 mph (360 km/h), both aircraft are scheduled to do the Nassau run in an hour, which is very competitive with the big jets. Bahamasair, the national airline of the Bahamas, operated Boeing 737s and BAe.748s on three of Chalk's most-profitable routes: Miami, Ft. Lauderdale and West Palm Beach, to Nassau, but obviously they operate from the main international airports. Eastern also competes directly with Chalk's and in an attempt to gain a bigger slice of the market, Chalk's are willing to honour any other airline's ticket for the same sector.

Much of Chalk's business, especially in the winter months, comes from daytrippers, like myself, who want to experience something different from the usual rigors of jet travel. Others include vacationers taking a few days' break on one of the tours organized by the airline. In an attempt to make the flights more comfortable, Chalk's flight attendants distribute newspapers and drinks. Due to the cabin noise level in flight, it is exceedingly difficult to hold any kind of conversation and so rather than the attendants verbally offering drinks to the passengers, a small note is passed around and those who want anything, need only to



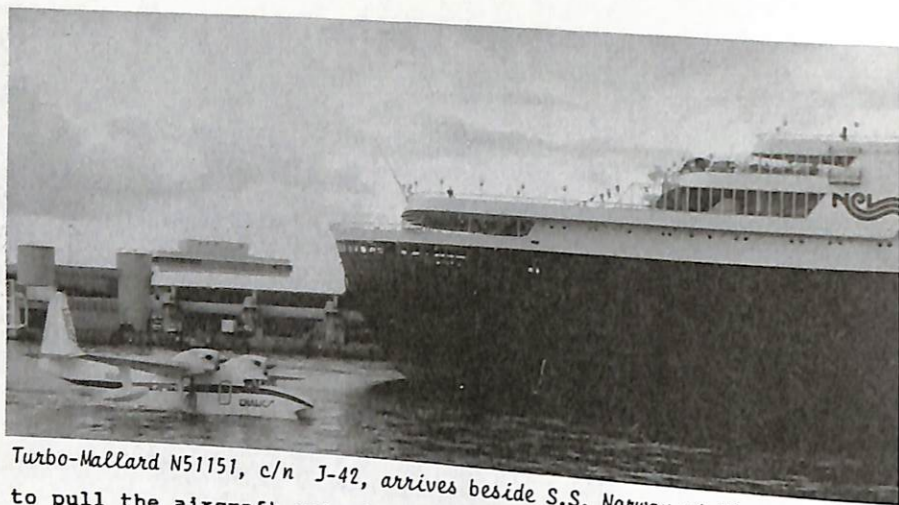
The author lends scale to the Albatross.

attract her attention and to point to what they want! There are no galley facilities on board and no meals are served.

Half an hour out of Miami, we passed to the south of Bimini, another of Chalk's destinations, which boasts some of the clearest water in the world with the scuba diving to go with it. Cruising at an altitude of 7,000 ft (2,100 m) gives a spectacular view of the many submerged coral reefs which surround this island and make up the Bahama archipelago.

By the time we began to descend into Paradise Island, it was raining again and raindrops were visible on the windows. Although the torrential rain helps to calm the sea, sealane pilots do not like it because smooth water can act like a glue for seaplanes taking off and it can create an optical illusion to the landing pilot, making him believe he is higher than he actually is.

Upon approaching the landing channel we passed yet another cruise liner heading into port. The Albatross' undercarriage was dropped as we approached the slipway which led out of the water to the Paradise Island apron and power was increased



Turbo-Mallard N51151, c/n J-42, arrives beside S.S. Norway at Miami.

to pull the aircraft out of the water.

BUSY SEAPLANE BASE

For the return flight I was booked on the 5 p.m. flight BK 208, back to Watson Lake. I had a few hours to spare before departure and that gave me the chance to observe the comings and goings of this surprisingly busy Paradise Island seaplane base.

Chalk's is the only airline which operates scheduled services out of the island, with direct services to Bimini, Ft. Lauderdale and West Palm Beach. The base, although compact, runs with great efficiency and there is rarely a time when there is no Chalk's amphibian on the damp apron. This gives the enthusiast a rare opportunity to observe these beautiful machines at close range. There is little security and the airline allows most visitors to wander around, using their own discretion and common sense. This provides a great photo opportunity and

with a shady vantage spot near the water's edge a good view can be had to Chalk's aircraft taxiing and emerging from the water.

Chalk's seem only to issue a timetable as a guide to their services as their aircraft never seem to operate on schedule - and I suppose that's the way it should be in such a relaxed environment. But for the first time, I am pleased to say, I was going to be on a flight which was going to take that all passengers who were checked on flight BK 208 had arrived and the aircraft was ready to go, so there was no point in waiting.

I expected to fly again on the Albatross, but we were marched to the Turbo-Mallard, N51151 (c/n J-42) which rolled off the Grumman production line back in 1949. This would give me the opportunity to sample the other workhorse in the Chalk's fleet.

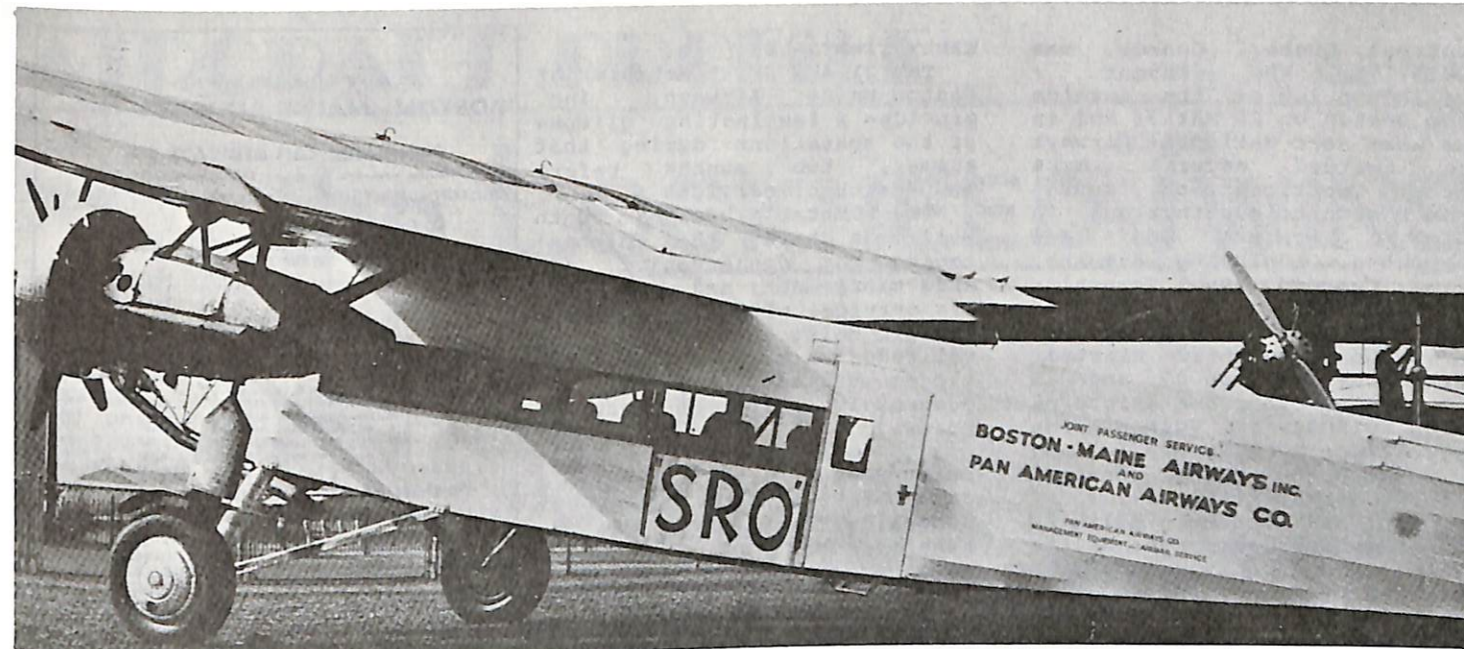
The cabin of course is considerably smaller, carrying

only 18 passengers in seats arranged in a 2x1 pattern. Legroom was more limited and there was barely enough room to stand up. No flight attendant was carried and the cockpit in the Mallard is open to the passenger cabin so the flight crew can be observed throughout the flight.

I always believed turboprop power reduces the noise in the cabin, but on start-up I could hardly tell the difference between it and the old pistons of the Albatross. But with no doubt, the turboprops on the Mallards have much improved the aircraft's performance, compared to the previous Pratt & Whitney Wasp radials. The streamlined engine nacelles also provide a neater aircraft shape.

On final approach, just before splashdown, we passed right by high office buildings and passengers found themselves looking UP to the office windows.

Anyone who is heading down to South Florida, should not miss Chalk's seaplane base. For those who have the time and money, a flight on the Albatross or Turbo-Mallard is highly recommended. Despite the hard times, Chalk's still operates a unique service to Paradise Island, Bimini and Cat Cay, run by professional people who obviously take pride in their jobs. However, whether Chalk's can continue this service in the future, is open to question. Personally I hope they can, because they are a remainder of the glorious flying boat age and because there are so few of these delightful, dying breeds left to fly in today's jet age.



PAA Fokker F.XA N147H, c/n 1041, inaugurated the Boston-Portland-Rockland-Bangor service of Boston-Maine Airways on 01 AUG 31. A local wag applied the sign 'SRO' (Standing Room Only) to the aircraft. Photo taken at the Boston Airport, East Boston. (Norm Houle file photo).

BOSTON-MAINE AIRWAYS

By Joop Gerritsma

A new atmosphere of economic optimism emerged in the United States in the early 1930s. It was part of the recovery after the devastating Wall Street stock market crash of 1929.

Airlines were very much part of this optimism and Boston-Maine Airways Inc. was one of several new airlines which started up during these years to cash in on the anticipated traffic demand.

The airline was formed on 20 JUL 30 as a joint venture of the Boston and Maine Railroad and the Maine Central Railroad. Management, operating personnel and aircraft were provided by Pan American Airways.

Boston-Maine inaugurated daily service on Saturday, 01 AUG 31 when a PAA Fokker F.XA departed Boston for Portland, Rockland and Bangor, all in Maine. The service formed a link between the Colonial Airways service from New York to Boston and a PAA service from Bangor to Calais (Maine), St. John (New Brunswick) and Halifax (Nova Scotia), the latter two in Canada.

PAA was interested in the operation because of Juan Trippe's plans to offer, in the future, trans-atlantic service to Europe from New York. He saw the PAA service from Bangor to

Halifax as the first leg of this proposed service and the operations by Boston-Maine Airways as a convenient way of gaining valuable operating experience while getting paid for providing staff and equipment.

However, PAA soon realized the time for a European service had not come yet, mainly because of the short range of the flying boats of that era, and Trippe lost interest in the New England venture. The Boston-Maine AW service was suspended only two months later, on 30 SEP 31, as a result.

OPERATIONS RESUME

Boston-Maine Airways resumed operations on 11 AUG 33 when it began service with two 10-passenger Stinson 6000 trimotors from Boston to Bangor and Burlington, both in Maine, under contract to National Airways. National had powerful backers, including Amelia Earhart and early air mail pilot Paul F. Collins (who is NOT the current WAHS president!) and an air mail contract, but no aircraft.

A feeder service through Vermont was added on 27 OCT of the same year, jointly with Central Vermont Airways and the Stinsons began operating with the joint title Boston-Maine / Central Vermont Airways.

FLASH TIME

TRAVEL

THE SKY ROUTE

"2 MILES A MINUTE"



BOSTON

PORTLAND

ROCKLAND

BANGOR

CALAIS

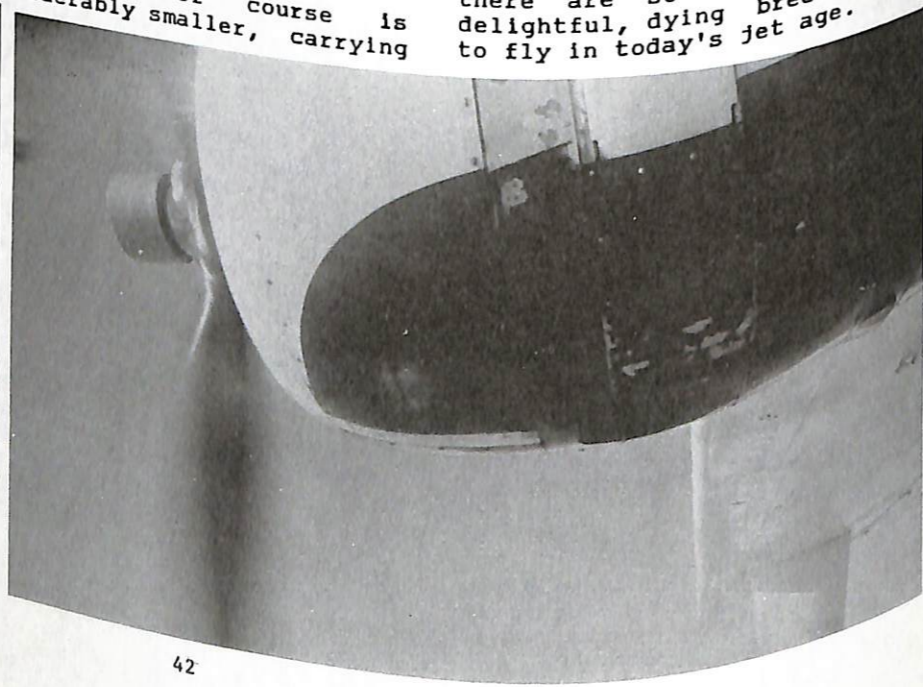
ST. JOHN

HALIFAX

SPEED COMFORT DEPENDABILITY

Air Fares:	Round-trip	Normal Fare	One-Day Excursion!
To: Paradise Island/Nassau			
From: Ft. Lauderdale			
Miami (Watson Island) ²	\$125		\$99
Miami (Watson Island) ¹	125		99
West Palm Beach	150		--
	145		--
<small>(1) Round trip travel must be completed in same day (2) Direct (3) Via Bimini with stop over permitted in each direction</small>			
To: Bimini			
From: Miami (Watson Island)	\$ 95		\$80
Ft. Lauderdale	95		80
Paradise Island	110		--
To: Cat Cay			
From: Miami (Watson Island)	\$125		--

The Albatross is powered by two 1,475 hp Wright Cyclone reciprocating engines. Flying in these boats is a double treat: seaplanes are increasingly rare, and so are piston engines on airliners.



Montreal, Quebec, Canada, was added to the Bangor - Burlington leg of the service from Boston on 20 MAY 34 and in the same year National Airways was awarded several more airmail contracts on routes from Boston to destinations in Maine, Vermont and New Hampshire, including Augusta, Maine; Concord, New Hampshire and Montpelier, Vermont, and several smaller communities.

Two Lockheed L-10 Electras joined the fleet on 03 and 13 OCT 1936. Photo proof exists of L-10A NC19056 in Boston-Maine colors (see LOG 12/1, p.14) and in joint Boston-Maine / Central Vermont Airways titles.*

On 01 MAR 37 Boston-Maine AW bought National Airways and its air mail contracts. White River Junction, Vermont, was added to the route map in 1938 and three years later, on 19 NOV 40, the airline changed its name to Northeast Airlines, after it had been sold by the railways to the Atlas Corporation.

EARLY TIMETABLE

The 01 AUG 31 timetable of Boston-Maine Airways, Inc. provides a fascinating glimpse of the operations during that summer, two months before suspension of services.

The timetable boasts, "Both railroads have the highest record for conservative and safe management; and this new air service, with all passenger traffic being handled by the railroads' organization and ticket offices, typifies the progressive spirit of these two roads."

It goes on to say that Boston-Maine Airways operates a daily service from Boston to Bangor, while PAA, on its own behalf, ran a tri-weekly passenger and U.S. Air Mail service from Boston to Portland, Bangor, Calais, St. John and Halifax.

Reproductions of sections of this timetable show details of departure times, duration of flights and fare prices.

JOINT PASSENGER SERVICE BOSTON—MAINE AIRWAYS, INC. and PAN AMERICAN AIRWAYS CO.

Pan American Airways Co. Management, Equipment and Air Mail Service
BOSTON — PORTLAND — ROCKLAND — BANGOR LINE

DAILY
(Connecting air service between Boston and New York via Colonial Airways)
Operating on Eastern Standard Time

NORTHBOUND (Read Down)			SOUTHBOUND (Read Up)		
A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
7:30	1:30		12:20	4:20	6:15
8:15	2:15			5:35	5:35
10:05	4:05			9:30	3:30
8:00	10:20	4:30		9:05	1:15
8:55	11:15	5:30		8:05	12:20
9:05	5:40			7:55	1:55
9:35	6:10			7:15	1:05
9:45	6:20			7:05	12:25
10:25	7:00			6:35	

PAN AMERICAN AIRWAYS CO. BOSTON — PORTLAND — BANGOR — CALAIS — ST. JOHN — HALIFAX

Tri-Weekly Passenger and Air Mail Service
(Connecting air service between Boston and New York via Colonial Airways)
Operating on Eastern Standard Time

NORTHBOUND (Read Down)			SOUTHBOUND (Read Up)		
Tuesdays	Thursdays	Saturdays	Wednesdays	Fridays	Sundays
7:30 A.M.			8:00 P.M.		
8:15 A.M.			5:30 P.M.		
10:05 A.M.			5:00 P.M.		
10:20 A.M.			4:05 P.M.		
11:25 A.M.			3:55 P.M.		
11:35 A.M.			3:00 P.M.		
12:30 P.M.			2:40 P.M.		
12:50 P.M.			1:45 P.M.		
1:45 P.M.			1:15 P.M.		
2:15 P.M.			12:45 P.M.		
2:45 P.M.			12:30 P.M.		
3:00 P.M.			11:00 A.M.		
4:30 P.M.					

TRANSPORTATION TO AND FROM AIRPORTS
A nominal charge will be made for transporting passengers between airports and center of city where necessary. Charge will be collected at the time and is not included in air ticket. When making reservations, ask for time of bus departures.

FOR RESERVATIONS AND TICKETS CALL
Boston & Maine Railroad
Maine Central Railroad
Pan American Airways Co.
Any Travel Bureau
Any Hotel Porter

POINTS SOUTH OF BOSTON CALL
Pan American Airways, Inc., New York City
Colonial Airways, New York City
Any Travel Bureau
Any Hotel Porter
Subject to Change Without Notice

AIRCRAFT PROFILE

by JOOP GERRITSM

Part 5 the LOCKHEED TWINS

The substantial airline role of the Lockheed Twins ended at the end of World War 2. Their operators quickly re-equipped with cheap and much more plentiful DC-3s and Beech 18s from surplus military stocks. Small numbers of L-10s and L-12s remained in service, but mainly as private aircraft.

But in the early 1950s the L-18 and its military derivatives would start a new career. In those years many air force C-60s and B-34/37s, as well as naval PV-1 Venturas were converted for executive use. Their higher speed gave them a definite edge over the DC-3 for this purpose.

One of these conversions was the Super Lodestar of 1952, produced by Minnesota Airmotive. The aircraft was essentially an overhauled and refurbished L-18-56 with two 1,300 hp R1820-56A engines.

THE LEARSTAR
These straight conversions did not really satisfy aircraft engineer William Lear. In his opinion, simply cleaning up these war-weary veterans by putting chairs in them did not make for comfortable executive transports.

He went to work and on 19 MAY 54 his Learstar I made its first flight. This was an L-18 with an completely reworked airframe and cabin interior. Power was provided by two 1,425 hp Wright Cyclone R1820-76 or -86 engines. The aircraft came with optional wing tip tanks for a greater range.

Design of the aircraft had started in 1953 at the Aircraft Engineering Division of Lear, Inc. Lear's intention was to provide busy executives of corporations which were expanding rapidly in the post-WW2 boom, with a high-speed, long-range, custom-equipped executive transport.

The Learstar I was built around extensively modified components of the L-18-56. New engine nacelles, landing gear, modified wing and tailplane tips, new nose and tail cones



Howard 500 C-GLOM, c/n 500-101 of Canadian small-package carrier Soundair at Toronto, Ontario, Canada, 13 NOV 80. (Joop Gerritsma photo)

LATE NEWS
A French race car driver, Henri Pescarolo, wants to beat Howard Hughes' 1938 around the world record. Pescarolo said he has selected a Lockheed Lodestar for the flight (Hughes used an L-14, see previous issue of the LOG) and he will be accompanied by French motorbike racer Hubert Auriol, Canadian flight engineer Arthur Powell and French aircraft captain Patrick Fourticq. The aircraft was christened with a bottle of champagne by Pescarolo and French movie

actress Mireille Darc, at Paris on 19 MAR. Aircraft and crew have scheduled to leave Paris on 18 JUN of this year. Pescarolo's aircraft is said to be a Lodestar, but in the only photograph I have seen so far, it looks more like a Howard. This photograph, taken during the christening, shows only the nose and engines and the nose is the longer nose with a slightly upturned under side, typical of the Howards, rather than the shorter nose of the real Lodestar.

and many other drag-reducing features were incorporated. Together with the installation of new systems, they resulted in a substantially improved performance over that of the Lodestar/Ventura.

The first production aircraft made its maiden flight on 19 OCT 54, the type was certified in the Airline Transport category in JAN 55 and the first customer delivery was made on 26 FEB 55. Initial production was 10 aircraft per year and 28 had been delivered by the fall of 1958.

Lear also produced the Learstar II, an upgraded

version of the Minnesota Airmotive and other existing executive L-18 conversions, rather than of "raw" L-18s from military surplus stock. A few Learstar Is were also modified to Mark II standard.

As with the Learstar I, external modifications are extensive, but existing executive interiors were left the same. The aircraft's outer wings were remanufactured to provide greater fuel capacity for greater range.

About this time Bill Lear became much more interested in his Swiss venture, the Learjet business jet aircraft and he

FARES

Effective August 1, 1951. Subject to Change Without Notice
Fares are quoted in U.S. Currency

	Boston	Portland	Rockland	Bangor	Calais	St. John
Portland	6.50					
Rockland	11.50	6.00				
Bangor	15.00	8.50	6.00			
Calais	21.00	14.50		10.00		
St. John	25.00	18.50		11.00	10.00	
Halifax	35.00	28.25		21.00	15.00	15.00

Reduced Round Trip Fares remaining until September 30th (subject to reservations). Stop Over Tickets will be sold only at point to point rates.

PASSENGER INFORMATION

BAGGAGE

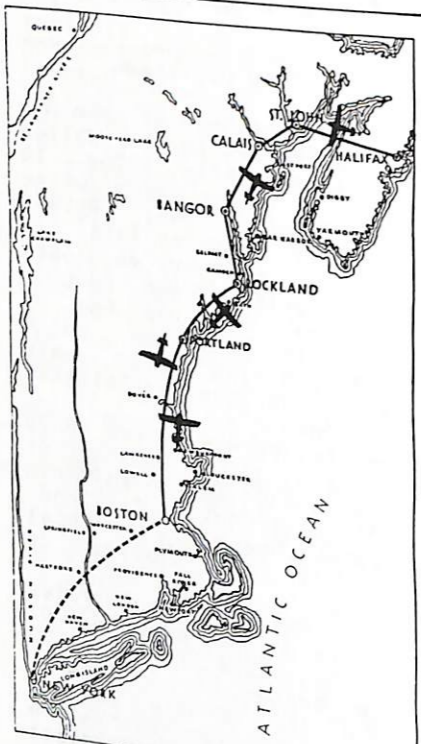
Each passenger will be allowed 30 pounds of baggage free. Baggage in excess of 30 pounds will be charged for at the rate of 1/2 of 1% of the passenger fare per pound (minimum rate of 10 cents per pound) and will be carried only when capacity permits.

The following requirements apply only to passengers between Canada and the United States.

TICKETS, PASSPORTS, CUSTOMS CLEARANCES

International Tickets will contain the following clause: "The purchaser must be in possession of a passport duly vised, letter of identification or other certificates where the same are required by the laws of any country to be flown over. The international passenger must arrive at the airport of departure early enough before the scheduled time of departure to enable passport inspection and baggage customs to be completed."

United States citizens entering Canada or Canadian citizens entering the United States need no passports or visas. However, in both cases satisfactory proof of citizenship will be required of passengers. Identification certificates are issued to Canadians entering the United States for a limited stay or for those who may desire to cross the border at frequent intervals.



SLASH TIME!!

"2 MILES A MINUTE"

Boston	to Portland	55 min.
Calais (St. Andrews)	to Boston	3 1/4 hours
Bangor	to Boston	2 hours
Boston	to Rockland	1 1/2 hours
St. John	to Boston	4 1/4 hours
Boston	to Halifax	6 hours

And With Direct Air Connections at Boston

Portland	to New York	3 1/4 hours
Rockland	to New York	5 hours
Bangor (Bar Harbor)	to New York	4 1/4 hours
Calais (St. Andrews)	to New York	5 1/2 hours
St. John	to New York	8 1/2 hours
Halifax	to New York	8 1/2 hours

I want to thank WAHS member Norm Houle for providing the photograph, Ann Whyte of Pan Am for sending a reproduction of the time table, and the books 'Airlines of the United States since 1914' by Ron Davies, and 'The Delta Family History' by George W. Cearley Jr. for information about the operations of the airline.

*Could any of our readers provide information about when this Electra (and the other one?) operated with the Boston-Maine titles and when with the combined titles?

COMBINED SPECIFICATIONS TABLE for the Boeing 247 and the Lockheed L-10, L-12, L-14 and

L-18. Figures for DC-1, DC-2 and DC-3 have been added for comparison.

	247	247D	L-10A	L-12	L-14	L-18	DC-1	DC-2	DC-3/DST
First flight	08FEB33	14SEP33	23FEB34	27JUN36	29JUL37	21SEP39	01JUL33	11MAY34	17DEC35
First air line serv	22MAY33	SEP34	11AUG34	?	SEP37	MAR40	APR34	AUG34	25JUN36
# built	61 (a)	13	149 (b)	114 (c)	112 (d)	144 (e)	1	163 (f)	609 (g)
crew/pass	2/10	3/10	2-3/10	2/6	3/12	3/26	2/12	3/14	4/21-36
Wing span ft/in meters	74/0 22.56		55/0 16.76	49/6 15.09	65/6 19.96		85 25.91		95 28.96
Fus. length ft/in meters	51/4 15.65	51/7 15.72	38/7 11.76	36/4 11.08	44/2 13.47	49/9 7/8 15.58	60 18.29	61/11 3/4 18.89	65/5 1/2 19.65
Height ft/in meters	12/6 4.72		10/1 3.07	9/9 2.97	11/5 1/2 3.49	11/10 1/2 3.62	16/1 4.09	16.3 3/4 4.97	16/11 1/8 5.16
Wing area sq. ft meters ²	836/13 80.13		458 42.6	352 32.7	551 51.2		942 87.5	939 87.2	987 91.69
Horse power	550		450	450	750	1,000	710	875	1,000
Max. speed mph km/h	182 293	200 320	210 338	225 362	243 391	272 438	210 338		200 320
Cruise speed mph km/h	155 249	189 304	195 314	213 342	241 388	251 404	190 306	200 320	192 310
Range mi km	485 781		810 1,304	950 1,530	1,000 1,600	2,000 3,267	1,000 1,600	1,060 1,700	1,790 2,875
Gross weight lbs kg	12,650 5,738	13,650 6,192	10,100 4,581	8,650 3,923	15,000 6,804	17,500 7,938	17,500 7,938	18,560 8,419	24,000 10,886
Empty weight lbs kg	8,412 3,815	8,940 4,055	6,325 2,869	5,960 2,703	9,685 4,393	12,195 5,532	11,780 5,343	12,408 5,628	17,200 7,802

NOTES: Engines of different horse power were used in the L-14, L-18, DC-2 and DC-3. Performances differed accordingly. Number built are AIRLINE aircraft only (except for L-12)

(a) Another one as executive transport, (b) All variants; (c) Civil a/c only; (d) Plus 119 in Japan; (e) Plus 480 military; (f) Plus 33 military; (g) 579 before WW2, and 28 after.

turned production of the Learstar over to Pacific Airmotive, formerly Pacaero Engineering Comp., of Burbank, California.

I don't know of any Learsters having been used in airline service. But several Howard conversions are in operation in North America as small-package and courier aircraft.

THE HOWARDS
In 1959 another executive Lodestar conversion came on the market. This was the Howard H.500, produced by Howard Aero Inc., an aircraft modification firm in San Antonio, Texas.

The H.500 is a two-crew, 10 to 14 passenger executive transport based on an earlier and less sophisticated Howard conversion of the military PV-1 and B-34/37, but it was certified as a new aircraft.

The prototype made its first flight in SEP 59 and the first production aircraft did so on 15 MAR 60.

The H.500 had an entirely new, failsafe, pressurized fuselage and was powered by two 2,500 hp Pratt & Whitney R-2800 CB17 engines.

On 01 APR 62 Howard first flew the H.350. Generally similar to its predecessor, H.350 had the same engines, the and a shorter wing span performance, somewhat lower a shorter range including a operating range and lower weights.

While the H.500 and 350 were based on the PV-1 and B-34/37, the next Howard was based on the L-18/C-60. This was the H.250 and it could be called a "poor man's Howard". Seating 10-12 passengers, it was a little smaller than its predecessors and had

less-powerful Wright R1820-56A engines of 1,350 hp. First flight of the prototype was on 03 APR 61 and the first production aircraft took off for the first time in December of that year.

A tri-gear version of the H.250 appeared in 1965. The aircraft's nose was longer by four feet and the nosewheel was a reconditioned unit of the Douglas A-26 bomber. New engine nacelles were also fitted. Howard Aero became the Business Aircraft Corporation on 15 JUL 63.

Just prior to this, the company came out with the pressurized H.400 version of the H.500 and H.350. The H.400 became the BA.400, but by this time the first practical business jets and propjets had appeared on the market and the BA.400 did not become a success.

COMBINED CREDITS & BIBLIOGRAPHY

for the two-part series "The First Modern Airliner" (Boeing 247) and for the five-part series "The Lockheed Twins" in the CAPTAIN'S LOG

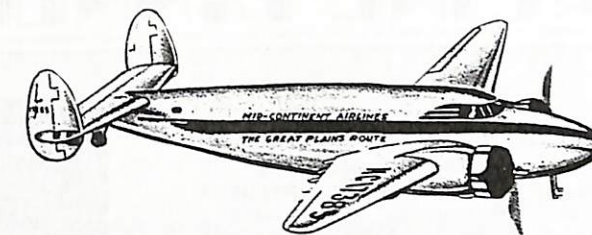
My sincere thanks go to the following WAHS members, Airlines, manufacturers and publications for making it possible for me to write THE FIRST MODERN AIRLINER and THE LOCKHEED TWINS. Without their help I would not have been able to do it. Thank you all!

- WAHS MEMBERS:
- Stan Baumwald, Lighthouse Point, Florida, USA
 - George W. Cearley Jr., Dallas, Texas, USA
 - Tony Herben, Beaumont, Alberta, Canada
 - Norm Houle, Durham, New Hampshire, USA
 - Drew Eubanks, Clarendon Hills, Illinois, USA
 - Pierre Langlois, Pierre-fonds, Quebec, Canada
 - Bill Thompson, Beecher, Illinois, USA

AIRLINES & MANUFACTURERS:

- Air Canada
- The Boeing Company
- CP Air/Canadian Pacific Air Lines
- KLM Royal Dutch Airlines
- Lockheed Aircraft Corporation
- LOT Polish Airlines
- Northwest Airlines
- Pan American Airways (Ann Whyte)
- Trans World Airlines

Also thanks to the section editors who, at my request, included material on these aircraft and the airlines which operated them, in their own columns - Joop Gerritsma.



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AIRLINE DINNERWARE

by KEITH ARMES

The U.S. airline industry is certainly changing quickly as consolidations and mergers become the norm. Of course, this makes many items instant collectibles, so now is the time to try to add these to your collection.

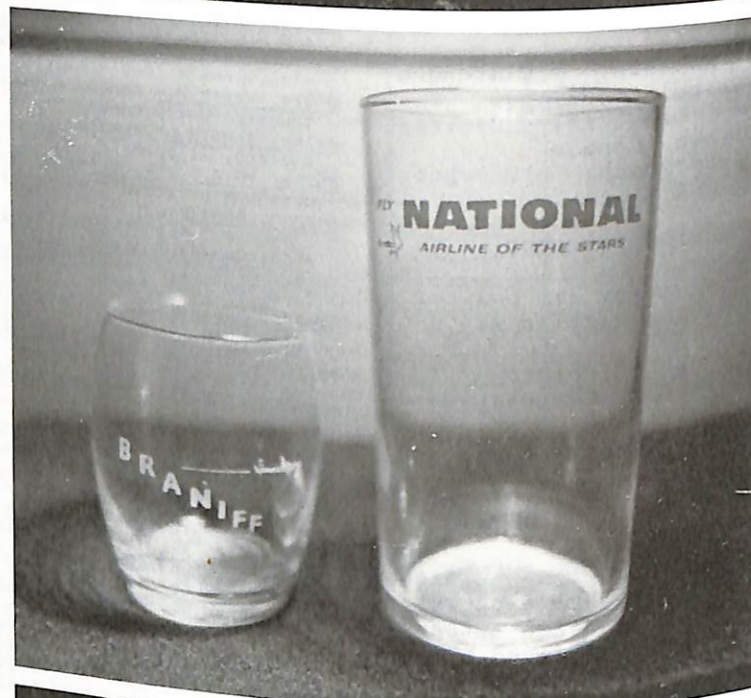
Pictured are three Republic Airlines glasses which will soon be gone. The rock glass and wine glass display the 'Herman' goose logo while the cordial glass reflects the last Republic livery.

Dining service items from Western, Ozark and PSA are also worth collecting NOW as they are expected to be removed from circulation in the near future.



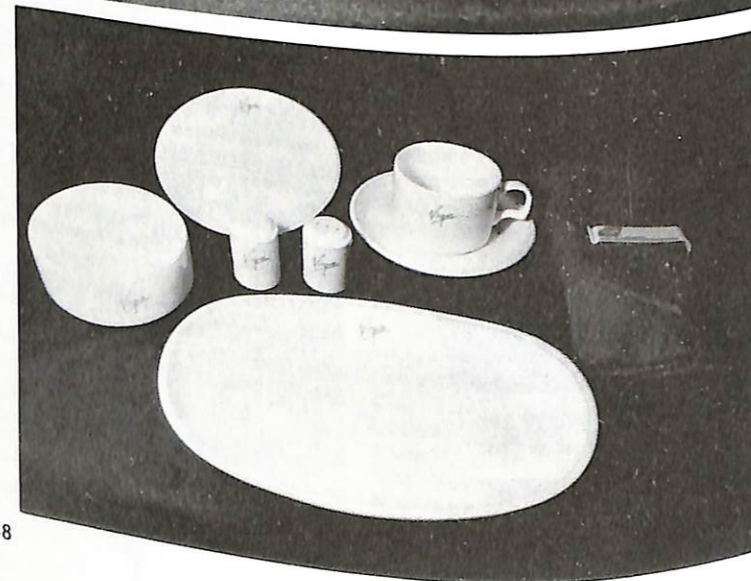
WHAT'S OLD?

Recent finds include a drink glass with 'Fly National / Airline of the Stars' in blue lettering and a Braniff cordial glass in white lettering. They are pictured here. Both glasses have pictures of four-engine propeller aircraft on them, which dates them in the mid- to late-fifties or early-sixties.



WHAT'S NEW

Virgin Atlantic Airlines has introduced an attractive place setting for their business class service. The set is on Wedgewood china and is clearly marked on the front with the 'Virgin' script name in red. Each piece is also marked on the back with the letters VA, followed by a different number for each type of dish.



TOP: Glasses with 'Herman' the goose logo and newer ones with Republic logo are becoming major collector's items now that Republic Airlines has been absorbed into Northwest.

CENTRE: Braniff and National glasses are now a rare find.

BOTTOM: Virgin Atlantic offers this attractive place setting in its business class.

(All photos by Keith Armes)

PRESERVATION

by Joop Gerritsma

The Super Constellation was a member of a species which is now almost extinct, the large piston-engined airliner. And not just any member. She was easily the most-gracious airliner ever built. "Connie was a Lady", they often said of this "Queen of the Skies".

Super Constellations traveled the major transcontinental and intercontinental air lanes of the world for 10 years before the last ones were replaced by the jets in the 1960s.

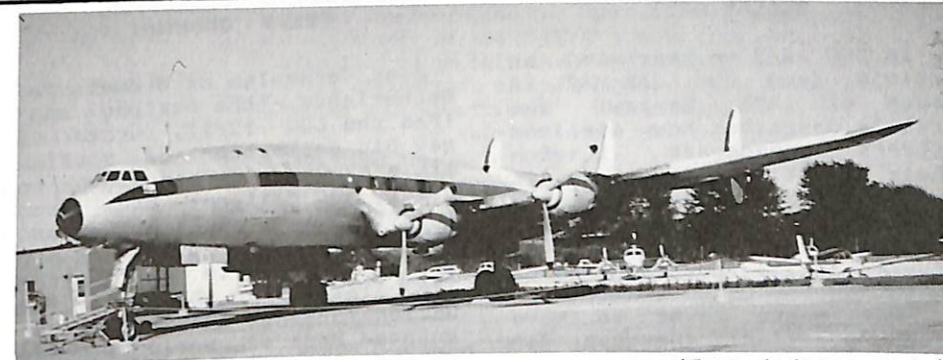
579 L-1049 Super Constellations of six different models were built: 259 for the airlines and 320 for the military. Only a precious few of them now remain, scratching out a living as cargo haulers in some out-of-the-way place or as insecticide sprayers.

Now a group of retired TWA flight and ground personnel and other enthusiasts at Kansas City, Missouri is hard at work to restore a Super Constellation to her former glory.

Under the leadership of Larry Brown, they call themselves the SAVE-A-CONNIE group. They are based at MKC and have acquired L-1049H NC9637C, c/n 4830 and plan to finish her in TWA colors and fly her at air shows.

Ironically, this aircraft was never with TWA and was never a passenger plane. She started her operational life on 17 SEP 59 when she was delivered new to cargo airline Slick Airways, one of three new 'Super H' models for Slick, and was used on a Military Air Transport Service (MATS) contract to ferry material from the USA to Japan. (Sister ship '36C was destroyed in a midair collision with a USAF F-4 near Saigon, South Vietnam, on 22 JUN 67 on one such flight.)

'37C and '35C started scheduled domestic all-freight services for Slick from New York to San Francisco and Los Angeles via Dallas in OCT 62. Boston was added to the route later. These services were suspended in AUG 65, but MATS flights continued. In JUN 66 Slick's routes and fleet were taken over by Airlift International, which became the registered owner of '37C on 01 JUL



N9637C

(Terry Anderson photo)

Save A Connie

of that year. My records for this aircraft stop here.

The current restoration project started in 1985 when Larry Brown, flight operations manager for Wilcox Electric in Kansas City, "decided it would be fun to see a Connie's shadow moving over the landscape again," said the Kansas City Star newspaper of 11 JUL 86.

After a seven-month search, he found '37C at the Mesa, Arizona airport in fair shape.

"Mr. Brown returned to Kansas City and organized a meeting in January at the Downtown Airport to see if anyone would be interested in saving the aviation industry dinosaur," wrote the KC Star.

Among the approximately 70 people who showed up at the 25 JAN 86 meeting was TWA chairman Carl Icahn. He made a \$1,000 donation to the group to start working.

A six-member work party was dispatched to Mesa (on 03 MAY 86), said the Star, to ready the aircraft for ferrying to Kansas City. The hitch was that she had not flown since 1975. The tires were gone and the instrumentation and other items had been removed by vandals and souvenir hunters.

The work party, with retired TWA mechanic Warren Donovan, relied on years of experience working on TWA Constellations and on super Constellations and on whatever old maintenance manuals they were able to get their hands on, to do the job.

B.F. Goodrich Tire donated a set of new tires and TWA transported them to Mesa.

After some not really surprising problems with the

propeller pitch control mechanism and the spark plugs on No. 1 engine, the aircraft made a test flight on 11 JUL and departed for Kansas City's Downtown Airport on 16 JUL 86, piloted by veteran TWA pilot Harry Ward and Frank Fitzgibbon.

Since then, members of the dedicated band of volunteers have collected various parts from former military C-121 Super Constellations parked at Tucson, Arizona, including a radar nose cone, cabin windows and passenger seats, to turn the former cargo hauler and insecticide sprayer into a passenger carrying air show performer. The group may also get three engines for spares.

They hope '37C will be ready for the 1988 air show season, but that depends greatly on donations received toward the project. The cost is estimated to be about \$100,000, too much for the volunteer group to pay themselves.

If you are interested and willing to help put a Super Constellation back into the air, where she belongs, I am sure the Save-A-Connie group will be glad to receive your donation. Their address is P.O. Box 9144, Riverside, Missouri, 64168, USA.

(The information in this article, including a copy of the Kansas City Star article, was provided by WAHS member Terry Anderson of Independence, MO. The history of '37C came from the 1969 Air-Britain monograph on the Constellation, by Peter Marson.)

READERS SAY:

WHAT DID CAPTAIN RICKENBACKER REALLY SAY?

In LOG 12/3 we reprinted an article from the JAN-MAR 86 issue of IATA Review. The article describes how airlines attract passengers through their advertising campaigns. It quoted former Eastern Air Lines president Eddie Rickenbacker as saying the purpose of advertising is "putting bums on seats."

That quote seems to have been 'purified' somewhat for publication in the Review.

WAHS member John Adkins of Mesa, Arizona, wrote to say that what Rickenbacker really said, is slightly less dignified. In response to a question by Lockheed officials about what he did want on the 88 seats of each of his Constellations, Rickenbacker reportedly said: "eighty-eight asses." Member Adkins said this is the version related by Robert Serling in his book 'From The Captain To The Colonel'.

Thanks for sharing this with us, John.

BARFBAG COLLECTION KEEPS GROWING

Niek Vermeulen of Wormer, The Netherlands, 'the barfbag man' (see the LOG 12/1), wrote to say his collection of airline air sickness bags has grown to nearly 500 different bags from more than 170 airlines around the world. Applications are now being processed to continue the 1987 listings in the Dutch- and German-language editions of the Guinness Book of World Records in the 1988 editions.

Attempts continue to satisfy the application demands for a listing in the English-language edition.

Member Vermeulen says he is now looking for someone who would like to take over the collection and continue it.

COLONIAL AIR TRANSPORT COLOR INFORMATION NEEDED

Raymond D. Crane is an artist who produces paintings of commercial and general aviation themes. At present he is involved in an art project

for the Port Authority at Logan International Airport, Boston, Massachusetts. He is looking for color information about the livery of Colonial Air Transport of the late 1920s. He needs the colors of the aircraft in general and the colors of the lettering (airline name, registration numbers, etc.). He said he has black & white photographs from which it is quite obvious that there are definite tonal variations indicating some sort of color change.

Mr. Crane, who is not a member of the WAHS (yet?) said WAHS member Ron Davies at the Smithsonian Institution in Washington, D.C., told him this is a poorly researched area of airline history and he hopes the WAHS or any of its members can help him.

(If there is anyone out there who has the information Mr. Crane is looking for, please drop him a line, and if possible, send me a carbon copy of it for publication in the LOG. Thank you! - JG)



(Photo from the Norm Houle Collection)

Fairchild 71 CF-ACO, c/n 627, was operated by Canadian Airways of Montreal, Quebec, on their Royal Mail service from Montreal to Moncton, New Brunswick. This photo was taken at the Prairie Airport, a farm owned by the Arbo family of Brownville, Maine. Canadian Airways pilots would follow the railroad - the 'Iron compass' - and cross over Central Maine for the shortest distance between the two cities. The Prairie Airport was a refuelling stop. Note the town's name on the roof of the

barn, as was customary in those days, and the large arrow denoting North. Also see the gentleman, dressed in a business suit, standing on the wing, pointing a hose into an ordinary funnel to refuel the aircraft from a stand-up pump, forerunner of today's car gasoline station fuel pumps. Were the three ladies on the right Arbo family members or were they passengers? There is another puzzle. Norm Houle, who supplied this photograph, said it was taken in 1929. But the aircraft shown, carrying

Canadian Airways titles, was registered to International Airways of Canada from 17 JUN 29 to sometime in 1930, when it was transferred to Canadian Airways. Canadian Airways was formed that year out of several smaller companies, including International Airways and a subsidiary, also called Canadian Airways. Both Canadian International and the old Canadian Airways were owned by the Aviation Corporation of Canada before they merged into the new Canadian Airways.

...from the left hand seat...

by

Paul F. Collins

With this issue of the LOG we begin our 13th year of operations. It seems like just the other day that I was mailing out the first issues of Volume I! A lot of members have come and gone during this time period, but I am sure that we have added something to the lives of those that we have touched. Sometime in the near future I can see the LOG going "big time" and being placed on magazine racks in the various market places. When that happens, I look forward to serving all the new members that will be attracted to the Society.

Along with this issue you will find the 1987 Society Roster. For some reason, over 400 members decided not to renew by the March 30 deadline. This has reduced the size of the roster for this year and will give me some additional work to do when their renewals come into Society headquarters. It is important that your renewals be received as close to your expiration date as possible. This way the budget for the coming year can be worked out. Once again we are holding the subscription rate to \$14.00. For those of you that have renewed, your continued support is greatly appreciated.

By the time you receive this issue of the LOG, it won't be long before it is time to travel to the 11th annual Airliners International convention in Indianapolis. I have talked with Phil Brooks several times over the last couple of months and according to Phil all systems are GO! Each of the previous conventions have been bigger and better than the one before, and I can see no change in this record for the 1987 affair. If you have not made plans to attend, you had best get started. Sales tables and rooms at the Adams Mark are going fast. Will look forward to meeting all of you once more and having one heck of a good time! All roads lead to Indianapolis in 1987!

I have received several reports from the 1988 convention committee and they are really getting things together for the meeting in Denver. Thanks to their efforts we have also picked up a number of new Society members from the Denver area. Please remember that we must select a convention site for the 1989 Airliners International: THIS year's business meeting. If you are interested in hosting a future convention, be sure to have your presentation ready in July. Some areas that have expressed interest in hosting a convention sometime down the road are Chicago, Atlanta, Miami, Detroit, Minneapolis/St. Paul and Seattle. If you are REPLY interested, please be at the business meeting of the 1987 affair and make your presentation. For additional information on making a presentation, contact Paul Collins at 606-342-9039.

I mentioned in this column in the last issue that I was putting the final touches on the proposed constitution and by-laws for the Society to be presented to the membership at the annual business meeting of the Society. Scratch that! I have tried to look at the leadership problem from all the various angles and have decided that there really is no problem. Through the pages of the CAPTAIN'S LOG, we

are a VEPLY loose knit organization that enjoys the fun of collecting airline memorabilia and studying the history of airlines and airliners. I have been trying to make things more difficult than they really were. We do not need officers, we just need to handle the operation for what it is--a magazine distributor--of the CAPTAIN'S LOG. One other thing also lead me to this decision, and that was the complete disinterest of the membership with regards to having Society officers. The correspondence has been almost NIL on this subject. This being the case, any plans for having officers, at least at this time, is being shelved.

This brings us to another topic that needs to be addressed. A number of areas are conducting local shows and meetings. Those that come to mind quickly are Atlanta, Miami, San Francisco and on occasion the Cincinnati area. If you are planning any event for the remainder of the year, please advise Paul Collins so this information can be placed in the LOG. Also, after the event is over, please send in a report so we can publish that in the LOG as well. This way, members can keep track of what is going on in the various areas, especially if they are on vacation or business travel. If traveling in a "foreign area" you may be able to take in a meeting in Montreal and England and France. There have also been several collectors meetings in Germany. I would be more than happy to give several pages of the LOG to Club happenings across the U.S. and around the world. If YOU are involved in such activities or if you are interested in starting a LOCAL organization, please contact me and we will talk about it.

We continue to have problems with people moving and not furnishing the Society with their change of address. WE NEED YOUR SUPPORT IN THIS MATTER! PLEASE be sure to advise Society HQ when you move. There is a \$3.00 charge to remain any LOG returned to Society HQ when they are returned by the post office. There will be no change in this policy. In fact, this policy has been very loosely enforced. In the future, better records will be kept on those that have had LOGS remailed and then to not forward the \$3.00 fee. Of course, all of this can be easily avoided--just send HQ your change of address!

There are still a number of Society jackets on hand available for members. I have not sent another order form, since you should have several on hand at this time. Society hats are still available. I will try to have these items at the convention in Indy in July.

That about wraps it up for this issue of the CAPTAIN'S LOG. Once again I would like to thank those of you that have sent in your renewals. Your continued support is appreciated. To those that have not yet renewed, get your form in as soon as possible. Check your mailing label. If your membership line ends with 13/1 your membership ends with this issue. If it ends with 13/2, it ends with the next issue. Any number higher than 13/2 expires later in the year. Until next time...

Happy collecting

Paul

From the Aircraft & Airport Journal we received the following report. Final details on our historic EL-AL and Israeli Air Force tours are now underway. Incredible is the only way to put it. How often do you see Israeli aircraft let alone be able to use your camera on them! The tours will be a week in duration and will have a free day on either end. We are also going to have some Israeli pilots put on a show for us one night at the hotel and they will be bringing us actual gun camera footage from the six day war. The first run will not be at the end of March, but we will announce it as soon as we can. It looks as if you can put the whole trip on your cred card. I can hardly wait till I get my hands on a KIFF and LAVI. You may also be able to get flight time in a 707 simulator at EL-AL. If you wish additional information on this tour, please write to: Dick Pedden, 18 Lambert Avenue, Lynn, MA 01902 or call 617-592-3390.

#####

John Davies, 14 Bullivents Close, Bentley Heath, Solihull, West Midlands B93 9BT England writes seeking assistance with a project that he is undertaking. As you may be aware of most aircraft that are fitted (HF) Short Wave Radios are allocated SEL-CALS, this being the Selective Calling system.

There is a great deal of interest among the aviation enthusiasts of this country (England) to identify flights when they are transmitting on the VHF radio system. When the same flights transfer to Short Wave they will ask the Control for a SEL-CAL check.

From years of logging these flights, I have managed to tie up the SEL-CALS with the aircraft registration. This, as you must appreciate, is of enormous help to the genuine enthusiast who collect the registration marks of airlines.

PROBLEM: The SEL-CALS are allocated by ARNIC, which is located in Annapolis, MD. I have written them numerous times requesting the information necessary to match up registration and call letters. So far, I have not received a response from them. Can ANYONE in the US help me with my project? If you can, please write and we will take it from there. Thank you for your time.

#####

Roy Thompson, 4635 Woodsorrel Court, Colorado Springs, CO 80917 has recently obtained a very interesting memorabilia object. This is a leather wallet with a Northwest DC-3 on the front. Inside the wallet is printed, in gold, the following:

To
D.H. CONNOLLY
In recognition and appreciation
of your assistance in
development of Air Transportation
NORTHWEST AIRLINES, INC.

What I would like to know is: Who is D. H. Connolly? When was the wallet give and why? Was this a one time presentation or was this a standard gift? Would appreciate hearing from anyone that can answer any of the above questions.

#####

FOR THE GOOD OF THE SOCIETY

Jon Proctor sent in the following with regards to one of the speakers at the Washington convention. William Masland, retired Pan American pilot passed away in early February. Mr. Masland was probably one of the most popular speakers that we have had at a national convention. Bill joined Pan Am in 1935 and retired in 1966. During that time period, Mr. Masland was able to pilot just about every type aircraft that Pan Am operated.

Bill was the junior officer on the airline's first flight to Hong Kong in 1936 and the navigator on its trans-Atlantic survey flights in 1937. During WW II, when Pan American's commercial planes were taken over by the military, Bill was in charge of the round-the-world flight, from New York to Perth, Australia, and back. If I remember correctly, his last assignment was Captain of a Boeing 747 on the Atlanta route from New York to London.

Mr. Masland is survived by his wife, the former Sara Edgerton; three daughters and two brothers.

#####

Dennis Andrews, 13 Columbia Avenue, Jersey City, NJ 07307 needs any photos or slides of Martin 202A N93204 which first flew as TWA "Skyliner Burbank" in 1950 and then went to Lone Star Airlines and to Allegheny in 1961 and re-registered N184A. Can use any Martin 202 slides, photos or postcards. Dennis is also looking for volunteers to help restore a Martin 202A, possibly in Allegheny colors. He needs to borrow a copy of the maintenance manual on the 202. The 202 will be on permanent display to the public at a New Jersey Air Museum. Please write or call 201-650-4456.

#####

1987 Calendar that is still worth purchasing! If you do not have one yet, now is the time to buy a copy of the Air Canada Golden Anniversary Calendar. This is a fantastic collection of photos of the aircraft that Air Canada has flown over the years. This work of art may be purchased from: J. F. G. Photographic Design, 25 Madsen Ave., Beaconsfield, Quebec H9W 4T5. The cost is \$19.95 (CAN) plus \$2.50 shipping and handling. Please send check or money order (made out in Canadian dollars). Best bet send Postal MO made out in Canadian dollars. I'm looking at my copy right now and the month of April features a beautiful Lockheed Super Connie. BUY this calendar. You can't go wrong.

#####

Ken Shaw, Society member from Canada, advises that there is a hobby store in Aurora, CO offering a nice selection of Jet Set Decals. If interested, the name and address of the store is: COLPAR HOBBIES, 804 South Havana, Aurora, CO 80012. The telephone number is 303-341-0414. You will be talking to Mr. Fred Beardsley. Mail orders welcomed.

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Society member Chris Nottingham is now offering post cards under the name of Aviation Hobby Canada Ltd. AHCL has a very nice selection of cards that are well presented in their latest catalog. Included on the list are a number of card producers that you do not normally see on most other dealers list. Write to the address above and ask how you can receive this list. AHC Ltd. is also producing post cards. Tell them you saw their advert in the LOG!

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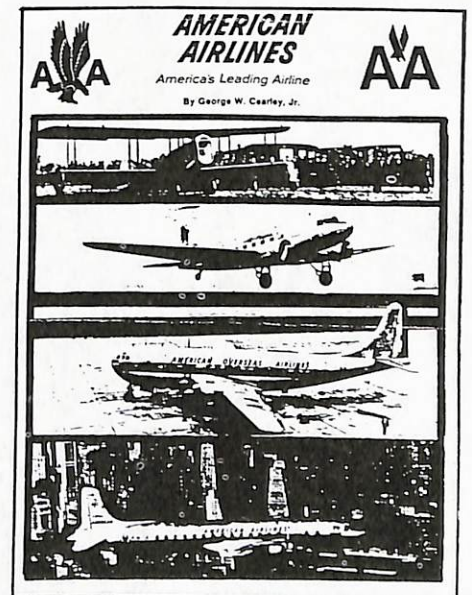
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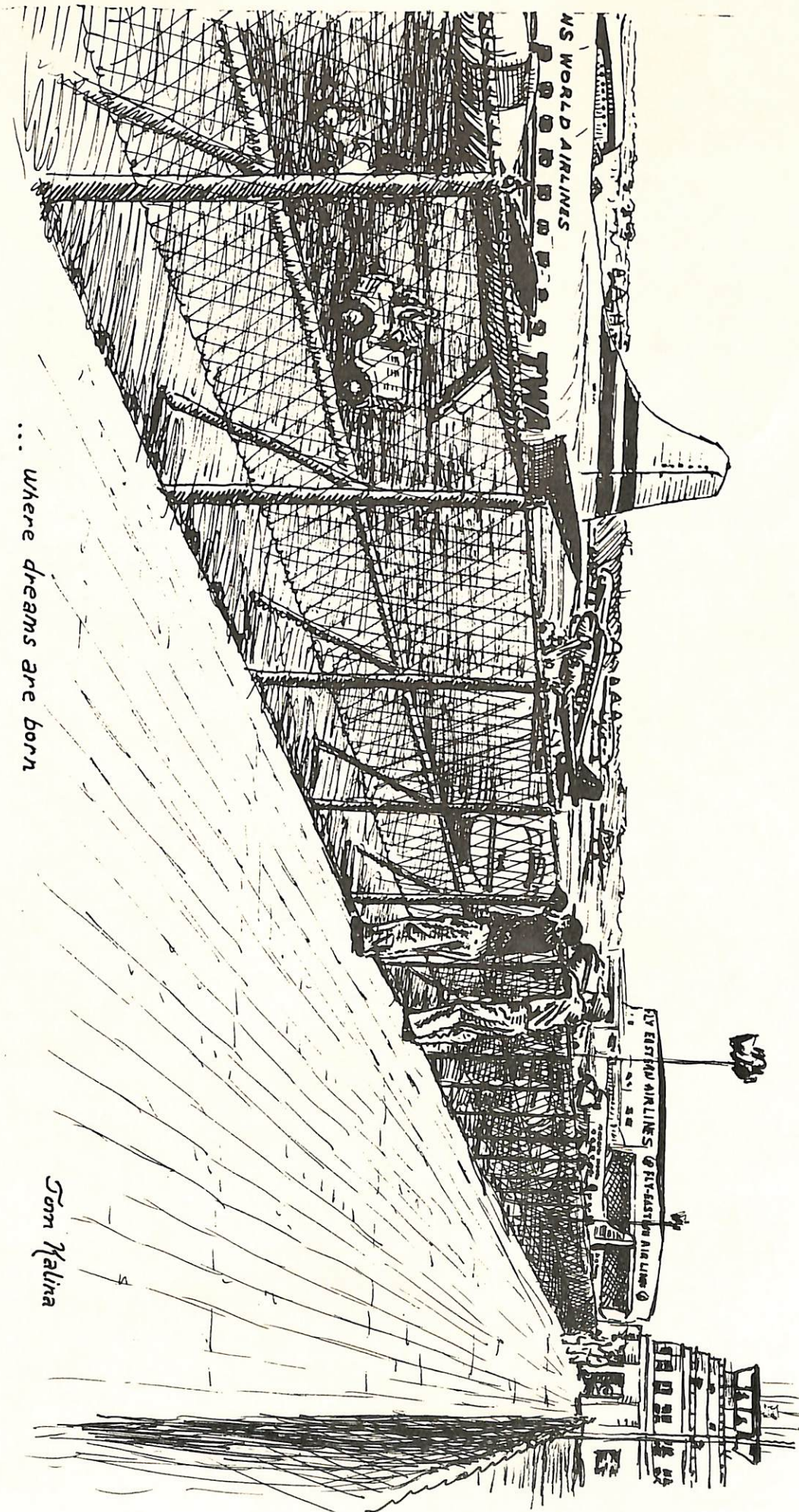
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