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CAPTAIN'S LOG

Airline and Airliner quarterly



This spectacular take-off shot of a Braniff Airways DC-8-62 in the airline's 1978 "Ultra Look" color scheme earned Douglas Bauder of Hurst, Texas, first place in the AI'87 photo contest in the color print category. The aircraft is N1802BN, c/n 45909 and its color is dark blue with light blue and white trim. The photos and slides of winners in the other contest categories are published on pages 8-10 of this issue.



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THE FLIGHT EXCHANGE

The CAPTAIN'S LOG will publish members' wants, trades and items they have for sale. These requests will be published in the "Flight Exchange" section of the LOG at no charge to 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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Thank you

CAPTAIN'S LOG

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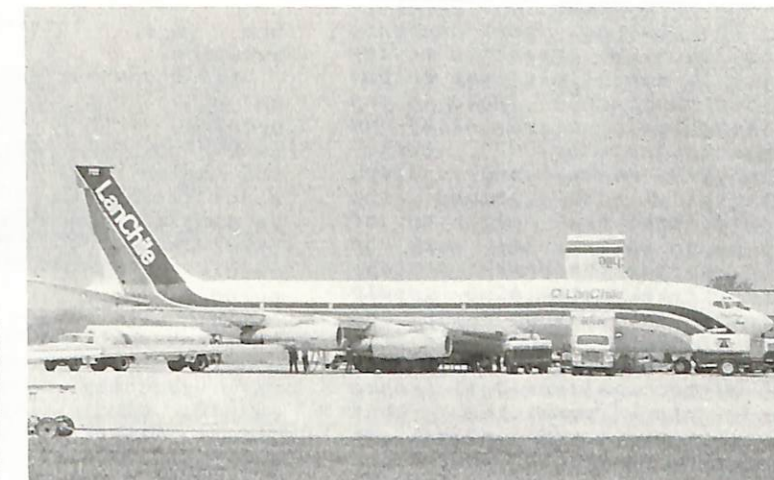
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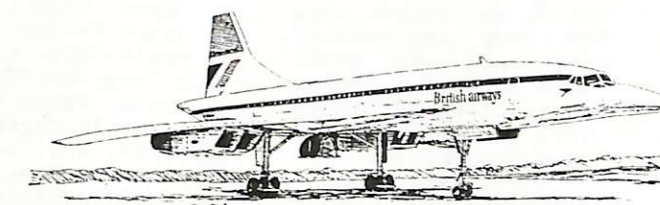
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This is the LAN Chile 707 freighter which was at IND on the Saturday of the Convention. CC-CEB is a 707-385C, c/n 19000. Note the aircraft doesn't have Freighter titles. This is the only shot which turned out of about 10 shots I took from a moving bus on the Saturday morning ramp tour. -JG



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

In this, our post-convention issue, we present a review of this annual airliner enthusiast spectacular. Held in Indianapolis, Indiana, AI'87 had an attendance of 770, including WAHS members and vendors, literally from around the world. The vast majority of those in attendance were of course from the United States, but there were also people from as far away as Japan and New Zealand. It is to the everlasting credit of AI'87 committee chairman Phil Brooks and his committee that everything moved along as smoothly as it did. They did a great job and deserve everyone's heartfelt thanks.

Phil told me he will pass on to Al Minich in Denver whatever he has learned from running AI'87 and how to avoid pitfalls.

With that in mind, I have no hesitation to predict that AI'88 is going to be something worth looking forward to. I know I already am. If you were not at the Indy convention, try to be at Denver in 1988. And for those who have never been to one of these Airliners International conventions, try to make Denver your first one - you won't regret it.

I was fascinated by Capt. Frank Petee's address at Indy. He started flying when I was still riding in a baby carriage and although I have read stories similar to his before, it was quite another thing to hear them first-hand from a flesh-and-blood pilot who was there, right in the cockpit, when they happened.

It seems Indianapolis International Airport has adopted an enlightened position toward young people

who are interested in aviation.

"We encourage young people to visit the airport," Dan Orcutt, the airport's executive director, said at the convention. To help them enjoy the sights and sounds of an airport, IND will put in an observation deck and other amenities, just for that purpose.

This attitude is in stark contrast with that of Chicago O'Hare airport authorities. They recently charged WAHS members Dave Campbell and Thomas Tanner with criminal trespass because they were taking pictures of airliners from public property, shooting over the fence. How mean can you get?

But there is more, much more in this issue of the LOG. Don Thomas has a profile of little-known Mayflower Airlines of 1936-44, George Cearley shows schedules of early Vickers Viscount operations, Richard Fedorco has photos of interim color schemes resulting from the TWA/Ozark, Delta/Western, Texas Air (Continental)/People Express and Northwest/Republic mergers.

Dick Luckin, our newest editor, presents his second column on airline dinnerware by showing some great pieces, Stan Baumwald talks about his recently-completed Junior Crew Member Wings book, Al Tasca shows swizzle sticks of now-departed Western Air Lines and long-departed Northeast.

We received and publish in this issue valuable additions to the helicopter and Lockheed twins histories.

Las Vegas McCarran (LAS) Airport is the subject of a

report by JET Thompson, Hawaiian Airlines' safety cards are reviewed by Carl Reese and Tom Dragges found some new playing cards for us to enjoy.

Dick Koran once again challenges all of us in helping him identify a "mystery" wing. If you do know the answer, please write Dick or myself and we'll gladly publish the information so we all get to know a little bit more.

Except for collecting three very specific subjects, I am not a postcard collector. But I enjoyed seeing the five historic postcards Bill Demarest sent for this issue of the LOG. Four of the five aircraft shown are from Europe, from the time when I was still living there and three of these I have seen myself.

Finally, I have included a page with information about three upcoming meetings, mini-conventions, swap meets or whatever you want to call them. I'd be glad to continue publishing this type of information, but I can do so only when you folks let me know what you're planning. I do not possess ESP and unless you drop me a line, I don't know about your meetings.

Unfortunately, one of the meetings listed in this issue is uncomfortably close to the publication date and I wonder if this issue is going to make it through the mail in time. IT IS IMPORTANT THAT YOU LET ME KNOW AS SOON AS YOU CAN. There is no charge for publicizing these events in the LOG!

That is all for now. I already have some great material lined up for the next issue (including lots of DC-3 related goodies) and your editors are also hard at work on their contributions by the time you read this.

Until then, and may all your landings be on time and at the proper destination.

Indianapolis?

by JOOP GERRITSMMA

The Indianapolis group which organized the 1987 edition of the Airliners International Convention has every reason to be proud of their efforts. It was a super event and ran very smoothly. I had a great time and so did everyone else.

We all made and renewed many friendships and I extend a special thank you to the LOG editors who I had the pleasure of meeting again.

I even spoke lots of Dutch throughout the three days. There were nine or ten people present who either had flown over from Holland just for the event, or who now are residents of the U.S. or Canada and who have kept up the language. I always enjoy speaking the ol' mother tongue.

The location chosen for AI'87, the Adam's Mark Hotel, could not have been better. There was plenty of room in a pleasant environment.

My sincere thanks and congratulations to the entire committee.

For the record, they are, as listed in the AI program book:

Chairman	Phil Brooks,
co-chairman	Vic Russell,
treasurer	Emmett Coffey,
registration	Dan Seldin,
airport ramp tour	Tom Young,
tour transportation	Jeff Shull,
model contest	Steve Bridges,
logistics	Dave Cook, general
members	Randy Auble, Bob
	Clidinst, Jack Doddridge, Scott
	Doddridge, Mike Matta, David
	Maxey, Joe Painter, Mark
	Shaffer and Art Smit Roeters.

With USAir being the official carrier of AI'87, Flite-Line Fotocards issued this special card of 737-3B7, N354AU, c/n 22954. Phil Brooks photo at Indianapolis.



THURSDAY START

The extremely long line-up at registration was the first proof 1987 was going to be a vintage year for AI. 770 people registered (476 pre-registrations and 294 walk-ins). They came from 39 states in the U.S. (including Kentucky), the U.S. Virgin Islands, four Canadian provinces, seven countries in Europe and even from as far as Japan, New Zealand and Chile.

Everyone was greeted with the traditional "goodie bag" and while the trading floor would open the following morning, many people could not wait and set up spontaneous "mini mini-conventions" right in the registration area.

The welcoming cocktail party, sponsored by the Indy Airline Enthusiasts and the WAHS was the great social event it always is, where friends from past conventions meet again and where new contacts are made. I enjoyed it thoroughly.

I could go on and on about the trading and selling, the wheeling and dealing by

everybody on Friday and Saturday, but instead I let the pictures do the talking. It suffices to say that there was plenty for everyone, whatever his or her particular interest. I added several new (for me) airliner photos and books to my collection and added substantially to my new interest - collecting post cards of the F-27, FH-227 and F-28, aircraft operated by smaller Canadian airlines and of Canadian-built airliners (DHC, Canadair and Noorduyn).

I picked up some other photographs too, which I'll squirrel away for now but which you will see in future editions of the LOG because they fit in with projects I am working on or have plans for.

Several editors have commented in their contributions for this issue on their own areas of interest and their acquisitions at the convention. I refer you especially to the columns by Stan Baumwald, Gerry Cole and Tom Dragges. Those who have not will no doubt do so in due time, as the deadline for this issue was too close to the convention for them to do so this time.

I had chosen the ramp of Indianapolis airport tour as my only trip outside the hotel and I was not disappointed. The Mid Pacific Air YS-11 and CF Airfreight 727 were new to me. Too bad airport and airline officials would not allow us close enough to take good shots of the LAN Chile 707 freighter on the ramp. The aircraft, it was said, was there to bring horses for the Pan American Games the following week.

SHORT BUSINESS MEETING

The Friday night WAHS business meeting must have broken records for attendance and for being the shortest ever. There was a presentation by Al Minich about the virtues of Denver, Colorado for AI'88 and that selection, made at the AI in Hartford, Conn. last year, was confirmed.

Bryant Pettit made a strong pitch for Atlanta, Georgia for AI'89 and Mark Coles countered with a proposal for Toronto, Ontario, Canada in '89. Toronto won in a show-of-hands vote. Mark said he has been promised special considerations for convention goers by Canada Customs and that seemed to sway many people. To the Atlanta people I can only say: not

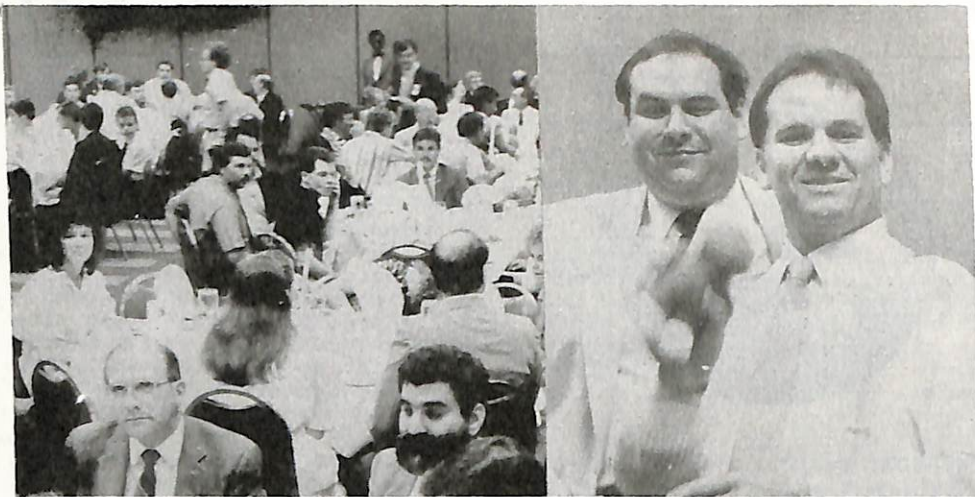
PS: I thought I had scored quite a coup when I found at least one of my LAN Chile 707 freighter shots taken from a moving bus during the IND ramp photo tour on the Saturday of the convention is O.K. But ...

Just before this LOG issue was closed off, Phil Brooks called me to give me some convention details I needed.

He also told me of some other interesting traffic at IND in the week following the convention, in connection with the Pan Am Games. The aircraft included:

Cubana IL-76, two Cubana TU-154s (two flights each), two VARIG DC-10s, Venezuelan Air Force C-130, Pem Ex Petroleum L-100 Hercules, Mexican Government 727 freighter, Pan Aviation 707 freighter and (rare for IND) Eastern A300 and 757.

When I asked him why he did not arrange the convention for a week later, he said that had been impossible because all hotels in Indianapolis had been sold out months in advance.



SCENES FROM AI'87

TOP: Left-Good times at the banquet; Right-Two happy winners.
BOTTOM: Top left-Slides for sale; Top right-Phil Brooks presents Daniel Orcutt with painting of United 737 at IND; Bottom left-AI'87 chairman Phil Brooks; Bottom right-Banquet MC Jim McCue and painting of United DC-6. (Capt. Frank Petee was presented with a painting of a Savoia Marchetti flying boat. All three oil paintings were done by Art Smit Roeters).



getting AI'89 gives you an extra year to prepare for a super AI'90.

The annual AIC is getting so big, convention bureaus in several cities are now competing for it. WAHS president Paul Collins said he had received phone calls from three or four convention bureaus with offers to organize the AIC for us.

The prospect was turned down by members. Many said to fear local WAHS members will lose control over what happens if a convention bureau runs the AIC.

But Indy AIC chairman Phil Brooks looked at it from another angle. Running a successful convention requires a minimum of 20 local members and other volunteers, he said. If a convention bureau were to run the AIC, those local members will have more time to organize and run contests, he said. Indy AIC committee member Art Smit Roeters believes registration fees will almost certainly rise if convention bureaus get involved, because they are out to make money, while local WAHS members are not.

Dick Koran finally suggested a compromise. He proposed a convention bureau may work with local WAHS members, but the members would keep control over what goes on and of how the convention is to be run.

This possibility will be investigated in the months to come.

RENEWALS ARE SLOW

Paul Collins reported on a major problem. Apparently, several hundred WAHS members were slow in renewing their memberships, even after receiving three notices. He urged members to renew in time to ease the burden on him and to make sure they receive their issues of the CAPTAIN'S LOG. He also urged members who move to send a change of address as soon as practicable. The post office does not forward permit mail (by which the LOG is mailed out). Neither does it return the issues to him and with a press run of 1,500 "we can't afford to lose a single issue," he said. If you move and do not tell Paul there is an extra charge if you want a replacement copy mailed to you.

Members who go on extended vacations should also tell Paul. He will then hold your LOG for you till you return. The post office will return these issues to him but that and remailing them later costs the WAHS \$1.08 extra for every

issue.

Finally, Paul said he had dropped the idea of forming a club executive, partly because of total lack of interest by members in any of the executive positions and partly because there is no need for it. Paul said he'll continue to be president, secretary, treasurer and chief-of-everything-else. With the invaluable help of Pat and Paula, of course.

THE CLOSING BANQUET

The Saturday evening closing banquet of the annual AI convention is always special to me. Not only because of the good food and the pleasant company at the table, but also because of the contests (which I enjoy but never do well in) and the special program.

This time there were two speakers, from opposite ends of the time machine.

USAir pilot Captain Frank Petee looked back on 40-plus years of experience in the airline flying business and Indianapolis International Airport Executive Director Daniel C. Orcutt dared to look into what the future might hold for the industry.

The traditional Trivia contest by the Southern Florida Airline Historical Association and the Name-The-Plane contest by the Southern California Airline Enthusiasts were popular - but difficult - as always.

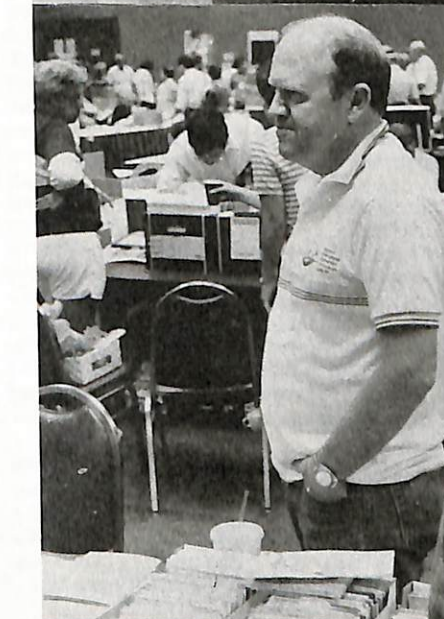
The Trivia contest was won by Ed Cousens of East Bridgewater, Maine. Runners-up were Paul Kowalewski of Ann Arbor, Michigan and a guest of Mark Busseniers of Belgium. Our apologies Kristin, but I did not get your last name in the confusion at the end of the banquet when the fire alarms went off.

Ellen Jones of Hollywood, Florida, who wrote the contest, said all three had seven correct answers plus the first question, "What is your name," for a total of eight points. The tie breaker was used to determine the winner.

Much to my regret the fire alarms also prevented me from collecting the names of the winners of the Name-the-Plane contest.

I'd be delighted to publish the two missing names in the next issue if you winners drop me a line and tell me who you are.

The Paul Goethe Memorial Trophy was presented by his son Ed Goethe to the winner of the Name-the-Plane contest. The trophy is named after the late



TOP: Ellen Jones and Trivia Contest winner Ed Cousens.
CENTER: Jon Proctor takes in the scene.
BOTTOM: Models and more models for sale.

Paul Goethe, Republic Airlines first officer, who collapsed and passed away at the very end of the banquet at the 1982 AIC in Newport Beach, Los Angeles, California. He had been a major and enthusiastic participant in the convention.

Prizes were also awarded to the winners of the model and photo contests. Their names are recorded elsewhere in this issue.

I am challenging everyone who goes to Denver in '88 to consider entering either or both contests. This year several of the prizes (especially in the photo contest) went to the same people who also won prizes in the past several years. I congratulate them, but I cannot and will not believe they are the only ones who take good photographs or build good models.

The time to start planning for next year's contests is NOW. Taking good photographs and building beautiful models is hard work. It cannot be done on the last weekend before you leave for Denver.

A plea was made at the banquet to contribute to a defence fund for WAHS members Dave Campbell and Thomas Tanner, who were charged with criminal trespass after the heinous "crime" of taking photographs of airliners over a fence at Chicago. Their pleas that they were on public land and not on airport property, were blatantly ignored by airport authorities. Details on how you can help will be published in the LOG separately.

I gladly mention Master of Ceremonies Jim McCue, Operations Manager of Indianapolis International Airport. Thanks Jim, we appreciate your participation very much.

Jim had a firm hand on the proceedings, even at the end, when the fire alarm bells sounded just as the closing remarks by Phil Brooks were coming to a close.

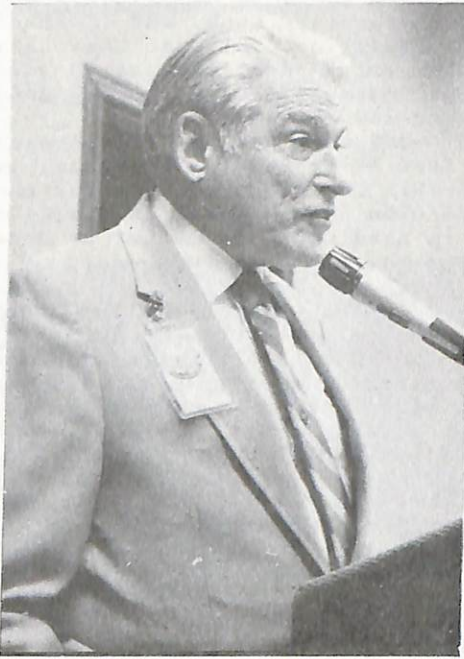
Airline enthusiasts apparently are a disciplined bunch and no one panicked. After some initial hesitation, most calmly headed toward the exits. However, there was no fire and I don't know what or who triggered the alarm.

In any case, the bells brought to a ringing close what had been another great and successful convention. Now, let's get ready for next year!

Thanks all!

Capt. Petee

Capt. Frank Petee, Director of Special Projects, USAir, has been in the airline flying business longer than most of today's pilots. In those years he has flown most of the great propliners - from the Boeing 247 and 307 Stratoliner to the Dakota, Skymaster, Constellation, Martin twins, propjet Convairs, F-27/FH-227 and the One-Eleven and DC-9 jets. His recollections of some of his experiences were both humorous and educational for us younger folk.



After instrument training on the Boeing 247D in the Army Air Corps in World War 2, Frank Petee's was assigned flying the C-75 (Boeing 307 Stratoliner in the WAHS) as second officer (third pilot). He flew with the Intercontinental Division of Air Transport Command, operated by TWA. The 307 was the first pressurized commercial airliner. TWA had six and Pan American four and all had been drafted into military service.

However, "when we flew them they were no longer pressurized because of trouble with the system," Capt. Petee said.

They were supposed to be capable of cruising at 202 mph, but "we operated them at 144 mph, but not until we had burned off a lot of fuel," he said.

Crews also had to keep the aircraft nose-heavy during flight by taking some of the

"brass" up in the cockpit and having the privates sit in the forward cabin, among the long-range fuel tanks.

His first trip on the C-75 is still etched in Capt. Petee's memory. The mission was to Belem and Natal in Brazil from Washington, D.C. via Miami, Puerto Rico and Georgetown, British Guyana. It was not only his first flight as second officer, but also the aircraft commander's first flight as captain and the first officer's first flight as first officer. On landing at Natal, the tailwheel tire blew out and word was sent to Washington to send a new one.

"We met every flight out of Washington for three weeks, but no tire. A lot of flights came through in that time," he said. Finally, the captain told Petee to hitch a ride to Miami on a Delta C-47 and get a new tire at PAA. He took it down to Natal on an Eastern C-47, it was installed on the C-75 and they left. But on the flight out of Belem they lost an engine. That took two days to get fixed, and when they took off "we took some tree branches with us."

Going into Miami the aircraft lost three generators and it got in on battery power.

They finally made it back to Washington by flying in formation with another C-75.

"And that was all on my first flight (with ATC)," he said.

Capt. Petee also flew the C-87 Liberator Express (transport version of the B-24 Liberator bomber) and in 1944, at age 23, he checked out as captain on the C-54 Skymaster,

Dan Orcutt

I am not so sure everyone at the banquet liked the implications of all Daniel C. Orcutt, Executive Director of the Indianapolis International Airport Authority, had to say about the future of the airline industry. But if deregulation is here to stay, we had better get used to them.

On the bright side, Indianapolis airport is "dedicated to understanding the public," Mr. Orcutt said. This will include open concourses, an observation deck perhaps with slave TV screens to show ATC at work, tour programs and

"a really fine airplane," he said. His first flight as a C-54 captain took him to Orly, Paris via the Azores.

In 1946 Capt. Petee joined TWA's international division, flying DC-4s and L-049 Constellations (the "pre-civil war Connie" he called it) and became an instructor in 1947. Cutbacks at TWA saw him posted to flying C-47s on domestic routes.

Capt. Petee then went to Iceland to train DC-4 crews for Flugfelag Island and he even flew the airline's PBY Catalina amphibian along the north coast of Iceland.

The assignment ended in 1949 and back in the States, he joined All-American Airways which was just starting DC-3 passenger services. For the first two weeks he still flew on the airline's unique mail delivery and pick-up service. Incoming mailbags were dropped from the aircraft over the destination and outgoing mail was picked up with a cable and hook trailing from the aircraft, without the aircraft ever landing.

It was "an experience I would not exchange for anything and it is something I will always treasure," he said.

All-American became Alleg-heny Airlines in 1953 and USAir in 1979.

During those years, Capt. Petee flew every type in the fleet, except the Nord 262s it inherited in the 1962 takeover of Lake Central Airlines.

"I feel fortunate I helped build the airline and I am very fortunate that when I was 60 I was extended (in service) to stay. I am still there."

an information center.

But above all, "we encourage young people to visit the airport," he said.

AIR CARRIER FUTURE

However, when those young people start their aviation careers, some of today's air carriers may not be around, he said.

The industry changes started with deregulation in 1978 which he called "the opportunity to go broke."

The 1978 fuel crisis and the 1981 PATCO job action worsened the situation.

Deregulation has resulted in a vast increase in the number of airlines. In 1978 there were 36 major certificated airlines in the U.S. Since then 198 new ones started up for a total of 344. "But in the same time 160 carriers went broke and today there are 174 left, and the number is getting smaller every day," Mr. Orcutt said.

With today's trend, America may end up with three or four very large airlines, he said.

"We are now in the merger phase. Airlines have found it is cheaper to buy airliners on Wall Street at 10 cents on the dollar than at Boeing" and they also get the slots at the airports.

There are now 25 large operating hubs in the U.S. and the competition for runway space, gates and slots is getting more difficult.

He believes no new major airlines will start up in the future because "financiers are getting reluctant to lend money". They have been scared off by carriers such as Air 1, Air Atlanta and People Express which have departed leaving major debts behind.

Two-tier pay levels in the airline industry are devise and Mr. Orcutt believes gap in pay scales will close again.

FAVORS RE-REGULATION

"Personally I am for re-regulation" of the airline

industry, Mr. Orcutt said. "The people are mad at poor service and delays," he said. They also complain about price discrimination whereby one passenger could be paying \$400 for the same trip for which another on the same flight has paid only \$49.

Air travel is becoming a mass transit system with a growth of 6-7% per year. In the next decade there will be 85 million people over 45 in the U.S. They will have money to spend on leisure travel and the airlines must accept they will become the majority of travellers. They will demand good service, while at the same time forcing and keeping ticket

FAVORS RE-REGULATION

"Personally I am for re-regulation" of the airline industry, Mr. Orcutt said. "The people are mad at poor service and delays," he said. They also complain about price discrimination whereby one passenger could be paying \$400 for a trip for which another on the same flight has paid only \$49.

Air travel is becoming a mass transit system with a growth of 6-7% per year. In the next decade there will be 85 million people over 45 in the U.S. They will have money to spend on leisure travel and the airlines must accept they will become the majority of

travellers. They will demand good service, while at the same time forcing and keeping ticket prices down.

Already the percentage of business travellers has dropped to 45% today. Ten years ago it was 55%.

Mr. Orcutt believes action is also due on cancellations and no-shows. If the airlines don't, they may have to sell 550 seats on a 250-seat airplane to have 40 passengers show up. Because of overbookings and no-shows, 40% of the capacity in the industry goes unused now. He predicts stiffer penalties for no-shows.

FUTURE TRENDS

Some definite trends will develop in the near future:

- Hubbing will end and point-to-point flights will return;

- Service will be improved because passengers will be less interested in the best fare deal than in which airline can treat them the best;

- New technology must be adopted, such as unducted fans. "They look much like turboprops," he said. "Maybe we will see reciprocating engines again rather than those noisy jets."

- The airlines increasingly will lease aircraft, often foreign aircraft leased with foreign financing, rather than buy their fleets.

COLORADO AIRLINERS INTERNATIONAL

invites you to the Airliners International Convention in

DENVER, COLORADO, 23, 24, 25 JUN 88

We plan to make this event one of the best conventions for the airline enthusiast and family. There are many things to see and do before, during and after the convention, in Denver and in Colorado.

Plan to make a vacation of Airliners International '88. We look forward to seeing you here, next year.

Colorado Airliners International
P.O. Box 440713
AURORA, Colorado 80044-0713
U S A

Al Minich, spokesman for the Colorado group, said in Indy the Denver convention will be held at the newly-renovated Clarion Hotel, 300 yards from the main terminal at Denver's Stapleton International Airport. He quoted room rates of \$46 for one person per room, slightly higher for up to four people per room, plus tax.

The hotel has also promised to pay part of the costs of the traditional welcoming party. More information will be distributed as soon as it is available, Al said.

-JG

DENVER

IN 1988



TOP: **BEST SALON PHOTO**
ROBERT REDDEN, Lynn, Massachusetts with Continental 727-243 Adv., N579PE (ex-PeopleExpress) on departure.
 BELOW: **1st PLACE COLOR SLIDES**
RONALD KLUK, Chicago, Illinois with United 737-322, N301UA on takeoff.

Photo Contest WINNERS!

The photo/slide contest at the Airliners International conventions is always popular and Indianapolis 1987 was no exception.

Photo contest chairman Marion 'Gomer' Pyles of Air Pix Aviation Photos received 145 entries this year this number did not make the judging any easier.

However, winners were selected and their entries are displayed on these pages.

Gomer assured me he appreciated the great number of entries and is hoping for an even greater participation in the Denver contest in 1988.

How about it, WAHS members and Captain's Log readers? Let's give Gomer even more work next year. There must be some among you who are able to give repeat winners such as Doug Bauder, Ellen Jones, Ron Kluk and John Stewart some competition for the prizes.-JG



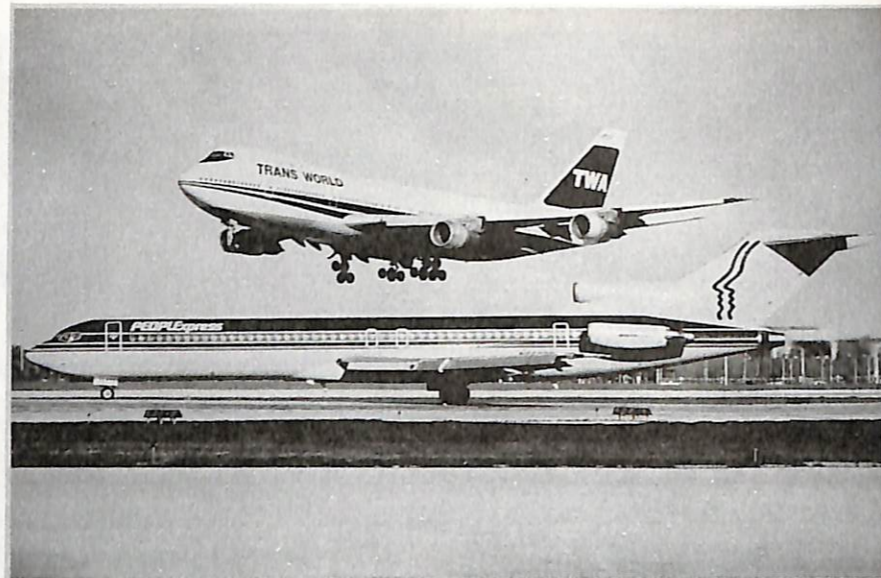
LEFT:
2nd PLACE COLOR PRINTS
ELLEN JONES, Hollywood, Florida with USAir 737-2B7 Adv., N329AU at touchdown.

LEFT CENTER:
2nd PLACE COLOR SLIDES
DOUG BAUDER, Hurst, Texas with nighttime rampshot with national 747 and Air Canada DC-8.

LEFT BOTTOM:
3rd PLACE COLOR SLIDES
DAVID CAMPBELL, Roselle, Illinois with McClain Airlines 727-100 in final approach.

BELOW:
SPIRIT OF FLIGHT
ADRIAN J. SMITH of Elizabeth, New Jersey with seagull on top of the fin of a 747 (probably Pan Am).





RIGHT:
3rd PLACE COLOR PRINTS
 DAVID CAMPBELL, Roselle, Illinois with
 TWA 747 on finals while PeoplExpress
 727-200 is waiting for takeoff
 clearance.

BELOW:
BEST B&W PRINT
 JOHN STEWART of Ypsilante, Michigan
 with Continental 707-100 on takeoff.



RIGHT:
HONORABLE MENTION
 RONSON CHEONG of San Bruno, California
 with Western DC-10-10, N907WA on
 departure.

AIRLINE MODELING

by GERRY COLE

The following rundown on the Indianapolis Airliners International '87 Convention was extracted from a report on the event by model contest director Steve Bridges.

Unfortunately, the IPMS Nationals were held at the same time as the Airliners Convention so I among others of our group had to make a choice of where to go. Despite the conflict with the IPMS event, entries in the Indy contest were quite impressive. One entry, an L-1649 Starliner, is

going to be the inspiration for several future projects for some of us.

Several of us were in the contest area Friday morning, swamped at first with incoming models. All model entries were outstanding, of good quality with spectacular markings and of interesting subjects. However, the onslaught did not last. By the end of registration Saturday, we had only 57 entries from 16 modelers. Bob Clidinst took over judging duties, using local modelers and contestant

volunteers to help judge the entries.

Some of the best entries included an Alaska Airlines 727 with flaps down and actuator rods in place ... in 1/200 scale, a Braniff 707 with hand-painted markings, two DC-7's converted in 1/144 scale to a DC-4 and a DC-7C respectively, a highly-detailed L-1049G Connie in Eastern markings in 1/133 scale, as well as several stretched 747s. Probably the most-impressive entry, and winner of the Judges' Best of Show Award, was a 1/72 scale Heller L-1049 Super Constellation converted to a Lufthansa L-1649 Starliner using wings from a vacuform C-133 kit and numerous hand-cast parts.

Steve, thanks for the report and also thanks to Charlie Haines for the fine photos of the winning models.

IPMS/USA NATIONAL CONVENTION 1987

Despite the conflict with the Airliners International '87 model contest, participation in the airliner classes at this premiere modeling event was excellent. This may be due, at least in part, to the overall record turnout (nearly 2,000 models!) for the Washington, D.C. convention.

Only two dedicated airliner classes were offered this year, perhaps due to the poor turnout last year. Interest in these classes was high in both the number of entries and the overall quality. The small-scale class was again won by Walt Fink of Crystal Lake, IL with a pretty red and orange Braniff "Flying Colors" 727-200 in 1/200 scale. Walt thinned all gear doors, added beacon and wingtip lights and under-body louvers and doors not in the kit. The model was finished in Tamiya acrylics and Metalizer paints. Lettering and registrations were a mix of dry transfers and Micro decals.

Runner-up was an Ozark DC-9-41 of Gerry Cole, also in 1/200 scale. The model, built from the Hasegawa kit, had thinned gear doors, wingtip lights from red/green styrene, beacons and nose gear lights from tiny blobs of clear epoxy added to disks of aluminum foil, an opened APU baffle, and dull-finish Coro-gard for the

AIRLINERS INTERNATIONAL '87 MODEL CONTEST WINNERS

Cat.1-Propeller, 1/99 or larger

1. Eastern DC-3 - STEVE BRIDGES, Indianapolis, IN
2. Western DC-3 - TOM STEPHENY, Delmer, NY
3. Trans Polar IL-14 - RONALD KLUK, Chicago, IL

Cat.2-Propeller, 1/100 or smaller

1. Eastern L-1049G - DAVE JONES, Hollywood, FL
2. ASA DHC-7 - MIKE SPARKMAN, Huntsville, AL
3. Henson Dash-7 - RICK GUILBAULT, Detroit, MI

Cat.3-Jet, 1/125 or larger

1. American 707 Freighter - DOUG BAUDER, Hurst, TX

Cat.4-Jet, 1/126 to 1/149

1. Braniff 707 - BRUCE HAVILAND, Midlothian, VA
2. British Airways 737-200 - RICK GUILBAULT, Detroit, MI
3. Southwest 737 - DAVE JONES, Hollywood, FL

Cat.5-Jet 1/150 or smaller

1. Alaska 727/200 - THOMAS KIM, Rexdale, Ont., Canada
2. Pan Am 707 - RICK GUILBAULT, Detroit, MI
3. TWA L-1011 - EMMETT COFFER, Greenfield, IN

Cat.6-Rotary Wing

No entries received

Cat.7-Conversions, Vacuforms, Scratchbuilt

1. Lufthansa L-1649 - HANS PENNEL, Norwalk, CT
2. Piedmont 737-400 - RICK GUILBAULT, Detroit, MI
3. Capital DC-4 - BRUCE HAVILAND, Midlothian, VA

Cat.8-Diorama

1. Small City Airport - RICK GUILBAULT, Detroit, MI
2. Jerry's Parts - RONALD KLUK, Chicago, IL

Cat.9-Display models

1. Braniff 727 - RANDY AUBLE, Indianapolis, IN
2. TWA L-1011 - RANDY AUBLE, Indianapolis, IN
3. CSA TU-134 - TREY URBHANN, Mt. Prospect, IL

Cat.10-Flights of Fancy

1. United 747-500 - RICK GUILBAULT, Detroit, MI
2. Current Events - RANDY AUBLE, Indianapolis, IN
3. Flying Tigers YAK-40 - RONALD KLUK, Chicago, IL

Theme Award-Best Boeing 707 (and direct variants)

1. American Airlines 707 Freighter - DOUG BAUDER, Hurst, TX

Judges Best of Show

1. Lufthansa L-1649 Starliner- HANS PENNEL, Norwalk CT

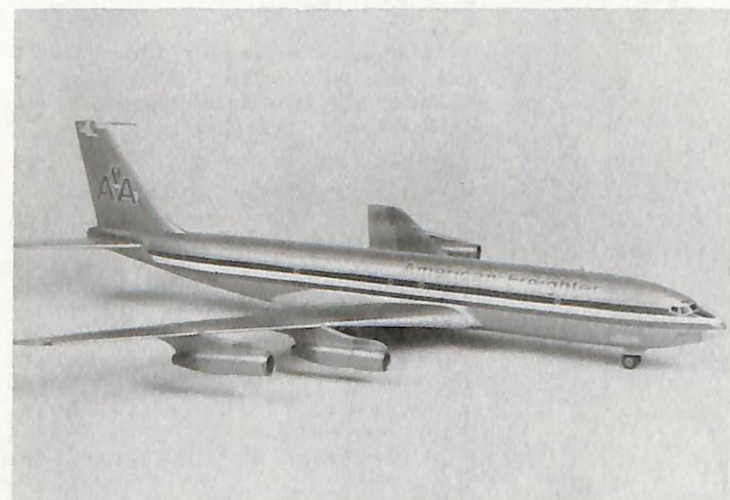
(All photos this column by Charlie Haines unless otherwise credited.)



Steve Bridges' 1/72 scale DC-3



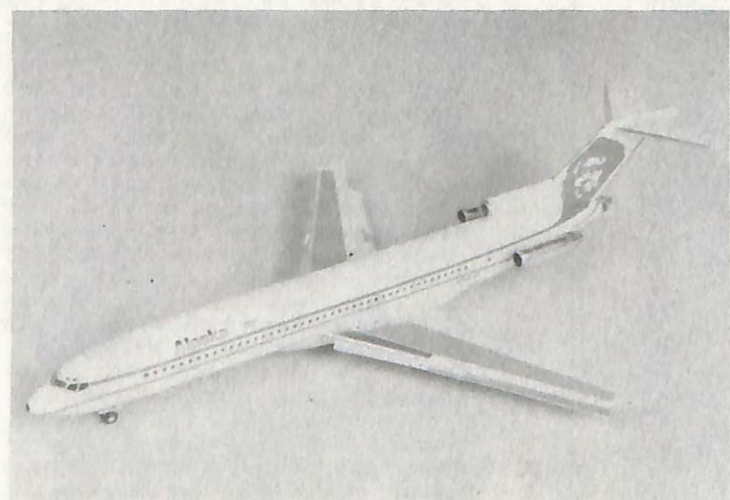
Eastern L-1049G in 1/133 scale by Dave Jones



1/72 scale American Freighter by Doug Bauder



Braniff 707 by Bruce Haviland in 1/144 scale



Tom Kim's 1/200 scale Boeing 727-200



Judges' Best in Show: L-1649 by Hans Pennel

wing center section from Microscale TF21 solid color decal sheet. The finish was Testors Modelmaster white, Compucolor Boeing grey and Metalizer aluminum. Decals were from ATP, with proper DC-9-41 registrations re-arranged from ATP decal numbers. The overwing exits were from the 1/200 scale Micro sheet and Scalemaster black stripes.

Incidentally, nearly all the small-scale entries at the IPMS Nationals were built from Hasegawa's 1/200 scale kits.

The large-scale airliner class was won by a Nitto 1/100 scale DC-3 built by Duncan MacIntosh of Mississauga, Ontario, Canada. Duncan used a combination of Micro and Rareliners decal sheets on his model. Other entries of interest included a 1/72 scale DC-9-14 by John Kelly of Newport News, VA. John used the old Aurora kit, considerably modified to bring it up to current modeling standards. Jim Hurley of Rancho Bernardo, CA entered a Heller 1/72 scale DC-6B in Delta livery. Decals for this Delta DC-6, along with decals of the conversion, will be available from Jim soon.

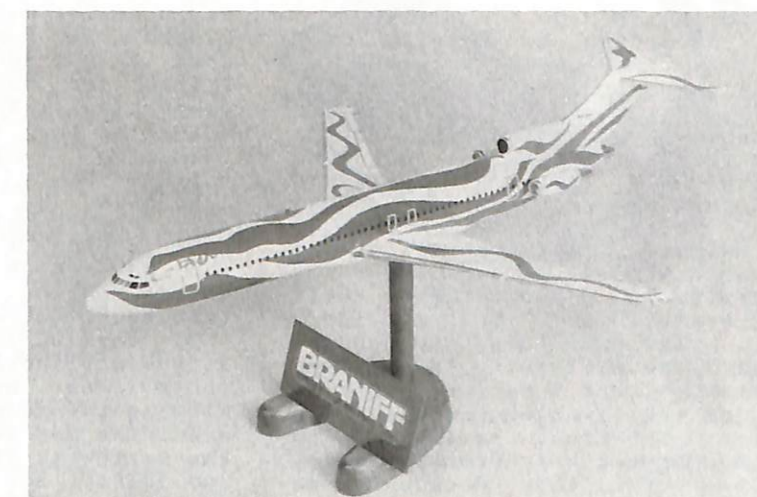
Next year's IPMS National Convention will be held in Dayton, OH, 03-06 AUG. As this will not conflict with the Airliners International Convention in Denver, airliner attendance at both model contests will perhaps be up. See you at Denver and Dayton in '88.

NEW AIRLINER MODEL ITEMS

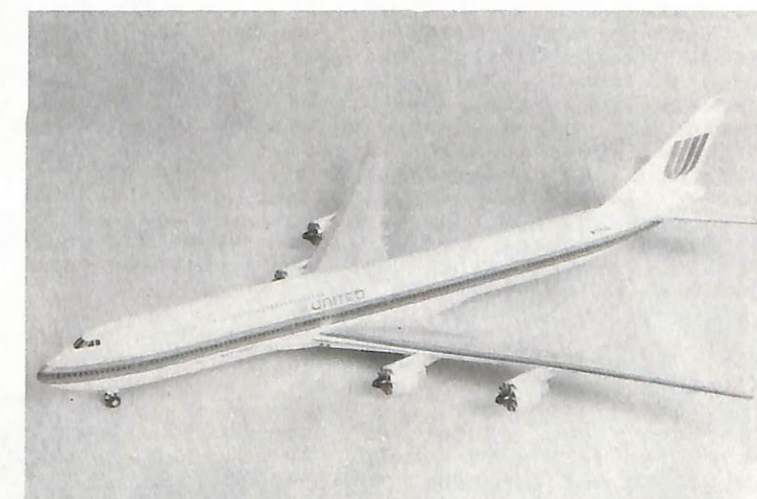
The big product news for this issue comes from Densil Wade of Welsh Models (Hillside Cottage, Leckwith Hill, Nr. Cardiff, Glam, CF1 8AS, UK). This firm, which has already released excellent vacuform kits of the HS (BAe) 748, C-130, C-47 and BAe 146-100 with military markings, now has kits available with airline decals. Initial releases include an Autair 748, Intra C-47 (DC-3), BOAC Britannia, Dan Air BAe 146-100 and a BEA (Channel Islands div) V.802 Viscount. In addition to these kits, Welsh Models has released a new vacuform BAe ATP twin-turboprop transport in Liat markings and they are planning an Airspeed Ambassador of Dan Air, F.27 Friendship of Air UK, DC-6B of Sabena, Stratocruiser of BOAC and Canadair CL-44 of Flying Tigers. All these kits will be to 1/144 scale and will include metal wheels and landing gear struts. Metal props for these kits are available separately



Airport diorama, 1/144 scale, Rick Guilbault



Travel Agent Indy winner, by Randy Auble



Rick Guilbault's Flights of Fancy 747-500



Walt Finks' 1/200 scale 727-200
(Gerry Cole photo)



DC-9-41, 1/200 scale, Gerry Cole
(Gerry Cole photo)

from Welsh Models.

According to Densil, new kits and decals will be released on a quarterly basis. They already have 30 different decal sheets printed for future models, with carriers including LAN Chile, Indian Airlines and Spantax. Market research done by Welsh Models in the UK indicated that cheatline and cabin window decals were not desirable, and these will therefore not be provided. Liveries have been chosen to minimize difficulty in painting stripes, and I see no problem with the liveries released so far. The cost savings using this approach are considerable. Some of the decals come complete with two letter/logo sizes and registration number sets, so multiple aircraft types may be built from each sheet. Unfortunately, decals will not be available separately.

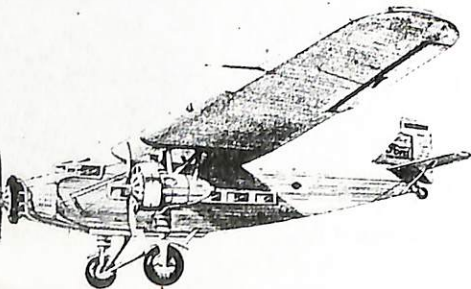
The Revell-Germany 1/72 scale Dornier 228-100 kit has been released. The kit is relatively simple, with 54 parts in clear and white styrene. Details are clean, with a mix of engraved and fine raised lines. Cockpit details are provided, but there are no passenger seats or floor. Decals depict the Holiday Express D-IDOM 228-100, with yellow/red/black stripes on white. The decals are typical for Revell-Germany quality: complete and of top quality. The box "art", by the way, features good photos of the model subject to help in detailing and painting. The bad news? Retail price will be in the US \$14 range.

Fotocut (Erieville Rd, Box 120, Erieville, NY 13061) has

dry-transfer markings for the Playboy "Big Bunny" DC-9-30 in both 1/200 and 1/100 scale. Prices are US\$3.50 and US\$7 respectively. The very opaque nature of the INT-process dry transfers really helps in white-on-black applications like this.

In the modelers' reference book section, I recommend the soft cover book "Big Jets" by Norman Pealing. This all-color tribute to the Boeing 747, 757, 767, the DC-10, TriStar and Airbus airliners features many shots from unusual angles, showing the details we modelers need. The air-to-air photos of the Northwest 757 on pages 48 and 50-51, for example, show the difference in wing, stab and fuselage finish, as well as the thin black outline to the walkway on the wing's top surface. If you are into modeling modern jets, this book is a treasure.

I also like to mention the Jane's "Air Portfolios" series on the Boeing 737, Shorts 330/360, A300/310 and DC-9/MD-80 authored by P.R. Smith. All in full color, these books give a wide variety of color schemes and modeling details. Most carriers for each type are represented, with one photo of each. While no detail



shots are given, a number of different views are shown. The next portfolio, covering the Boeing 727, is due in the fall of 1987 (and the one after that will be about the DHC Dash-7 and Dash-8 - JG). Very highly recommended for the modeler.

FINAL WORDS

In LOG 13/2 I published a review of the Detail and Scale book on the Boeing 707. In the introduction to that text D&S publisher Bert Kinzey observes that airliner modelers don't detail their models the way "other" modelers do. The inference seems to be that, since we don't add details to our models, we don't need detail references. I have since had a chance to discuss my concerns with Mr. Kinzey. Unless we let the book- and magazine publishers know otherwise, airline modelers will continue to be stereotyped as "decal modelers", interested in color schemes only. Based on the airliner model photos published in this issue of the LOG, the stereotype is no longer true. If you would like more sources of airliner details, if you are interested in more than just airliner color schemes, I suggest you let publishers like D&S know your desires. The burden of proof, it seems, is on us.

Next time I'll discuss hints and tips received from you, the WAHS members and CAPTAIN'S LOG readers. Good modeling and see you then.

STICKER CHATTER

by DON THOMAS

A lot of new labels are coming out these days, especially BILs from all the new airlines which fly for a couple of years - or less- and then go into bankruptcy or are absorbed by another airline. However, it is not often that we find a previously-unknown label from an airline of many years ago.

I had such a precious pleasure recently, when Norm Houle of Durham, New Hampshire, sent me one of the only two known copies of a Mayflower Airlines label. This, and the history of Mayflower, are described in a separate history in this issue of the LOG.

Norm also came up with another label which had been hidden from us all these years - Delta, commemorating 20 years of service in Washington, D.C., 1956-1976 (#1). This is similar to a 30-year commemorative label issued in Miami in 1975 and which is now rare. Mine are all gone. Delta's latest is also shown - "It's an Easy Step to London on Delta" (#2).

Here is a spectacular Airbus A300 sticker from China Airlines of Taiwan (#3). The plane is silver on a red-striped white background, with letters in blue. This doesn't look like an Airbus Industrie printing; it doesn't have the usual long oval shape and is probably a local printing from Taipei.

LAN Chile advertises their fly-over of Machu Picchu in Peru with a nice label in green, red and black on white (#4).

Former Air Florida officials have plans for a new airline, and they want to call it New York Express. They plan to depart from New York, Miami and several other cities for various Caribbean destinations. "Express" is widely used lately in the airline industry. Besides Florida Express and the late People Express we have Business Express, Caribbean Express, Continental Express, Atlantic Express (gone?), Eastern Express, Midwest Express and others.

(In Canada, Ontario Express recently started commuter and feeder services, although for now operating under the name Canadian Partner -JG)

We are going to run out of names before we run out of new airlines.

Air Atlantis (#5) is a



#1



#2

charter subsidiary of Air Portugal, formerly TAP. The label shown (#5) comes in three sizes: 40 mm x 17 mm, 66 mm x 22 mm and 111 mm x 41 mm, all on paper. The 'on paper' means the backing of the adhesive label may be of any size, depending on how it was cut from a sheet of the labels. Other labels come in rolls or are printed singly.

My book Nostalgia Panamericana should be ready by October. I had a proof available at the Indianapolis convention but the books are coming by slow ship from Singapore. Colored flyers are available for anyone who needs them to pass out to friends, book-stores or any other aviation-related organizations and people who might



#3

appreciate a book such as this. Aircraft crew ready-rooms and backrooms of airlines might enjoy one of these color flyers, which are printed on glossy stock. Color separations cost a mint - I had to mortgage my house to pay for around 125 of them to put in the book, but the beauty of the blazing color on every page is worth it. Enough text is provided to explain the pictures.

We now also await Ron Davies' book on Pan American Airways. George Cearley's book on Western is now out and available from him.

(Ed's comment: You should all have received a copy of this flyer with the 13/2 - JUL 87 issue of the LOG and you'll probably agree with me: it is a beauty! Definitely of wall

poster quality. Looking at this poster, I know that I just must have the book.

Ron Davies' forthcoming Pan American book is page for page is as beautiful as Don's book. Of different approach,

(Continued on page 17)



#4



MEASUREMENTS & COLORS

Sticker Chatter:

#1. 2 11/16 in square (67.5 mm sq).

All printing black on white.

#2. Diam. 2 in (55 mm). White background - all text and guards' hats in black - guards' tunics are red.

Delta logo is blue (top) & red, seperated by white.

#3. Diam. 4 3/4 in (120 mm). White background - all text blue - aircraft silver - black nose radome, cockpit windows & engine intakes - blue (top) and red (bottom) cheallines seperated by white - six half circles are red.

#4. Diam. 4 1/8 in (105 mm). White background - green mountains - all text red - lamas, mountain outlines, buildings in valley & vertical sides of mountain terraces are black.

Shown to scale: new label of Canadian Airlines Internatio-nal (#a) and last label of Canadian Pacific Air Lines (#b). Similarities are obvious. (Both Supplied by Tony Herben).

LAN Chile logo is blue (top half) & red (bottom half) with white star.

#5. 4 5/16 x 11 5/16 in (109 x 40 mm).

White background - left side of letters A in "A" and "Air" are green - right side of letters A in "A" and "Atlantis" are red - rest of printing is black.

Mayflower Airlines:

#1. Time table printed on yellow paper with blue printing (except for orange sky in small cicle & wings of logo).

#2. Time table printed on green paper with blue printing except logo (is as in #1).

#3. 5 9/16 in x 3 1/16 in (141 x 77 mm).

Printed on light blue paper gummed on the back - entire "1620" line, wings of logo, sky in circle of logo and small

triangular mark near bottom are orange - all other text, hull of boat and ocean in cicle of logo are in dark blue.

#4. 4 15/16 x 3 in (125 x 70 mm).

Printed on slightly ivory colored paper gummed on the back - all text and horizontal line near bottom, hull of boat and ocean in circle of logo are dark blue - sky in circle of logo is orange.

Filler labels below:

a. 10 3/16 x 5 3/8 in (258 x 92 mm).

White background - all printing in dark blue except for red > and light blue bars in logo.

b. 11 3/16 x 3 in (184 x 76 mm).

White background - all printing in dark blue except for red triangle in logo.

AIRLINE PROFILE

By Don Thomas

Mayflower Airlines acquired two Stinson trimotors for 10 passengers from American Airways in APR 36 (or 37? -JG) and started flying two routes, Boston - Nantucket via Provincetown, Hyannis and Oak Bluffs (Martha's Vineyard) in JUL 37 and Nantucket- Oak Bluffs - New Bedford in OCT 37. All places are in Massachusetts. One-way fares ranged from \$5 to \$8 and their first time table is illustrated (#1). On the back of this timetable is a picture of one of their Stinsons, NC-12120, a Model U, which American Airways had named the 'Turtledove'. Close examination of the eagle logo on the fuselage shows that the first "A" (for American) has been changed to an "M", but otherwise the AA logo is the same!

One of the Stinsons was destroyed by fire in a ground accident at Nantucket in 1938. No record of the other one in government records after 1941.

Mayflower Airlines expanded, of course - their 15 JUN 38 and 01 JUL 39 (#2) timetables both state "Ten Passenger Planes Available for Charter".

By 1938 the Plymouth and New Bedford stops had been discontinued and replaced with a service from Nantucket to Newport and Providence, Rhode Island. Earlier, a Boston - Springfield flight of 45 minutes was advertised for \$6 one-way, \$10 return. The airline's first flight slogan, "The Way of the Tri-motor Clippers" was soon replaced with "The Flight of Time" and the routes were mapped out on the front of their timetables.

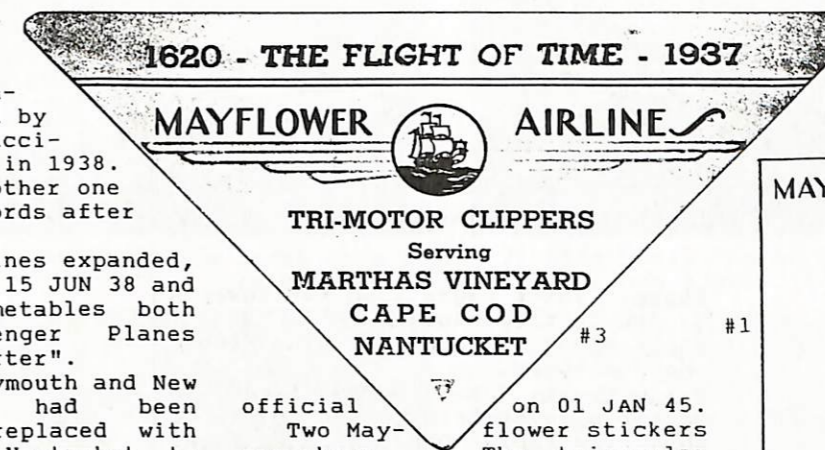
In 1944 Mayflower was absorbed by Northeast Airlines and the purchase became



MAYFLOWER AIRLINES

STINSON TRI-MOTORED CLIPPER

MAYFLOWER AIRLINES



Above: Stinson Model U, NC12120, one of two of Mayflower Airlines. Below: front of 27 JUL 36 time table.



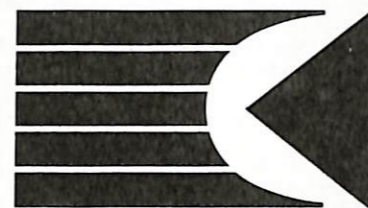
"FLY"
THE WAY OF THE
TRI-MOTOR CLIPPERS

BOSTON
CAPE COD
and
ISLANDS

Schedule for
Cape Cod, Martha's Vineyard, Nantucket, New Bedford
Charter Flights Anytime - Anywhere.
Phone East Boston 2640 For Party Rates.

Canadian

Canadian Pacific Air Lines



(Continued from page 46)

- Northwest Territorial Cargo L-188 Electra
- Eagle Air DC-8-63
- Hemet Exploration DC-3
- British Air Tours 737 new cols.

... and a few others.

MICHEL MOSKAL
The latest sales list includes the following new postcards:

- 142 Varig A300
- 143 Iberia A300
- 144 Iberia DC-10-10
- 145 Thai DC-10-30

- 146 Germania 727-89
- 147 Lufthansa 707-330B
- 148 Middle East AL 707-323C
- 149 Air Rwanda 707-328C
- 150 LAP 707-321B
- 151 Busy Bee Norway F27
- 152 Royal Air Maroc 757

UDO SCHEFER PUBLICATIONS
USP continues to produce new postcards and their latest issues are:

- AB
- 079 Wardair A300
- 080 Continental Houston's Proud Bird DC-9
- 081 Fastair Cargo 707-321F
- 082 Pan West CV-880

- 083 Transcorp 707
- 084 CF Air Freight 727-100
- 085 Interstate DC-8-62
- 086 THY Cargo 707
- 087 Aero California DC-9-15
- 088 Austin Airways HS 748
- 089 Air Creebec DC-3C
- 090 Air Creebec HS 748
- 091 Transbrasil 737-340
- 092 WDL F27
- 093 Lineas Aereas Sudamericana CL-44
- 094 Volcanair DC-8-55F

If you desire a full listing of their past and current issues, write to Annabergstr 9-11, D-5000 Koeln 80, West-Germany.

(Continued from page 15)

it looks in photos, maps and text at the aircraft operated by PAA through the years and on the development of the carrier's network. Many glorious sideviews drawn by Mike Machat are included. Judging by the proof page I saw

official on 01 JAN 45. Two Mayflower stickers are shown. The triangular one (#3) is the airline's first label, first used in 1937 and from then on used for the life of the airline. Only two copies of the oval label (#4) are known to have survived. The one shown was sent to me by Norm Houle of Durham, New Hampshire. The two labels are numbers USM-77 (#3) and USM-78 (#4), for those who want to enter them in their copies of the 1987 Air Transport Label Catalog, Vol. III, Section A.

in Indianapolis, this book too is one which absolutely belongs on your bookshelf.

On the subject of new books, I picked up a few new titles at Indianapolis and will review these and some others in the next issue of the LOG. Start saving your pennies ... and dollars, pounds, francs, pesos etc. -JG)

GET THERE SOONER AND STAY LONGER

MAYFLOWER AIRLINES, Incorporated

BOSTON DIVISION (DAILY EXCEPT SUNDAY) (Standard Time)			
FROM BOSTON Read Down		FROM NANTUCKET Read Up	
TRIP No. 3	TRIP No. 5	TRIP No. 1	TRIP No. 4
4:30 P.M.	*7:00 A.M.	Lv. BOSTON	Ar. 8:40 A.M.
5:05 P.M.		Lv. PROVINCETOWN	5:20 P.M.
5:25 P.M.		Lv. MARSTON MILLS (Hyannis)	5:05 P.M.
5:45 P.M.		Lv. OAK BLUFFS	4:45 P.M.
6:00 P.M.	*8:00 A.M.	Ar. NANTUCKET	14:30 P.M.

TRIP No. 2
Sundays only. *Mondays only.

NEW BEDFORD DIVISION			
FROM NANTUCKET Read Down		FROM NEW BEDFORD Read Up	
TRIP No. 6	TRIP No. 8	TRIP No. 10	TRIP No. 12
8:00 A.M.	12:00 Noon	5:15 P.M.	6:00 P.M.
8:20 A.M.	12:20 P.M.	5:35 P.M.	6:20 P.M.
8:40 A.M.	12:40 P.M.	5:55 P.M.	6:40 P.M.

Trip No. 6-7-8-9—Daily except Sunday.
Trip No. 10—Tuesday, Thursday and Sunday only, connecting with New York boat at New Bedford.
Trip No. 11—Tuesday, Thursday and Saturday only, connecting with New York boat at New Bedford.
Trip No. 12—Monday, Wednesday, Friday only.

Fares and schedules subject to change without notice. 10% reduction on Round Trip fare.
Phone Mayflower Airlines for week end flights from Providence to Cape Cod and Islands. Phone EAST Boston 2640
CALL RAILWAY EXPRESS FOR AIR DELIVERY

TRANSPORTATION TO AND FROM AIRPORTS

AT BOSTON—Hotel Staller—Lowe's Service, fare 50c. Leaves 20 min. before plane departure.
AT PROVINCETOWN—Nunes Taxi Service, fare 75c. Leaves 20 minutes before plane departure.
AT MARSTON MILLS (Hyannis)—Silbey's Service, fare 75c. Leaves 20 minutes before plane departure.
AT EDGARTOWN—McBride Taxi Service, Tel. 701-J.
AT OAK BLUFFS—Terry's Taxi Service, Phone 31-W. Leaves 20 minutes before plane departure.
AT NANTUCKET—

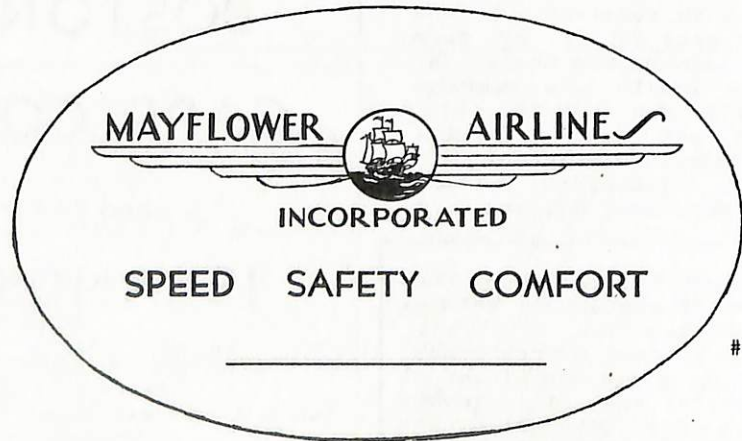
FOR RESERVATIONS PHONE		RATES	
Boston—Cape Cod S. S. Co.	Hub. 2650	BOSTON TO PROVINCETOWN	\$5.00
East Boston Airport—Mayflower Airlines	E. B. 2640	BOSTON TO MARSTON MILLS (Hyannis)	6.00
Temple Tours, 248 Washington St.	Laf. 4758	BOSTON TO FALMOUTH	6.50
N. E. Folder Dist. Co.	Han. 3159	BOSTON TO OAK BLUFFS	7.50
American Express	Hub. 2230	BOSTON TO NANTUCKET	8.00
Provincetown	524-566	NANTUCKET TO OAK BLUFFS	3.00
Marston Mills (Hyannis)		NANTUCKET TO FALMOUTH	5.00
Edgartown	123	NANTUCKET TO MARSTON MILLS (Hyannis)	5.50
Nantucket	520-31-W	NANTUCKET TO NEW BEDFORD	5.40
ANY WESTERN UNION or YOUR TRAVEL AGENCY		NANTUCKET TO PROVINCETOWN	6.00

SCENIC ♦ CLEAN ♦ COOL ♦ COMFORTABLE #2



East Boston Airport

Above: Center pages from Mayflower's 27 JUL 36 time table.
Above right: 01 JUL 39 time table shows network.
Below right: Schedules and fares in center page of triptych on back of this time table. Other two sections of back and one front section have small pictures of airline's destinations (left).
Top & bottom of page: Slogans on back of same time table.



#4

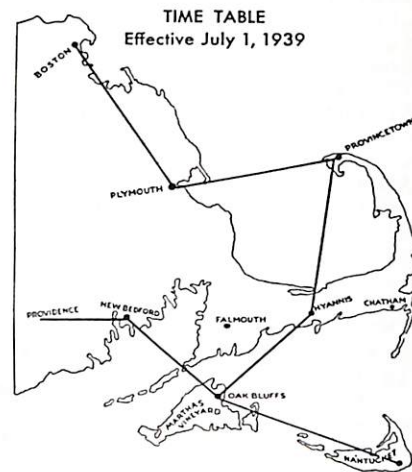
"SAVE HALF A DAY, GO THE MAYFLOWER WAY"

1620 • The Flight of Time • 1939

MAYFLOWER AIRLINE

"SAVE HALF A DAY
GO THE MAYFLOWER WAY"

TRI-MOTOR CLIPPERS
SERVING BOSTON
MARTHAS VINEYARD
CAPE COD AND
NANTUCKET



Scenic • Clean • Cool • Comfortable

TIME TABLE

BOSTON DIVISION STANDARD TIME			
FROM BOSTON READ DOWN		FROM NANTUCKET READ UP	
Trip 2	Trip 4	Trip 1	Trip 3
p.m.	p.m.	a.m.	a.m.
3:30	3:35	ar. 9:45	7:30
4:05		lv. Boston	
4:25		lv. Provincetown	
	4:10	lv. Hyannis	lv. 9:15
		ar. Falmouth	lv. 8:55
4:45		ar. Nantucket	lv. 8:30
		lv. 7:15	

* Trips Nos. 3 and 4 daily except Sunday and Holidays. Hyannis and Falmouth only.
* Trips Nos. 1 and 2 Monday, Thursday and Friday only.
* Will stop on request.

Ten Passenger Planes Available for Charter
to or from Cape Cod and Nantucket

PROVIDENCE DIVISION	
lv. Nantucket	ar.
lv. Newport	lv.
ar. Providence	lv.

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Round-Trip Same Day for Price of One Way Fare

FOR RESERVATIONS TELEPHONE

Airlines Ticket Agency, New York	Eldorado 5-2300
East Boston Airport, Mayflower Airlines	E. B. 2640
Temple Tours, 248 Washington Street	Laf. 4758
Cape Cod Steamship Co.	Hub. 2650
New England Folder Dist. Co.	Han. 3159
American Express, Boston	Hub. 2230
Hyannis	771
Nantucket	520-232
POSTAL TELEGRAPH, WESTERN UNION or YOUR TRAVEL AGENCY	

THE SLIDE COLLECTOR

by RICHARD J. FEDORCO II

This article is a mixed bag and also contains a farewell.

I have postponed the DC-8 article until more of you contribute your work so I can devote the entire 14 photographs to my (and many of your's) favorite airliner.

Among the selection in this issue a few 'scheme freaks', results of the recent TW-OZ, NW-RC, CO-PE and finally the DL-WA mergers. Which brings us to the farewell. I mentioned earlier. Western Air Lines, the oldest U.S. airline (1926), is no more - victim of our modern 'deregulated' economics. A last glimpse is provided for you by photographers R.M. Bell, Jim Apple Jr., Todd Budish and myself.

Also another sad note - another type of victim, but of the worst kind: terrorism. Pictured is the PA 747 involved in a bloody incident in Pakistan several months ago.

Keep those DC-8s coming and see you next time.



1. Former OZ DC-9-31, N990Z, c/n 47136 at MSP. (Todd Budish)



2. Ex-Republic MD-82, N311RC, c/n 48089 also at MSP. (Todd Budish)



3. NW's variation on RC's last colors: 757-2S7, N602RC, c/n 23322. (Todd Budish)



4. United's newest type: Boeing 737-322, N305UA, c/n 2366 at BUR. (R.M. Bell)



5. CO/PE 747-243B, N605PE, c/n 20520 at MSP in mid-merger scheme. (Todd Budish)



6. PA 747-121(A) 'Clipper Ocean Telegraph', N732PA, c/n 19638 (see article) at JFK. (Richard Fedorco)



7. Aloha 737-210C, N4906, c/n 20138 'Queen Emma Kaleleonalani' in 'new' colors at HNL. (Richard Fedorco)



8. Former EA DC-9-14, N930EA, c/n 45730 in Hawaiian Air colors at HNL. (Richard Fedorco)



9. WA's 737-347 N309WA, c/n 23442 is now flying in DL colors. (Jim Apple Jr.)



11. WA DC-10-10 N908WA, c/n 46977 in final colors, at OGG. (Richard Fedorco)

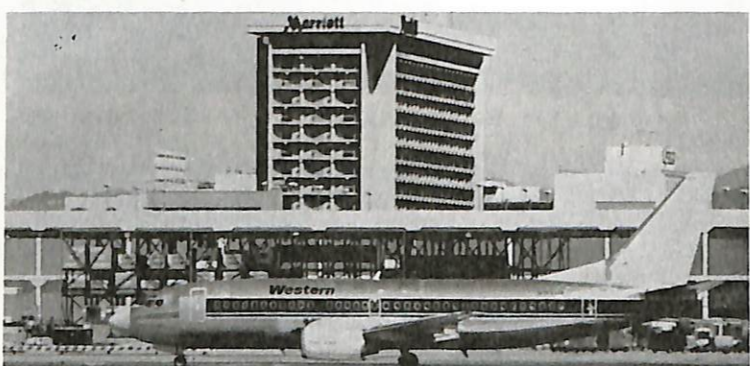


13. Air France Concorde 101 F-BVFB, c/n 207 at JFK. (Richard Fedorco)

SOME COLOR SCHEME CHANGES:
Singapore Airlines will change from yellow to gold on the tail and underbelly of its fleet. New-style titles are also coming. Repainted WA DC-10s will have 'DELTA' on a white background on the No. 2 engine and a solid Delta logo on the vertical fin.



10. Mid-merger WA 727-247 Adv. N2825W. c/n 21330 without the "W" and with blank tail, DL titles. (Todd Budish)



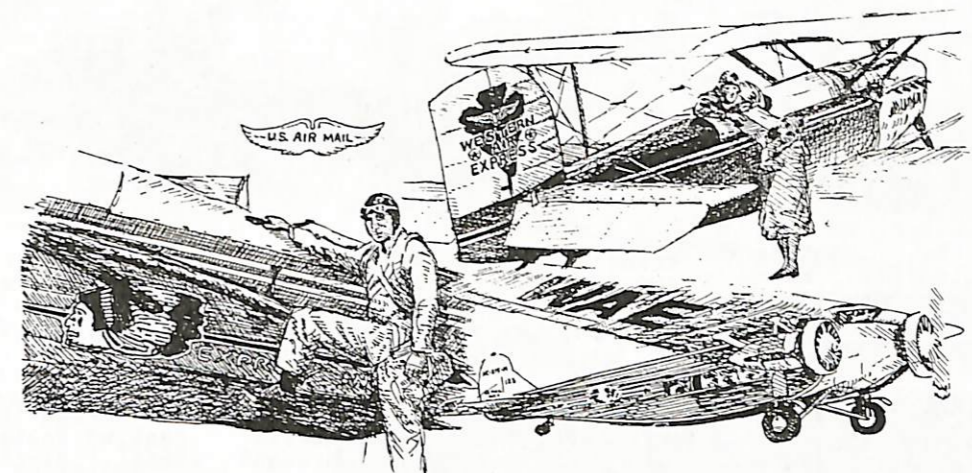
12. WA 737-347, N313WA, c/n 23599 with blank tail and no 'W' at LAX (R.M. Bell).



14. BA's 'The Shot Silk Rose' L-1011 TriStar 200 G-BGBC, c/n 193N-1182 in older colors at JFK. (Richard Fedorco)

REPORT FROM THE FIELD

by JIM "JET" THOMPSON



Western Air Express's Douglas M-2 mailplanes (top right and left bottom) were the first commercial aircraft to serve LAS on a scheduled basis. They were replaced by 10-passenger Fokker F-X trimotors (right bottom) a few years later. (Detail from Tom Kalina's drawing for the cover of the Captain's Log, Vol.2 No.1, APR-JUN 76.)

LAS, Las Vegas McCarran International Airport is one of my favorite airports in the United States. Newly-expanded, it is the 19th-busiest airport in the country and I'd like to tell you how it got to that position.

On 05 MAY 20 a pilot by the name of Jack Beskley of Blythe, California, landed a Curtiss Jenny on a flat spot in the Nevada desert at a place called Las Vegas. It was the first recorded flight into the town.

On Saturday, 17 APR 26, Las Vegas received its first scheduled air service when Western Air Express began once-daily service on Contract Air Mail route 4 (CAM 4). This was the route from Los Angeles to Salt Lake City via Las Vegas, operated with a fleet of six Douglas M-2 mailplanes.

WAE operated from Rockwell Field, a patch of land on Highway 91, about two miles west of the town. It was located where now the parking lot of the Sahara Hotel is, at the corner of Sahara Avenue and Paradise Road.

Maurice "Maury" Graham, a former World War 1 pilot, took the inaugural eastbound flight, carrying 265 pounds (120 kg) of mail. Former Army pilot Charles "Jamie" James piloted the westbound inaugural that day.

Las Vegas at this time was a town of about 4,000 people and to WAE it was nothing more than a refuelling stop on the 600-mile, eight-hour Los

McCARRAN — LAS

Angeles - Salt Lake City service.

Just over a month after the mail inaugural, on 23 MAY 26, Las Vegas received its first commercial airline passengers. They were Salt Lake City businessmen Ben Redman and J.A. Tomlinson. They boarded the WAE M-2 mailplane at Salt Lake City and sat on top of the mail all the way. Five hours after their 9:30 a.m. takeoff they arrived in Las Vegas. Three hours afterward they continued to Los Angeles, again seated on top of the mail bags in the small forward compartment of the M-2. Two weeks later Maude Campbell of Salt Lake City became WAE's and Las Vegas's first female airline passenger when she travelled from her home town to Los Angeles via Las Vegas.

Flight schedules published by WAE noted that "the departure time from Salt Lake City is contingent on the arrival of the Boeing mail plane from Chicago," (Boeing being Boeing Air Transport.)

WAE started operating 10-passenger Fokker F-X (also called F-Ten) trimotors through Las Vegas in 1929 and was charging \$30 for the Los Angeles - Las Vegas trip and

\$45 for Las Vegas - Salt Lake City. At the California end the service was extended to San Diego early in 1931.

Before long WAE had outgrown Rockwell Field and in 1930 it purchased a tract of land on what is now Nellis Air Force Base and moved its operations out there. The new airport was called Western Air Field.

The airport terminal building on the field measured about 20 x 40 ft (6.1 x 9.15 m). It had a coffee shop, some small office space, a radio room and a ticket counter. A weather station was in an adjoining building. Even at that time, the airport boasted about eight Mills slot machines. According to Western Airlines agent Wern Willis, the slot machines made more money for WAE than selling airline tickets did. They had to empty the machines three or four times a day.

For a few months in 1934, WAE operated as General Air Lines, using two DC-2s on its San Diego - Los Angeles - Las Vegas - Salt Lake City route. The name change was the result of the awarding of new air mail contracts by the U.S. Post Office, which, after the Walter

Folger Brown air mail scandals, said no airlines involved in the previous air mail contracts, could hold any of the new contracts. But the new postmaster, James Farley, quietly let it be known that a reorganization of the airlines in question would satisfy the letter of the law. In December of the same year, WAE adopted its traditional name again. It also sold the two DC-2s and replaced them with cheaper, second-hand Boeing 247s which were economically better suited to the traffic volume on the route. When the weather allowed, the aircraft made scenic detours over the Grand Canyon and Boulder Dam on their way between Los Angeles and Las Vegas.

In SEP 37 Transcontinental & Western Air (TWA) started serving Las Vegas with DC-2s as a stop on its air mail route (AM-37) between Winslow (Arizona) and San Francisco.

During 1939 Nevada Senator Pat McCarran and the Civil Aeronautics Authority (CAA), began setting up an Army Airfield Training Center at the airport. Two years later the Las Vegas Army Airfield and the Flexible Gunnery School were established and on 15 MAR 41 the airport became a joint-use (civil & military) facility and was officially dedicated McCarran Field, after Senator Patrick Anthony McCarran.

Sen. McCarran is considered to be the father of modern aviation in the U.S. Senate. He was the co-sponsor of the McCarran-Lea Bill in 1938 by which the Civil Aeronautics Authority was established. Thanks to McCarran's efforts, many small towns throughout the United States have an airport of some sort, paid for by federal grants and/or loans.

Later on in 1941 a man named George Crockett came to Las Vegas looking for a place to set up an aviation business. He looked at the old Rockwell Field site but could not reach an agreement with the owners. He then found a suitable location down the Los Angeles Highway. With the help of Sen. McCarran he worked out a deal with the Federal Bureau of Land Management to lease an entire tract of land straddling the highway, for \$10 per year for 20 years. Crockett put up an office and began selling fuel and doing aircraft maintenance under the name Alamo Aviation.

The location is now the site of Hughes Aviation Services at the present McCarran Airport.

Meanwhile, back at (the old)



Transcontinental & Western Air began serving LAS with DC-2s in SEP 37 as a stop on its Winslow (AZ) to San Francisco Air Mail route 37. Aircraft NC 13711, c/n 1237 was the first production DC-2 and had TWA Fleet No. 301. It has air mail route numbers 2, 36, 37, 38 and 44 on the fin. (TWA photo)

McCarran Airport, the army was fast outgrowing its facilities. World War 2 had brought security and more personnel to the airport and it had become a destination for civilian crews delivering B-17 bombers to the U.S. Army Air Corps. When the war started, more facilities were needed but the government would not spend money on a building and site it didn't own. Things thus remained the same until the end of the war.

Even with the war over, the air force wanted to remain in Southern Nevada. However, it could no longer accept the joint-use arrangement with Western Airlines. The local government was asked to provide a new municipal airport and in 1947 George Crockett and Sen. McCarran worked out an arrangement for a new civil airport for Las Vegas.

Crockett gave up his lease on the land and Clark County took it over in 1948. In return, Crockett was given a lease as a Fixed-Base Operator (FBO) on the proposed new facility to continue his business.

Construction of a terminal building began soon after. It would be a replica of the one in Albuquerque, New Mexico.

On 17 DEC 48 the new Clark County Public Airport was officially dedicated as McCarran Field, the second airport by that name. It had two 6,500 ft (2,000 m) paved runways and one gravel runway which would soon be paved. The terminal building (which is still being used, by Hughes Aviation Services) on the west side of the field had 27,750 sq ft (2,580 sq m) of space and served four airlines: Bonanza (today part of Northwest, by way of AirWest, Hughes AirWest

and Republic), Western (now part of Delta), United and TWA. That first year 35,000 passengers emplaned and deplaned and the airport was averaging 12 flights a day - a big increase over the 41 passengers who flew out of Las Vegas during the first year of airline service in 1926.

The old McCarran Field was turned over to the Air Force and was renamed Las Vegas Air Force Base. It became Nellis AFB in 1950.

A \$2-million public bond issue in NOV 55 raised money to purchase 59 parcels of land adjacent to the airport for \$1.75 million to expand the two runways and hire three full-time firemen to replace the volunteer fire department at McCarran.

The mid and late '50s were busy years. Warren "Doc" Bayley, the owner of the Hacienda Hotel, was operating "Champagne Flights" to Los Angeles, San Francisco and San Diego, using DC-3s, DC-4s and even a Constellation (ex-TWA). The name of the Hotel, "Las Vegas HACIENDA Hotel" was painted on the aircraft in the color pink. In 1959 the fleet brought some 40,000 passengers to Las Vegas, all of them on gambling junkets. Airport manager Robert Metten got a call one day telling him a car was speeding down the runway chasing an airplane taking off. It turned out to be a big gambler from the Hacienda who had missed his flight home. The plane returned to the gate to pick him up!

On another occasion, Metten was called by an airport employee with the news someone had parked a car on the boarding ramp. The caller wanted to know what to do about

RIGHT:

Three-fifths of the fleet of the Las Vegas Hacienda Hotel in early 1960s: DC-3s (N67674 in foreground) and DC-4 N88890. Other two aircraft were Constellation N9412H and four-seat Luscombe N9272B. (Gerritsma file photo)

it. It turned out to be Howard Hughes who had parked his car to quickly run into the terminal to get a newspaper.

In JUN 57 bids were opened for construction of a new \$2-million terminal building and in July a TWA L-1649A Starliner (Jetstream Constellation in TWA language) made a non-scheduled landing at McCarran, the largest aircraft ever to land there until that time.

At about this time it was decided the present site of the terminal building was too small for further expansion. A new terminal was to be built across the field, on the east side of the airport. This was protested by resort hotel operators, who liked the location of the airport terminal right on Las Vegas Boulevard, also known as "The Strip". On leaving the airport, arriving passengers only had to turn right and they were on the Strip, with its hotels, nightclubs and casinos. The hotel operators felt this gave them all an equal shot at the arriving guests. They feared a terminal across the field would divert many potential guests away from their hotels.

By way of a compromise, it was proposed to build a new road along the airport property to direct traffic back onto The Strip, but this was rejected by the Federal Aviation Administration (FAA). Funds for the construction of the terminal, \$5 million, were raised through a special election called by the County Board of Commissioners in DEC 59.

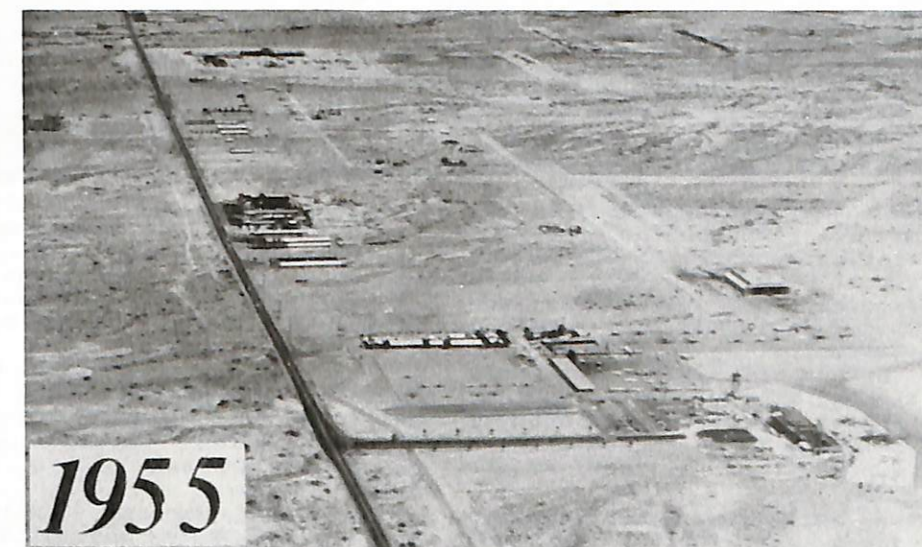
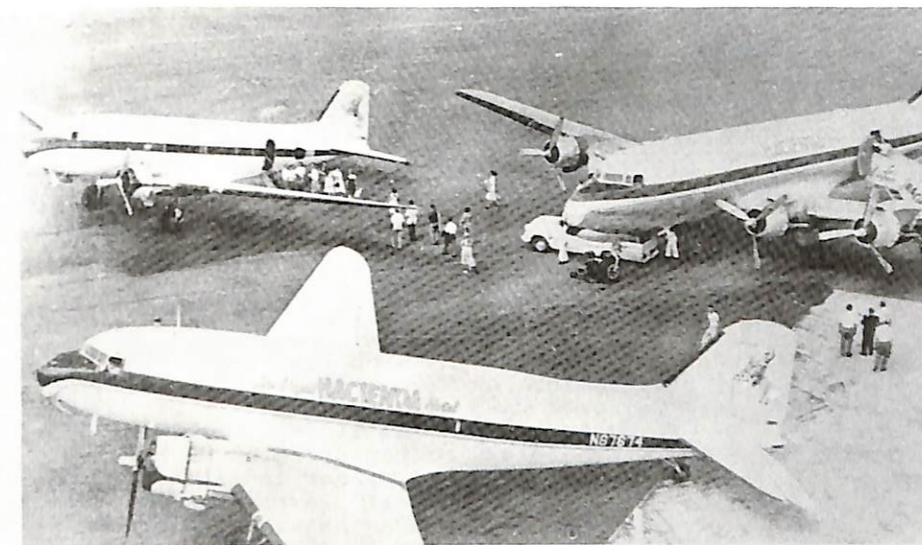
McCarran handled 959,600 passengers that year, 40% more than in 1958.

On 11 JUN 61 National Airlines inaugurated coast-to-coast service on its newly-awarded Miami - San Francisco southern transcontinental service. Five different routes were awarded, and one of these, Flight 229 with Lockheed Electra II propjets, came through Las Vegas.

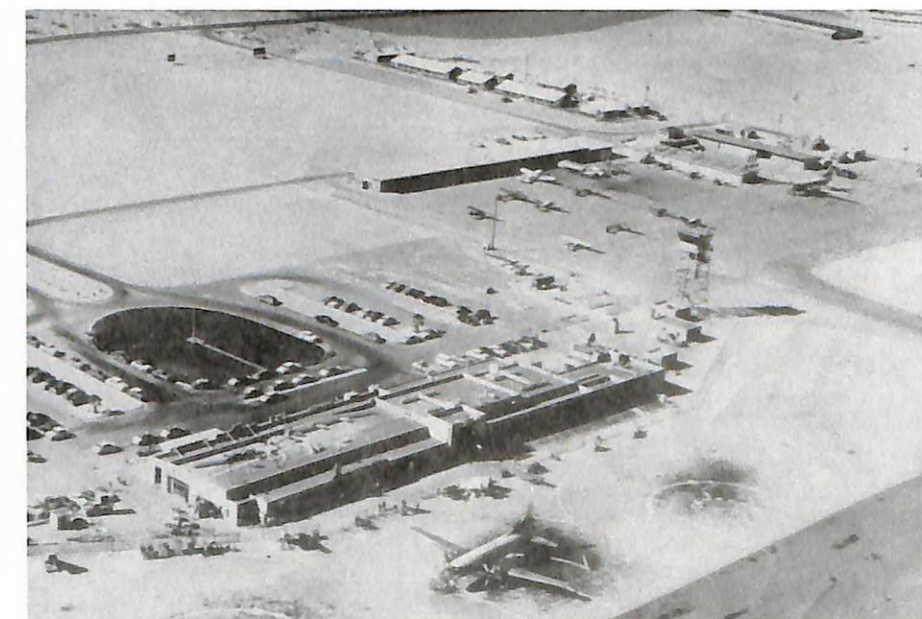
The airport handled 45,683 passengers that month.

THE JET AGE ARRIVES

The jet age came to Las Vegas in NOV 60 when TWA began



McCarran Airport, 1955. Road on the left, top photo, is Las Vegas Boulevard, ("The Strip"). Bottom photo shows air side of the terminal building. A Western CV-240 is on the ramp. (Both photos courtesy McCarran Int'l Airport).



scheduled CV-880 services (Flight #148) to New York Idlewild Airport. Work on the new east-side terminal began about this time. It was dedicated on 15 MAR 63 and a new control tower was also opened, the fourth in the Las Vegas Valley. The airport was now also designated an international airport and its name was changed to McCarran International Airport.

Many people felt, however, the airport would become a "White elephant basking in the desert sun". They believed they had over-built for what was really needed. The old terminal had been handling 118 flights per day and 1,285,000 passengers per year in the previous year. The new facility was now handling 128 flights per day and 1,444,700 passengers per year and the totals were still rising.

A new master plan adopted in JAN 66 called for more than doubling the size of the terminal building, providing a new runway for general aviation and for lengthening of the existing runways. By JUN 66 the airport was totally self-supporting and was removed from the tax rolls. It has remained self-supporting to this day.

By JAN 69 there were 223 flights a day and another "largest aircraft ever" arrival took place on 08 DEC 69 when a Boeing 747 on a test flight landed.

A three-year construction project for further terminal expansion began in JAN 70 and the dedication of the resulting #3 and #4 cluster buildings took place in MAR 73. Soon after runway and taxiway construction started.

Traffic in JAN 74 averaged 260 flights per day and had increased to 273 by December of the year.

In APR 75 Scenic Airlines moved from North Las Vegas Airport to McCarran with its unique Grand Canyon sight-seeing flights and in July of that year the airport started a new passenger safety program. The voices of famous celebrities are used to caution passengers during their 750 ft (230 m). ride on the moving sidewalks in the terminal building. This is a big hit with everyone.

Airline deregulation in 1977 had a big impact on McCarran Field and the number of daily flights was rising fast from. When the act was passed in 1977, it already stood at 303 per day.

In JUL 78 Braniff

International became the first airline to start service to McCarran since deregulation. Texas International followed on 18 SEP, Continental on 29 SEP and PSA in December.

December was a big month for another reason: Braniff and British Airways brought in the Concorde while it was on a 16-city promotion tour of the U.S.A.

20 JAN 78 saw American Airlines include McCarran and when Northwest Orient began service on 01 FEB there were 358 flights per day. Air California added to that beginning on 01 MAY.

A new \$3-million international arrivals building was dedicated on 15 AUG and a month later a model of the "Super Terminal" was unveiled to the public for the first time. "McCarran 2000" will be able to handle 30 million passengers annually and it will have quadruple the existing square footage.

Growth and expansion continued through the 1980s, with Eastern Airlines adding service on 05 JUL 80. In November construction began on a new FAA Air Traffic Control tower. Southwest Airlines began flying into McCarran on 31 JAN 82 and Ozark did so four days later. In August more than \$300 million in airport revenue bonds were issued for expansion. No tax dollars were used.

Pacific Express started service 01 FEB 83 and in April construction began on a

McCarran International Airport as it looks today. The photo shows the new Automated Transit System connecting the terminal with the satellite building.



\$93-million central terminal and parking structure. In the following month, on 27 MAY, Sunworld Airlines inaugurated service. Based in Las Vegas, it was the first air carrier to establish its headquarters in Nevada. Northeast Airlines began service on 13 SEP and on 15 OCT the new FAA tower was dedicated. That same day America West started service to McCarran.

1984 was another good year for the airport. On 29 APR Muse Air began service there and on 01 JUN United brought in the first regular Boeing 767 service. By December McCarran had become the 21st-busiest airport in the United States and the 30th-busiest in the world.

1985 was a bigger year yet, if you can believe it. On 01 APR Mid-Pacific Airlines arrived and on 01 MAY Eastern started 757 service, another first for an aircraft type. Hawaiian started service on 06 JUN and in August Pride Air joined. Alaska Airlines followed in September.

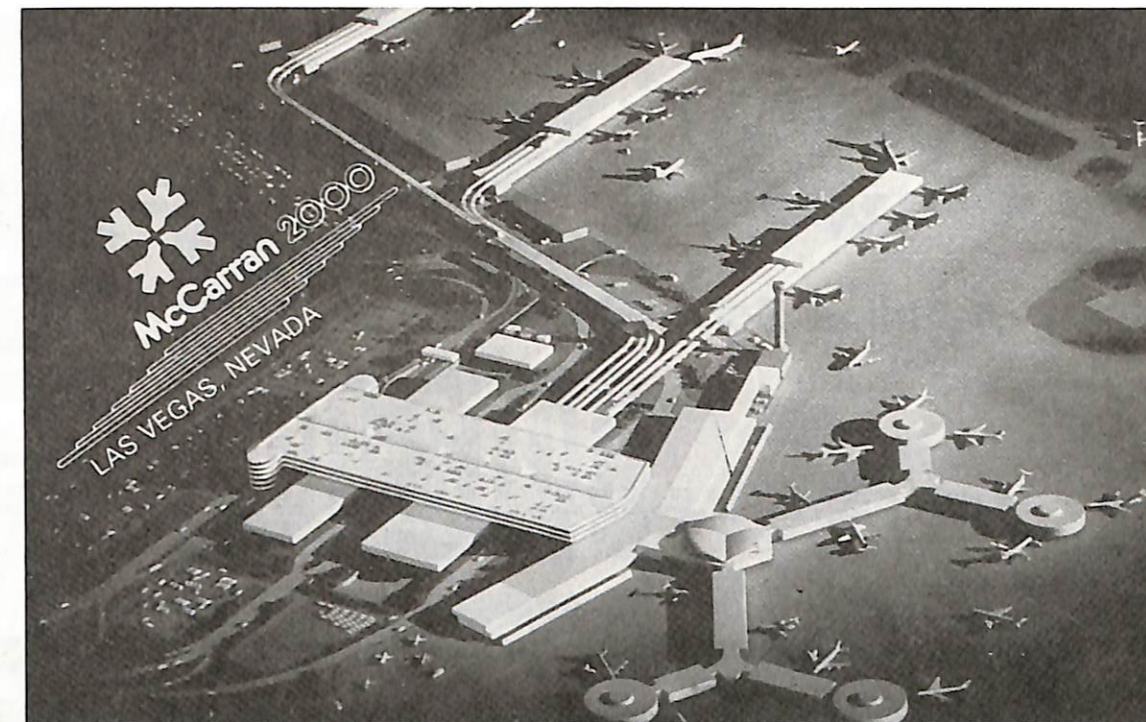
October brought more dedication ceremonies - the grand opening and completion of the first phase of McCarran 2000. When the project has been completed, it will include a central terminal, a parking garage and two satellite terminals linked with the central terminal by an automatic transit system.

The milestone of one-million passengers handled per month was reached in DEC 86,

RIGHT:

This postcard shows a model of the final look of McCarran 2000. Shown are the four circular gate areas connected with the newly-expanded terminal building. In the upper section of the photo are the three satellite buildings, all connected to the main terminal via the Automated Transit System. When the \$800-million project is completed, the airport will have quadrupled its present space and will be able to handle 30 million passengers per year.

(McCarran International Airport photo)



representing an increase of 13.8% over 1985. The total number of flights per day is averaging 444.

The future looks great for McCarran. Two more satellite buildings with automated transit systems are on the drawing boards. When completed, they will bring the number of aircraft gates to 80. The six-level parking garage can be doubled in size if need be.

PHOTOGRAPY GOOD IF

Photography at McCarran is good if you have a car to drive around to the south side of the field. Any pictures from the terminal will be through tinted windows. The parking garage is fair, but you'll need at least a 250-300 mm telephoto lens to get usable shots.

The best locations I have found are along Sunset Road. This runs parallel to runway 7/25, the main runway. At the east end of the runway you can find a couple of old streets which used to cross what is now the runway. You can drive down these toward the fence surrounding the field. There is a dirt lane running along the fence where you can park and watch the aircraft. From the roof of your car you can shoot over the fence and get some great landing shots with a mere 135 mm lens. You can also get some side shots of the aircraft as they line up on the runway for takeoff.

If you drive farther west along this dirt strip you can

get some good takeoff shots, depending on the size of the aircraft using the runway. The sun is behind you all day so you'll have beautiful lighting for your pictures.

There are a lot of aircraft in storage at the Hughes Aviation Services area on the west side of the field along Haven Road. You can get some good shots of some of these aircraft when shooting over the fence from the roof of your car. Here you may see anything from commuter aircraft to 727s, DC-8s, F-27s and even 747s. Access to the area can be good to poor, depending on who you ask and where and when.

At the time of this writing (early AUG 87), the Hughes area has what is probably the largest collection of GAF Nomads in the U.S. I think just about every airline which operated this aircraft in the U.S. and the Caribbean is represented here. They have been in storage here since about the early 1980s.

A note of caution: I have been warned by airport security that taking photos of private aircraft at both McCarran and North Las Vegas is forbidden. You have been warned!

At the time this is written, the following airlines are serving McCarran (but the aircraft types are changing so fast, it is difficult to keep up): American, America West, Braniff, Continental, Delta, Eastern, Hawaiian, Northwest, PSA, Southwest, Stateswest,

Sunworld, TWA, United and Wings West (operating as American Eagle). Just about every day you can also see American Trans Air charters arriving and departing, plus Air Canada and quite often Worldways Canada.

PSA is the largest operator at the airport in terms of the number of flights. This, however, will soon change to USAir after their merger. Air Nevada, Scenic Airlines and Air Vegas also operate out of the airport.

PSA is the largest operator at the airport in terms of the number of flights. This, however, will soon change to USAir after their merger.

Air Nevada, Scenic Airlines and Air Vegas also operate out of the airport.

McCarran is one of the few airports in the country where you can still see a Ford Tri-Motor flying quite frequently. Scenic Airlines still operates N414H, a Model 5-AT-C, for charters.

The following types of aircraft are operating daily: Cessna 402, DHC-6-300 Twin Otter, Shorts 360, BAe 145-200, Swearingen Metro, Boeing 727-100 & 200, 737-200 & 300, 747 on charters, 757 and 767; McDonnell Douglas DC-8-71; DC-9-10 & 30, MD-80 and DC-10; Lockheed L-1011.

Sincere thanks to the Public relations office and staff of McCarran International airport for their help in supplying me with information for this report.

AROUND THE WORLD

of Airline Schedules



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George W. Cearley, Jr.

THE ENTIRE SCHEDULE ARTICLE IN THIS ISSUE OF THE CAPTAIN'S LOG IS DEVOTED TO THE VICKERS-ARMSTRONGS VISCOUNT AND EARLY SERVICE WITH THIS AIRCRAFT IN THE MIDDLE AND LATE 1950'S, AS WELL AS THE EARLY 1960'S.

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J. Thomas Chas.
President

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27 years OF DEPENDABLE SERVICE

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VISCOUNT
NON-STOP between CHICAGO and WASHINGTON

"The President" 12:45 P. M.
"The Independence" 3:15 P. M.
"The Constitution" 6:00 P. M.

Capital Airlines VISCOUNT				
READ DOWN		SCHEDULE	READ UP	
905	901	907	903	909
A.M.	A.M.	P.M.	P.M.	A.M.
Effective August 14, 1955				
10:35	12:30	12:45	12:50	12:55
12:45	3:15	6:00	3:55	6:25
9:30	11:25			11:25
9:58	11:29			11:29
10:35	2:05	4:35	7:20	12:45
A.M.	P.M.	P.M.	P.M.	A.M.

WATCH FOR NEW EXPANDED VISCOUNT SCHEDULES

CAPITAL AIRLINES BECAME THE FIRST U.S. AIRLINE TO OFFER JET POWERED TRAVEL WHEN IT PLACED VICKERS ARMSTRONGS VISCOUNT 700'S IN SERVICE ON ITS WASHINGTON, D.C.-CHICAGO ROUTE ON JULY 26, 1955. TIMETABLES ABOVE SHOW PRE-INAUGURAL ADVERTISEMENTS AND POST INAUGURAL SERVICE DURING 1955. CAPITAL HAD ORDERED A TOTAL OF 60 VISCOUNTS FROM VICKERS AT A COST OF 65 MILLION DOLLARS.

Capital Airlines
28 YEARS OF DEPENDABLE SERVICE

APRIL 29, 1956

Capital inaugurates **VISCOUNT** service in the SOUTH

FOR COMPLETE SCHEDULE . . . SEE PAGES 12-15

Capital Airlines

the **VISCOUNT**
STARTING SEPTEMBER 10

non-stop
BETWEEN
new york
AND
chicago

ALSO IN 1956, AS A RESULT OF THE LIFTING OF A RESTRICTION BY THE CAB WHICH PROHIBITED NONSTOP SERVICE IN THE NEW YORK-CHICAGO MARKET, CAPITAL STARTED NONSTOP FLIGHTS BETWEEN THE TWO LARGEST CITIES IN THE UNITED STATES. NONSTOP NEW YORK-CHICAGO VISCOUNT SERVICE COMMENCED ON SEPTEMBER 10, 1956.

DURING THE SPRING OF 1956 CAPITAL INTRODUCED VISCOUNTS ON ROUTES TO THE SOUTHERN CITIES OF ATLANTA, BIRMINGHAM, MOBILE, AND NEW ORLEANS. INITIAL FLIGHTS WERE OFFERED OVER THE FOLLOWING ROUTES: (1) PHILADELPHIA-WASHINGTON-ATLANTA; (2) NEW YORK-ATLANTA-NEW ORLEANS; (3) NEW YORK-WASHINGTON-ATLANTA-BIRMINGHAM; (4) NEW YORK-ATLANTA; (5) NEW YORK-BIRMINGHAM-NEW ORLEANS; AND (6) DETROIT-CLEVELAND-PITTSBURGH-ATLANTA-BIRMINGHAM-MOBILE-NEW ORLEANS.

Capital Airlines VISCOUNT NORTH-SOUTH SERVICE
effective June 5, 1956

The VISCOUNT is the world's first Turbo-prop airliner!

Powered by four ROLLS-ROYCE engines

READ DOWN		NORTHBOUND												
		170	170	170	170	170	170	170	170	170	170	170	170	170
NEW ORLEANS	(EST) Lv	7:45	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45	7:45
MOBILE	(EST) Lv	8:20	9:20	10:20	11:20	12:20	1:20	2:20	3:20	4:20	5:20	6:20	7:20	8:20
BIRMINGHAM	(EST) Lv	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00
ATLANTA	(EST) Lv	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00
PHILADELPHIA	(EST) Lv	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
NEW YORK	(EST) Lv	12:15	1:15	2:15	3:15	4:15	5:15	6:15	7:15	8:15	9:15	10:15	11:15	12:15

V - VISCOUNT FLIGHTS

Viscount Service!

Non-Stop between
New York and Chicago

THERE'S A NEW SOUND IN THE SKY...
It's the distinctive sound of the VISCOUNT—world's first turbo-prop airliner! Powered by four Rolls-Royce engines and proved by over a billion passenger miles, this quieter, smoother airliner marks the advent of a new age in flight.

**CONTINENTAL
AIRLINES**




Presenting the
**WORLD
PREMIERE**
OF THE
NEW

AND
INCOMPARABLE
JET POWER
VISCOUNT II

Continental Airlines Summer Timetable—June, July

Newest and fastest airliner in America...



The **JET POWER VISCOUNT II**

custom-built for Continental Airlines by Vickers-Armstrongs Limited... powered by Rolls-Royce

CONTINENTAL AIRLINES First in the west with jet-power flights!

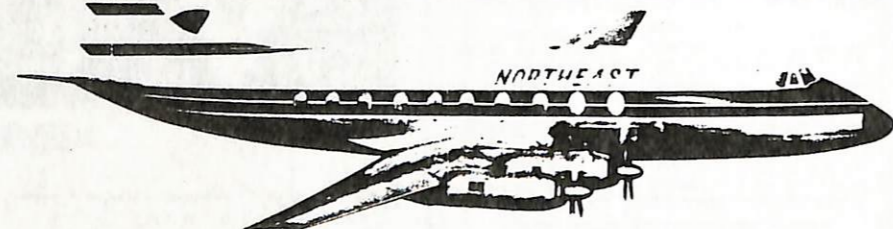
Service for Chicago, Denver, Los Angeles, Kansas City and Colorado Springs begins May 28. As more of these superb airliners are added to Continental's fleet, the Jet Power Viscount II will be seen throughout the Western part of the United States served by Continental Airlines.

You'll appreciate the speed, comfort and luxury the Jet Power Viscount II brings to air travel...practically no vibration or noise...an unbelievably smooth and quiet flight that allows you to enjoy the beautiful interior of this airliner and the personal hospitality of Continental Airlines.

Continental's "Gold-Carpet" Service...

CONTINENTAL WAS THE SECOND U.S. CARRIER TO OPERATE THE VISCOUNT. CONTINENTAL INAUGURATED FLIGHTS WITH THE STRETCHED MORE POWERFUL VISCOUNT 812 (VISCOUNT II) ON MAY 28, 1958, IN THE CHICAGO-KANSAS CITY-DENVER-LOS ANGELES MARKET.

Beginning Aug. 21 **NORTHEAST** inaugurates
JET-PROP VISCOUNT SERVICE



The incomparable Viscount, powered by 4 ROLLS ROYCE jet-prop engines


will serve **BOSTON • NEW YORK • WASHINGTON
PHILADELPHIA • MONTREAL**

**NE
NORTHEAST
AIRLINES**

Effective August 1, 1958

Boston • New York • Washington
Philadelphia • Montreal

**JET-PROP
VISCOUNT
SERVICE**



Starts
August
21

APRIL 24, 1955

**TRANS-
CANADA
Air Lines**

SYSTEM TIMETABLE



THE MAPLE LEAF ROUTE

**Now, TCA flies on
your LOCAL TIME!**
SEE PAGE FOUR FOR DETAILS

**TRANSCONTINENTAL
INTERNATIONAL
TRANS-ATLANTIC
BERMUDA-CARIBBEAN**

NOW
in North American
skies...



TCA

...first to introduce the swift, smooth, restful flight of the

incomparable

VISCOUNT

Powered by Rolls-Royce propeller-turbine engines

ALTHOUGH THREE U.S. AIRLINES HAD INTRODUCED THE VISCOUNT BY SUMMER 1958, TRANS-CANADA AIRLINES HAD ACTUALLY BEEN THE FIRST NORTH AMERICAN OPERATOR OF THE PROJET. INITIAL SERVICE WAS OVER THE MONTREAL-TORONTO-PORT ARTHUR/FORT WILLIAM-WINNIPEG ROUTE ON APRIL 1, 1955. TORONTO-NEW YORK SERVICE FOLLOWED THREE DAYS LATER.

NORTHEAST AIRLINES BECAME THE THIRD U.S. OPERATOR OF THE VISCOUNT ON AUGUST 21, 1958. AN ORDER FOR TEN VISCOUNT 798D'S HAD BEEN SUBSTITUTED FOR AN EARLIER ONE FOR BRISTOL BRITANNIAS. THE VISCOUNT ENTERED SERVICE IN NORTHEASTERN MARKETS (BOSTON-WASHINGTON; MONTREAL-BOSTON-PHILADELPHIA; BOSTON-IDLEWILD; AND BOSTON-LA GUARDIA-WASHINGTON). FOR A TIME IN EARLY 1959, THE VISCOUNTS BRIEFLY SERVED ON ROUTES TO FLORIDA.



Island Hopping

—the more islands the merrier. Take advantage of BWIA's Free Stopover Plan—see back cover of this timetable for sample trips.

BRITISH WEST INDIAN AIRWAYS (BWIA) INTRODUCED ITS FIRST VISCOUNT SERVICE ON DECEMBER 2, 1955. SCHEDULES AT RIGHT SHOW SOUTHBOUND VISCOUNT SERVICES IN THE SUMMER OF 1956: (1) NEW YORK-BERMUDA-SAN JUAN-BARBADOS-TRINIDAD; (2) NEW YORK-BERMUDA; (3) NEW YORK-NASSAU-MONTEGO BAY-KINGSTON; AND (4) KINGSTON-CURACAO-TRINIDAD.

From	To	Day	Time	Day	Time	Day	Time	Day	Time
NEW YORK	BERMUDA	Mo	11:00	Mo	11:00	Mo	11:00	Mo	11:00
BERMUDA	SAN JUAN	Mo	11:00	Mo	11:00	Mo	11:00	Mo	11:00
SAN JUAN	BARBADOS	Mo	11:00	Mo	11:00	Mo	11:00	Mo	11:00
BARBADOS	TRINIDAD	Mo	11:00	Mo	11:00	Mo	11:00	Mo	11:00
NEW YORK	BERMUDA	Mo	11:00	Mo	11:00	Mo	11:00	Mo	11:00
NEW YORK	NASSAU	Mo	11:00	Mo	11:00	Mo	11:00	Mo	11:00
NASSAU	MONTEGO BAY	Mo	11:00	Mo	11:00	Mo	11:00	Mo	11:00
MONTEGO BAY	KINGSTON	Mo	11:00	Mo	11:00	Mo	11:00	Mo	11:00
KINGSTON	CURACAO	Mo	11:00	Mo	11:00	Mo	11:00	Mo	11:00
CURACAO	TRINIDAD	Mo	11:00	Mo	11:00	Mo	11:00	Mo	11:00

BEA Timetable

of principal services

VALID FROM
11 APRIL 1954

BRITISH EUROPEAN AIRWAYS

BRITISH EUROPEAN AIRWAYS

INTERNATIONAL SERVICES FROM 11 APRIL, 1954

LONDON to BASEL, GENEVA, ZÜRICH and VIENNA

Viscount				Admiral				Aircraft				Viscount				Admiral															
Mon.	Tu.	Wed.	Th.	Mon.	Tu.	Wed.	Th.	Fr.	Sa.	Su.	Mon.	Tu.	Wed.	Th.	Fr.	Sa.	Su.	Mon.	Tu.	Wed.	Th.	Fr.	Sa.	Su.	Mon.	Tu.	Wed.	Th.	Fr.	Sa.	Su.
12.35	12.35	12.35	12.35	12.35	12.35	12.35	12.35	12.35	12.35	12.35	12.35	12.35	12.35	12.35	12.35	12.35	12.35	12.35	12.35	12.35	12.35	12.35	12.35	12.35	12.35	12.35	12.35	12.35	12.35	12.35	12.35

LONDON to BORDEAUX, BIARRITZ, BARCELONA, MADRID, PALMA, LISBON, GIBRALTAR and TANGIER

Viscount				Admiral				Aircraft				Viscount				Admiral															
Mon.	Tu.	Wed.	Th.	Mon.	Tu.	Wed.	Th.	Fr.	Sa.	Su.	Mon.	Tu.	Wed.	Th.	Fr.	Sa.	Su.	Mon.	Tu.	Wed.	Th.	Fr.	Sa.	Su.	Mon.	Tu.	Wed.	Th.	Fr.	Sa.	Su.
13.10	13.10	13.10	13.10	13.10	13.10	13.10	13.10	13.10	13.10	13.10	13.10	13.10	13.10	13.10	13.10	13.10	13.10	13.10	13.10	13.10	13.10	13.10	13.10	13.10	13.10	13.10	13.10	13.10	13.10	13.10	13.10

LONDON to COPENHAGEN, OSLO and STOCKHOLM

Viscount				Aircraft				Viscount					
Mon.	Tu.	Wed.	Th.	Fr.	Sa.	Su.	Mon.	Tu.	Wed.	Th.	Fr.	Sa.	Su.
17.40	17.40	17.40	17.40	17.40	17.40	17.40	17.40	17.40	17.40	17.40	17.40	17.40	17.40

LONDON to DUSSELDORF, COLOGNE, FRANKFURT, HANOVER, HAMBURG, MUNICH and BERLIN

Pioneer		Viscount		Pioneer		Elisabethan		Viscount		Elisabethan		Pioneer		Viscount		Elisabethan		Viscount			
Daily	Th. Sa. Su.	Daily	Th. Sa. Su.	Daily	Th. Sa. Su.	Daily	Th. Sa. Su.	Daily	Th. Sa. Su.	Daily	Th. Sa. Su.	Daily	Th. Sa. Su.	Daily	Th. Sa. Su.	Daily	Th. Sa. Su.	Daily	Th. Sa. Su.	Daily	Th. Sa. Su.
08.10	08.10	08.10	08.10	08.10	08.10	08.10	08.10	08.10	08.10	08.10	08.10	08.10	08.10	08.10	08.10	08.10	08.10	08.10	08.10	08.10	08.10

BEA HAD BEEN THE WORLD'S FIRST AIRLINE TO INTRODUCE SCHEDULED VISCOUNT SERVICE BEGINNING APRIL 18, 1953, ON THE LONDON-CYPRUS ROUTE. SCHEDULE ABOVE SHOWS SERVICES A YEAR LATER DURING THE SPRING OF 1954.

Viscount 814

LUFTHANSA Komfort mit Turboprop.

LUFTHANSA now adds turboprop smoothness to their renowned cabin service.

Les fameux turbopropulseurs au service du confort LUFTHANSA

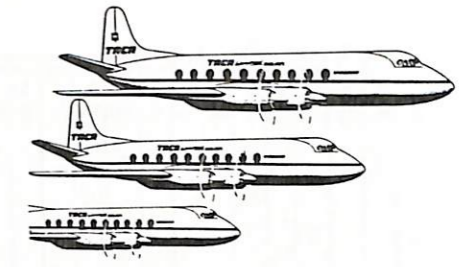
INNERDEUTSCHER DIENST - GERMAN DOMESTIC SERVICES

Suburb	Southbound	Vers 11 Sud
HAMBURG	07.00	07.00
BERLIN	07.45	07.45
HANNOVER	08.00	08.00
DUSSELDORF	08.30	08.30
KÖLN/BONN	09.00	09.00
FRANKFURT	09.45	09.45
STUTTGART	11.10	11.10
MÜNCHEN	12.00	12.00

LUFTHANSA ORDERED NINE VISCOUNT 314'S DURING 1956. THE VISCOUNT CONSTITUTED THE GERMAN AIRLINE'S PRIMARY MEDIUM HAUL AIRCRAFT FROM 1959 TO THE MID 1960'S, BEING UTILIZED ON INTRA-GERMAN AND WESTERN EUROPEAN ROUTES. SCHEDULES AT LEFT FROM JANUARY 4, 1959.

NEW ORLEANS - MEXICO - CENTRAL AMERICA - PANAMA

Southbound	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
NEW ORLEANS, LA. (CST)	8:00	9:10	9:10	9:00	9:00	7:45	9:00
MEXICO CITY, MEX.	12:15	12:15	12:15	12:15	12:15	11:30	12:15
BELIZE CITY, BELIZE	12:30	12:30	12:30	12:30	12:30	11:45	12:30



TACA HAD INTRODUCED ITS FIRST VISCONTS IN SERVICE ON THE NEW ORLEANS-SAN SALVADOR ROUTE IN DECEMBER 1957, USING AN AIRCRAFT THEN LEASED FROM PHILIPPINE AIRLINES. SCHEDULES ABOVE ARE FROM MARCH 10, 1966.

Now - TACA offers exclusive JET PROP VISCOUNT service to all Central America, Mexico and Panama flights

AER LINGUS

IRISH AIR LINES

IRELAND CONTINENT

Winter 1958-59

EFFECTIVE FROM 5th OCTOBER

LONDON - DUBLIN (Viscount)

Operated in conjunction with British European Airways

Flight No.	Depart West London Air Terminal	Depart London Airport Central	Arrive Dublin Airport	FREQUENCY			
				5th October to 31st October	1st November to 14th December	15th December to 4th January	5th January to 14th April
EL 151	08.35	09.40	11.05	Weekdays	Weekdays		Weekdays
BE 441	10.50	11.55	13.20	Daily			Daily
EL 153	10.50	11.55	13.20		Daily		Daily
EL 157	13.10	14.15	15.40	Sun. Mon. Fri.	Sun.	See Note on Page 1	Sun.
BE 443	15.25	16.30	17.55		Daily		Daily
EL 143	15.25	16.30	17.55	Daily			Daily
EL 147	19.00	20.05	21.30	Daily	Daily		Daily

AER LINGUS HAD INAUGURATED ITS FIRST VISCOUNT SERVICE IN APRIL 1954, USING VISCOUNT 707'S. LATER VISCOUNT 808'S AND 805'S (SHOWN ON SCHEDULE AT LEFT) WERE BOUGHT TO REPLACE THE VISCOUNT 707'S. SCHEDULES AT LEFT AND ABOVE ARE FROM WINTER 1958-59.

ANGLETERRE/EIRE - BRITAIN/EIRE

ENGLAND/IRLAND

Horaires applicables de 4 au 31 OCTOBRE 1959. (Voir page ci-contre pour autres périodes).
Time table valid from 4th to 31st OCTOBER 1959. (See opposite page for other periods).

Hour	AF 802	AF 804	AF 806	BE 324	BE 326	BE 328	BE 330	BE 332	AF 814	AF 816	BE 336	BE 338	BE 340	AF 808	AF 810	BE 344	BE 346	AF 800	BE 348	BE 350
11.00	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
13.00	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
15.00	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
17.00	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
19.00	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

AIR FRANCE SCHEDULES FROM WINTER 1958-59 ILLUSTRATE SOME OF THE CARRIER'S VISCOUNT SERVICE, IN THIS CASE ON THE PARIS-LONDON ROUTE. AIR FRANCE HAD BEEN THE SECOND CARRIER IN THE WORLD TO OPERATE THE VISCOUNT WITH SERVICE BEGINNING SEPTEMBER 15, 1953. ALSO SHOWN ARE BEA SERVICES IN THIS MARKET.

Service No.	Day	Equipment	Class	City
11 00	11 00	11 00	11 00	LONDON
12 35	12 35	12 35	12 35	FRANKFURT
13 15	13 15	13 15	13 15	GENEVA
14 45	14 45	14 45	14 45	VIENNA
15 20	15 20	15 20	15 20	ROME
16 00	16 00	16 00	16 00	ATHENS
17 10	17 10	17 10	17 10	ISTANBUL
18 10	18 10	18 10	18 10	BEIRUT

SALISBURY — LIVINGSTONE — BULAWAYO — JOHANNESBURG

Service No.	Day	Equipment	Class	City
SA 257	Mo	CE 819	CE 815	CE 817
CE 819	Tu	CE 815	CE 817	CE 821
CE 815	We	CE 817	CE 821	CE 807
CE 817	Th	CE 821	CE 807	SA 251
CE 821	Fr	SA 251	CE 801	CE 801

5 JOHANNESBURG — LIVINGSTONE — SALISBURY — BLANTYRE — NDOLA — DAR-ES-SALAAM — MOMBASA — NAIROBI — LOURENCO MARQUES — DURBAN

Service No.	Day	Equipment	Class	City
CE 873	Mo	CE 806	CE 802	CE 871
CE 806	Tu	CE 802	CE 871	CE 873
CE 802	We	CE 871	CE 873	CE 806
CE 871	Th	CE 873	CE 806	CE 802
CE 873	Fr	CE 806	CE 802	CE 871

IN MARCH 1958, SOUTH AFRICAN AIRWAYS ORDERED VISCOUNT 813'S AND TOOK DELIVERY OF THE FIRST AIRCRAFT IN OCTOBER 1958. SHOWN ABOVE ARE SCHEDULES FROM JULY 1, 1961, ILLUSTRATING VISCOUNT SERVICES BY BOTH CENTRAL AFRICAN AIRWAYS AND SOUTH AFRICAN AIRWAYS.

MIDDLE EAST AIRLINES STARTED VISCOUNT SERVICES IN OCTOBER 1955. SCHEDULES ABOVE SHOW EASTBOUND SERVICES IN EUROPE AND THE MIDDLE EAST AS OF SEPTEMBER 1, 1962.

ANSETT ANA Golden Jet Services

SYDNEY		COOLANGATTA		BRISBANE	
1 55	2 00	4 00	5 45	6 00	6 30
3 15	4 05	6 05	7 40	7 35	8 55
4 05	6 20	8 20	9 55	9 50	11 15

ANSETT-ANA OPERATED BOTH VISCOUNT 700'S AND 800'S. SCHEDULES AT LEFT ARE FROM MAY 1, 1964.

SAFETY CARDS

© 1987 Carl Reese



This article will be devoted to the Passenger Safety Cards used over the decades by Hawaiian Airlines, by far the largest of the airlines operating from the Hawaiian Islands.

Figure A illustrates a very early black & white cardboard card used aboard the Piston Convoirs and the venerable DC-3. It would date from the early 1950s from the title lead referring to the Civil Aeronautics Authority, the predecessor to the FAA. Naturally this is a "fleet card" since it predates the regulations requiring separate cards by many years.

Early Hawaiian Airlines Safety Cards carried form number HAL 171 for many years, beginning with the "Water Landings" leaflet illustrated in Figure B, dated 12/66. Using black and aqua, a Japanese insert is shown, and appropriately referenced as HAL-171-A.

Black & green folding leaflets were issued for many years for "Emergency Water Landing Procedures" that included three different logos: the older helvetica-italic lettering, a very short-lived interim "H" logo, and the current high-tech graphic lettering; all of which are shown in

Figure C. During the late 1960s and early 1970s, individual safety cards appeared for Hawaiian's aircraft. Shown in Figure D is that of the Convair 440. Others in the style (black & white cardboard or plastic) included DC-9 Series 10 Royal Fan Jet, DC-9 Series 30 Royal Fan Jet and Life Vest Instructions aboard your HAL aircraft. Most probably a card also existed for the YS-11 operated during this time period.

A Early 1950s "Water Landings" card used aboard the Convairliner and DC-3. Noted as Form 55-3.

The Civil Aeronautics Authority requires that every over-water air passenger read the following instructions...

WATER LANDINGS

A water landing is improbable while you are flying in a Hawaiian Airlines plane, however, your aircraft has been designed to withstand such landings. Your Hawaiian Airlines crew has practiced many times what to do. Your part is to comply quickly, calmly and completely.

Your Safety Instructions

- If you wear glasses, remove them. Remove pencils, pens and sharp articles from your pockets. MEN PASSENGERS: Remove hats and loosen collars. WOMEN PASSENGERS: Remove high-heeled shoes.
- Put on your life vest. (In HAL Convair-Liners your vest is located in the seat pocket in front of you...in our Douglas DC-3's the vest is beneath your seat.) Put on the vest as you would a sleeveless jacket. The fastening cords in bows to secure vest snugly about you. DO NOT INFLATE.
- You will be notified a short time before landing. Brace your hands and feet against the frame of the seat ahead of you... It will relieve the strain of any sudden stop.
- When the airplane has ceased forward motion, release seat belt and follow the next instructions of your crew members.
- Make your exit calmly when requested and step into the raft to which you are assigned.
- After you are in your raft you will be requested to inflate your life vest. You will notice two cords with pull tags hanging from the lower edge of your vest. Grasp one cord tightly in each hand and jerk both downward. Your vest will inflate automatically. Keep cool and calm and follow your crew's instructions. Both surface craft and search planes are on the way—they were called at the first sign of trouble and know where you are.

WATER LANDINGS

...information that is good to know, but highly unlikely that you'll ever put to use

Your Hawaiian Airlines plane has been specially built to withstand a water landing if the should ever be necessary. And your Hawaiian crew are trained to handle any emergency. These precautions are part of a policy that, over 40 years, has won us the world's safety record. For your part, the Federal Aviation Administration requests that you read the following instructions...

HAWAIIAN AIRLINES
HOLDER OF THE WORLD'S SAFETY RECORD

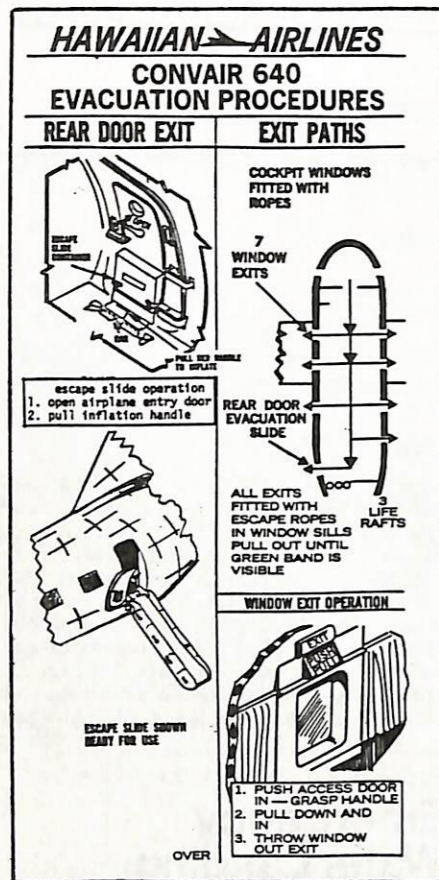
B The Folding 12/66 issue of the "Water Landings" leaflet (HAL-171) with the single insert in Japanese referenced as HAL-171-A.

Emergency Water Landing Procedures

Your Hawaiian Airlines plane has been specially built to withstand a water landing if the should ever be necessary. And your Hawaiian crew are trained to handle any emergency. These precautions are part of a policy that, over 40 years, has won us the world's safety record. For your part, the Federal Aviation Administration requests that you read the following instructions...

HAWAIIAN AIRLINES
HOLDER OF THE WORLD'S SAFETY RECORD

C "Water Landing" leaflets showing logo progression at Hawaiian. Note the slogan "Holder of the World's Safety Record".



In 1973 Hawaiian Airlines moved into the first hints of incorporating graphic art into their briefing cards. These cards include: DC-9 HAL-800 of 12/73 (Yellow), DC-9 HAL-627 of 11/74 (Green), DC-9 HAL-627 of 5/75 (Blue), and DC-9 HAL-627 of 5/77 (Purple on White and Purple on Biege).

Figure E demonstrates the late 1970s graphic style cards used throughout the fleet, highlighted with red and purple. The color versions included the DC-9-30/50 without aircraft being specifically identified, DC-9-80, and Dash 7. A black & white version was used on DC-9-30 A/C 59/68 and black on yellow version for DC-9-30 A/C 58. A very unique procedure shown on these DC-9 cards was the launching and boarding of a life raft from the tail-cone exit which

would have been submerged below the waterline. Enter Interaction Research. In 1982, Hawaiian Air began to introduce the tri-fold colorful (an understatement) cards of this Olympia. Washington corporation. These cards included:

- DC-9-50 (Red top color band):
- version dated 1982
 - version 1982 Litho Canada
 - Code 257
 - Code 257 Litho Canada
- DC-9 Super 80 (Purple color band):
- version dated 1982
 - Code 256
 - Code 256 Litho Canada
- DC-9 Super 80 (Blue color band):
- This version is without rafts and life vests.
- Code 309

D ←
 Shown here is front of Convaire 640 which was printed on cardboard. It carried no reference on date.

HAWAIIAN AIR FOR YOUR SAFETY
 あなたの安全のために。

PRIOR TO TAKEOFF AND LANDING 離陸あるいは着陸の前に。

STOW BAGGAGE 手荷物収納
 ADJUST SEATBACKS AND SERVICE TRAYS テーブルと椅子を元の位置にもどす
 SEATBELTS シートベルト

NO SMOKING 禁煙

EMERGENCY PROCEDURES 緊急処置。

OXYGEN MASKS 酸素マスク

BRACE POSITIONS 真横ぐにしゃがみと膝立てして下さい。

See mark for EMERGENCY EXIT PROCEDURES & WATER LANDING PROCEDURES 緊急出口時、及び水面上陸時についての注意は裏面にあります。

E ↑
 The creative graphic style card used late 1970s/early 1980s. Note that the DC-9 cards carried no identity as such.

F ←
 Samples of the new cards that were introduced during recent fleet expansion, some with the old trading name, some with the new "Airlines" added.

Federal regulations require passengers to review this important information for their safety.

CABIN SAFETY™
 Sécurité
 Sicherheit
 Seguridad
 安全

HAWAIIAN
 The Colors of Paradise.

do not remove card from aircraft

L-1011 Tristar

do not remove card from aircraft

do not remove card from aircraft

do not remove card from aircraft

do not remove card from aircraft

do not remove card from aircraft

do not remove card from aircraft

do not remove card from aircraft

do not remove card from aircraft

do not remove card from aircraft

DC-9-80

DC-9-50

DC-9-50

DC-8-62 combi

DC-8-62

SAFETY CARD L1011

CARD SAFETY DASH 7B

CARD SAFETY DASH 7A

CARD SAFETY - 80

CARD SAFETY - 50B

CARD SAFETY - 50A

CARD SAFETY - 62 COM

CARD SAFETY - 62

Dash 7 (Pink top color band):

- version dated 1982
- Code 258
- Code 258 Litho Canada

In addition to the above cards, Hawaiian used DC-9-50, DC-9-80 and Dash 7 cards of the last issues with black spray paint on back panel to eliminate raft instructions for aircraft that were not so provisioned.

Interaction produced "PMT"s (a special artwork print) in 1983 for DC-8-62 204 and 189, neither of which were ever printed.

During the last several years, Hawaiian introduced several new aircraft types/versions into its fleet thereby requiring many new briefing cards. To reduce the high expenditures for Interaction cards (the highest prices of the safety card manufacturing companies),

G ↑
 The complete collection of the new "Cabin Safety" cards in print at the time of this article. Further description is noted in the graph/chart provided.

PLEASE DO NOT REMOVE CARD FROM AIRCRAFT

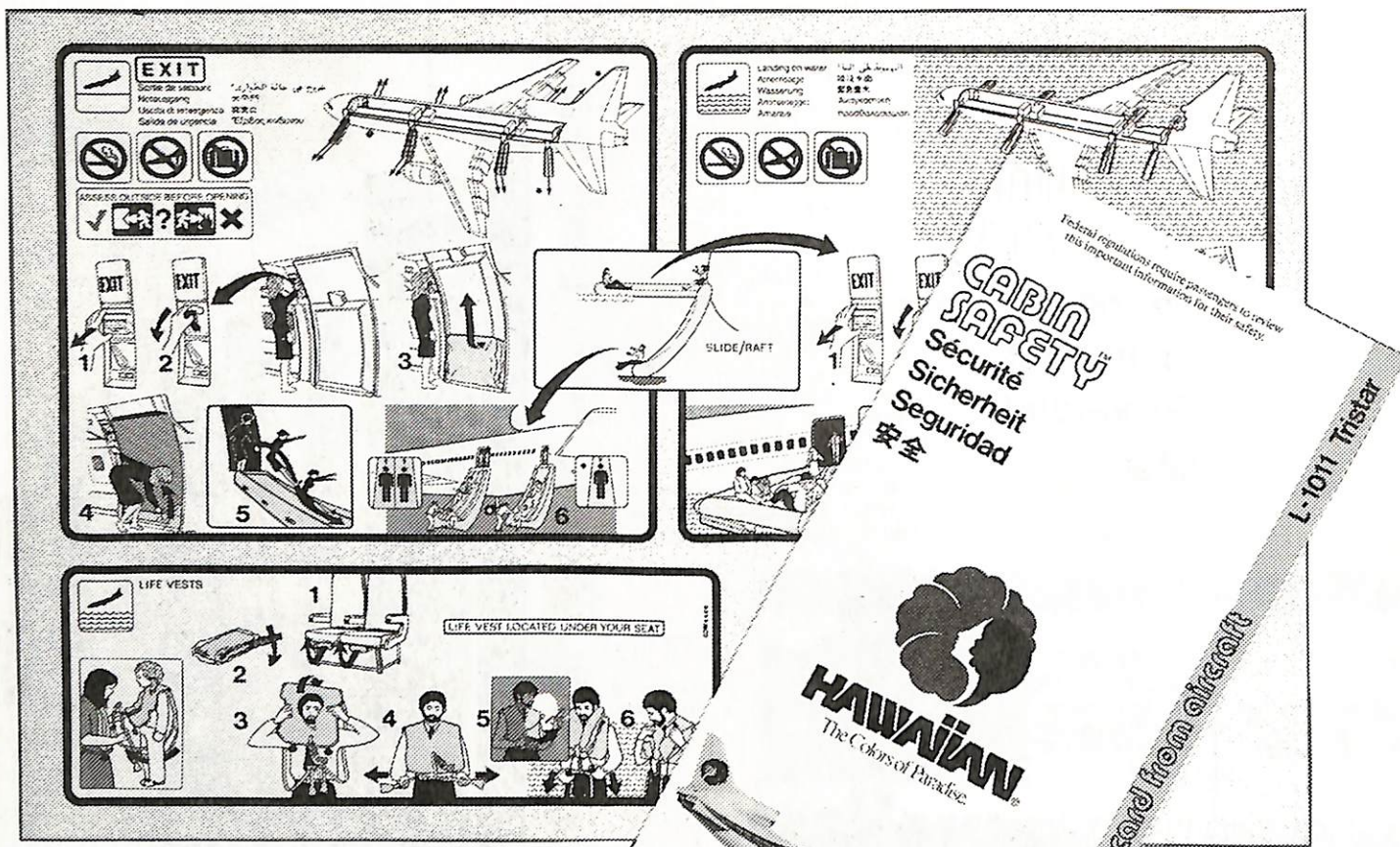
DC-9-14

CARD FROM AIRCRAFT

63

Para su seguridad
 For your safety
 Pour votre sécurité
 Für Ihre Sicherheit
 Per la Vostra sicurezza
 Para sua segurança
 あなたの安全のために
 Для Вашей безопасности
 Dla bezpieczeństwa pasażerów
 Za vašu sigurnost
 İçin kendi emniyetiniz için
 من أجل أمنك

HAWAIIAN AIRLINES



Hawaiian introduced a new style of cards based on Iberia's new format, from whom they purchased their DC-8-63.

Show in figure F is an example of this style, of which the following were printed:

L-1011 (Purple Tri-Fold) using All-Nippon illustrations and showing 2 rafts in storage between doors 3L and 3R.

L-1011 (Purple Tri-Fold) noted as Revised 7/85 now showing all doors with slide/raft units.

DC-8-63 (purple) and DC-8-63 (Red) dated 11/86 that incorporates the Hawaiian Airlines logo. (For marketing reasons, Hawaiian Air is now known as Hawaiian Airlines or simply, Hawaiian. The "Air" was thought to be confused with now bankrupt Air Hawaii.)

DC-8-62 (Gold) dated 10/86, DC-9-14 (Green) dated 6/86 and DC-9-15 (Orange) dated 12/85 complete the set.

(It's important to note that the original DC-8-62 cards came in two versions, in purple, of Arrow Air format: one for DC-8-62 and one for DC-8-62 (204).)

Beginning in the Spring of 1987, Hawaiian contracted to purchase dynamic new briefing cards for their entire fleet from Cabin Safety Inc. All of the Cabin Safety cards would be in the new "tri-fold" format introduced in 1986 and would incorporate the Hawaiian logo and marketing slogan, "The Colors of Paradise" on the front covers throughout.

The following chart will show the entire listing of the Hawaiian Cabin Safety cards, examples being illustrated in figures G and H.

AIRCRAFT	HAWAIIAN REF: "CARD SAFETY -"	CABIN SAFETY CODE AND DATE(S)	COLOR BAND (FOR IDENT.)
DC-8-62 Combi	- 62 COM	D8F-001 6/87	Gray Hash
DC-8-62 Combi	- 62 COM	D8F-002 7/87	Gray Hash
DC-9-50	- 50 A	D9S-001 7/87	Light Blue + Blue
DC-9-50	- 50 B	D9S-002 7/87	Light Blue
DC-9-80	- 80	D98-001 7/87	Agua
DC-8-62	- 62	D82-001 7/87	Gray
L-1011	- L1011	L10-001 7/87	Reddish Yellow (Gold)
Dash 7	- DASH 7 A	DH7-003 7/87	Red + Blue
Dash 7	- DASH 7 B	DH7-004 7/87	Red
DC-9-14	- 14	DC9-001 T.B.A.*	Purple
DC-9-15	- 15	DC9-002 T.B.A.*	Purple Hash
DC-8-63	- 63	D83-001 T.B.A.*	Black
DC-8-62 Combi	- 62 CF	D8F-003 September 87 ?	Gray Hash + Blue

* T.B.A. Indicates "To be Advised" wherein the artwork is completed and approved but sufficient supplies of current older cards exist, printing of these Cabin Safety cards forthcoming.

Hawaiian is expected to introduce another DC-8-62 Combi into service in the Fall of 1987. This aircraft will be configured to carry approximately 55 passengers (although could vary). The chart of Cabin Safety cards notes this aircraft that will be differentiated from others by calling it DC-8-62 CF.

It is known that Hawaiian did produce Shorts 330 safety cards rather than use those totally

inaccurate cards provided by the manufacturer. Unfortunately I had been unable to locate an example and therefore cannot produce any information of these aircraft, long since retired.

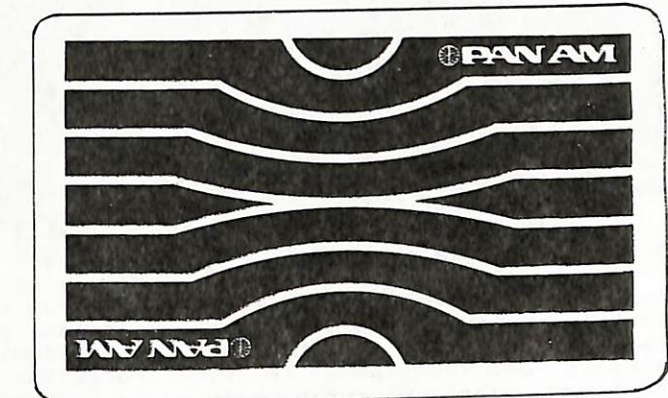
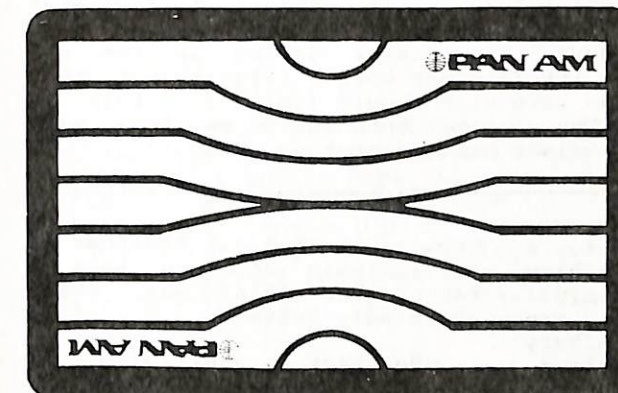
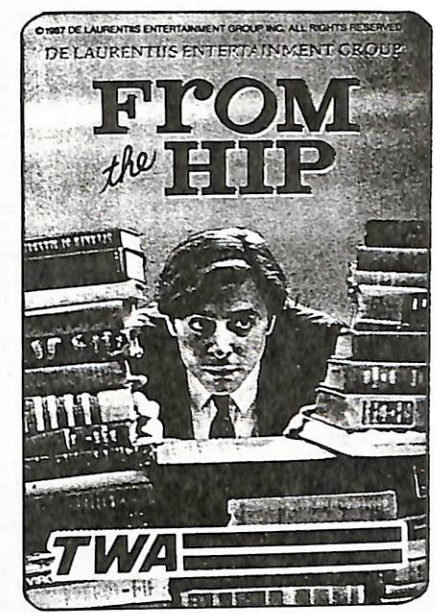
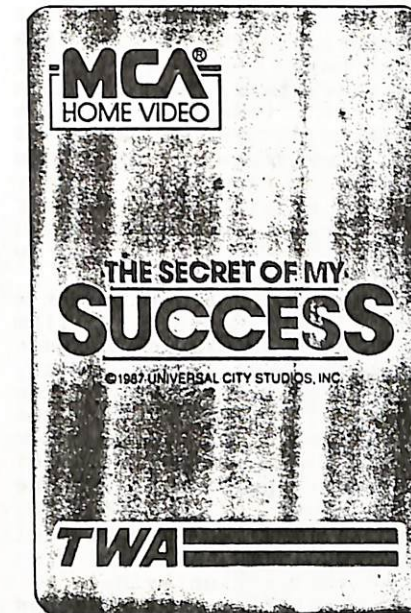
I would sincerely appreciate any safety cards that you've available for Hawaiian's DC-6B, Convair 340, Shorts 330 or YS-11 that can be included in the next issue of the log. Until then, prosperous collecting!



A prospective design that used a sideview of aircraft on cover. Produced in very limited quantity, this card was printed to display an alternative style for cover customizing. As with all Cabin Safety cards, this rare version is available from the author.

AIRLINE PLAYING CARDS

by THOMAS DRAGGES



Airliners International '87 is now history. I am sure everyone who was in Indianapolis those three days in July, had a wonderful time. It was fun to renew acquaintances and friendships, and meet new members. Plenty of wheeling and dealing went on during the two days. I was able to obtain some new decks of playing cards and crew wings which I needed for my collection.

I thank Phil Brooks and his crew for a fine job on AI'87 and for making it a memorable one.

New decks of playing cards this time are from Northwest, Pan Am and TWA.

The Northwest deck has a

white background with red logo in the center and Northwest printed each way above the logo, also in red. The two lines at both ends are blue (closest to the ends) and red.

Next we have a pair from Pan Am. They are the same except for their colors. One has a white background with silver borders, name and lines across, and the other has a navy blue background and silver printing.

The new TWA decks are from two new movies to go along with their movie series. One is "From the Hip" and shows a man looking from between two stacks of books. The background of this card is grey. The small print on the top is in black, the second line in red and the

movie title in black with small red "shadows" to the right of the individual letters.

The other card is from the movie "The Secret of My Success". It has a light-blue background with the TWA logo and the movie title in red. The MCA logo in dark blue.

In a future issue I will do a feature on all the TWA movie decks. I do need help in obtaining one called "Gold" or "Golden Seal". I will buy or trade anyone who can help me obtain a deck.

Until next time, happy collecting and farewell to TranStar Airlines!

WINGS & THINGS

by RICHARD KORAN

"It was hard work, very hard work ... My, but it was fun!"

A quote from the dust cover of Capt. Bill Masland's book, 'Through the Back Door of the World in a Ship that had Wings.', perhaps will help all of us who heard him speak at the Airliners International Convention in Washington, D.C. banquet remember his eloquent words that evening. Captain Masland passed away in early February of this year and I would like to pay tribute to him by quoting from R.E.G. Davies' Forward in the book:

"Not too long ago I had the delightful experience of listening to a post-prandial address at an aviation gathering. The speaker's podium was graced by two eminent airline pilots, one from the present, one from the past, and between them they spanned

almost the entire history of air transport. The speaker from the present was a senior Concorde captain, one of the elite of today's airline fraternity. At the pinnacle of his profession, he was charming, articulate, gently humorous; altogether a speaker of fine talent. His misfortune that evening was that he had to follow Bill Masland.

"Representing the elite of a previous era, Captain William M. Masland displayed a rare ability to find 'le mot juste', the effective phrase, the penetrating observation, the picturesque aside. Sometimes satirical, sometimes comic, not infrequently poetic, he was the prime target of a standing ovation from a critical audience ill-disposed to distribute praise lightly.

"The airline world has

produced thousands of wonderful pilots. Perhaps one per cent of these have been able to match words with deeds. The rest have tended to be the strong, silent type, characteristic of their chosen profession, and have indulged in leisure pursuits that did not include writing books. Even among the one per cent, only a mere handful have written books that, whatever their merit as autobiographies (and I can call to mind some appalling examples of egomania), are of any worth as literature. I venture to suggest that Bill Masland is one of the very few, the one in a hundred."

I regret to this day the sound of the kitchen timer's bell signifying the end of Captain Masland's memorable speech! We were all mesmerized.

"Spinx wing" referred to in the main text. It is overall silver and it remains a "mystery" wing to me. I hope it will be identified one of these days. The center device is the old Military Intelligence collar insignia, but that badge was worn with a gold finish ... this is silver. The wing may turn out to be from some out-of-the-way small operator.



A "MYSTERY PIECE"

Every once in a while, wing collectors will acquire an item that is a "mystery" piece, a badge without identification or history. One of these is my "Sphinx" wing, pictured with this column. It was traded to me by a collector who acquired it along with a number of mixed airline and military items. It has been quite a time for me trying to identify the wing and you might find my efforts interesting.

My usual preactice trying to identify an "unknown" is to photo-copy the wing and do a mailing to a number of wing-collecting friends, most of whom are members of the WAHS, in hopes one of them may be able to shed some light on the wing or even identify it. May mailings average six or seven fellows who might be of some help. If the wing is "built-up" using a military-type of basic wing, I will also write to a couple of my favorite military collectors for their opinion.

So far I have run into a blind alley on this "Shinx wing" as far as the commercial/airline wing collectors are concerned. My favorite military collector and historian friend, J. Duncan Campbell, of Harrisburg, Pennsylvania, came up with some interesting comments.

"Just as I was beginning to cope with life's mysteries, you added another one," Duncan wrote. "Your new wing has the WW II officer's insignia for Military Intelligence placed over(?), underneath(?), to make a mystery wing. The MI officer's insignia were all bright gilt color - and if your wings are silver and the shield/Spinx is gold or gilt, I'd say some individual (or very small group) 'made' the badge. But - the insignia became obsolete in the Army sometime in the late 1960s (as I recall), replaced by a sword (vertical), a compass rose (indicating they're everywhere) and a five-petaled monstrosity posing as a rose (sub-rosa, you

know)! Put them all together on an insignia and you have a farce. The Shinx was overwhelmingly better.

"Now back to your wing. If the Shinx device on the center is silver, then some manufacturer used the obsolete MI insignia in a new role to produce, in quantity, a wing badge for some small group, a mini-charter service, or some such. The story hinges on whether or not the center device is silver. If it had been gilt or gold, and overplated with silver, go back to square one.

"Now that I've re-read your letter and see that it is all silver, I think some manufacturer made these for some small flying enterprise - and after about 1966 when the insignia was discarded by the Army. And if you want some far-out thought, could this have been made by a manufacturer for sale overseas? Of course, we think Egypt right away. Does examining the back

#1. Ozark Airlines' new wing pattern, in use for a short time before the merger into TWA. These same wings were worn by all crew members in the cockpit, according to the information provided to me by an Ozark captain at ORD. The wing is overall gold with gold 'birds' on a BLUE background, not green enamel.



#2. Ozark Airlines' old wing pattern and its finest, according to many collectors. The fine feathered pattern sets the pace for most wings that use the same design since it has been in use so long: The wing is marked LGB (Balfour) and has 1/2010KGF on the back as well. A pinback for uniform wear.



#3. Current pilot wing of Provincetown - Boston Airline (PBA) is a gold wing with a finely made center device with blue background. The letters 'PBA' are in gold and the 'bird' is in white. Crew members wear this wing using clutch backs for attachment to the uniform and/or shirt.



#4. Provincetown-Boston Airline is one of the early scheduled air taxi operators (commuters) and flew initially in the Cape Cod area. PBA also started a subsidiary operation in Florida utilizing its fleet in the sunny south when the northern winter weather did not lend itself for travel to the Cape Cod summer resorts. Gold wire wing with silver wire for the 'bird'.



#5. Chalk's International is considered to be the world's oldest scheduled airline and it operates from Miami to Paradise Island in the Bahamas with other routes linking Bimini. I have been told this pilot wing is considered to be one of their first. A Hookfast pattern, the wing is gold-finished and has blue letters on a white field.



#6. This Chalk's International pilot wing is the third version used by the airline. The second version of this wing is not quite as large (from top to bottom) but has the same basic pattern. Blue letters CHALK'S are used on both wings with a white background. The wings are finished in gold.





#7. AirCal silver pilot wing used until the 01 JUL 87 merger with American Airlines. The wing is a dull silver with Josten markings and uses twin screwbacks for wear. This is the same wing as the gold one. From information provided to me the gold bullion wings were NOT replaced with silver ones and some crew members wore the gold wire wings on their shirts with the silver wing on their jackets.



#8. Riddle Airlines was born in 1945 and provided passenger and freight service from Miami to Puerto Rico, with additional services to New York, Chicago, Detroit and Boston at a later date. The carrier changed its name to Airlift International in 1963. This wing is quite heavy in its makeup, with gold wire for the wings and silver wire for the 'R'. The backing is black, as is shown ...



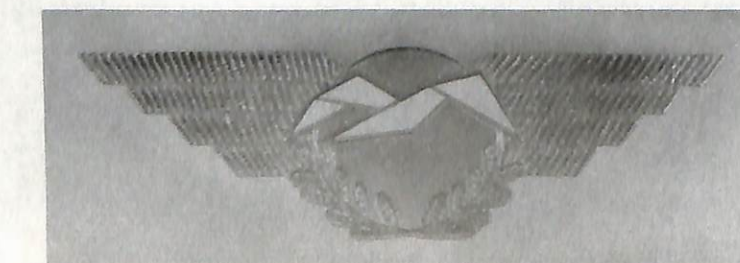
#9. ... in this photograph of the reverse, showing the nice detail not often found on old wings - the old maker's markings of Gemsco, along with the Gemsco 'Gold Bullion' markings. The twin screwbacks for wear are also a nice detail on this Riddle wing. Often, these markings fall off after much wear. To find them adds to the 'value' of the wing or badge.



#10. Servicio Aereo de Honduras S.A. (SAHSA) pilot wing, acquired recently at Houston Intercontinental from crew members flying the 727-200. The crew member took the wing right off his shirt, the duplicate being worn on his jacket. The wing is a gold Balfour wing and has the markings 1/10 10KGF. The center device is blue and gold glass enamel. The word SAHSA appears just above the circular center.



#11. Tie bar from an Air France captain on a recent trip from YYZ to ORD. This tie bar is an unusual piece of airline 'history', depicting the Air France logo on the left and the CAAC, Civil Aviation Administration of China, logo on the right. The Air France portion has the French flag's blue-white-red for background with the Eiffel tower shown on the left (blue) segment of the flag and the "flying horse" Air France logo on the right (red) segment. The CAAC logo, in red, has the red Chinese flag as background, with a cross section of the Great Wall in the lower right corner. The year 1966 appears below the AF logo, and 1986 below the CAAC logo. The logos are inset in the numerals 2 and 0, marking the 20th anniversary of resumption of air services between the two countries.



#12. Wideroe Airlines is one of the oldest airlines in Norway and flies primarily in the northern part of the country. This wing is their new prototype pilot wing - and hat badge, jacket/shirt wing and cabin attendant wing. All crew wear the same pattern but in different sizes. The F/A wing is a half wing. Overall the badge has a gold finish with a white enamel 'bird' in the center. My source said the wing design has yet to be finalized.

give any clue as to the original center device on the wing, under the shield/Sphinx? Was it overlaid on a (circle), a (shield-shape), or something exotic (Balloon shape)? I have several wings of this style in my collection, without maker's name, just marked 'Sterling,' Duncan concluded.

Another wing collector, Bill Sohmer of Levittown, NY, came through with the following commentary: "Just a quick ID on the (wing illustration). One of several unofficial, unauthorized wings of the period (WW II), (such as) Air Police, Air Engineers, etc. Someone had a very active imagination." Bill also made reference to Russell J. Huff's book, Wings of World War II, page 204. The "Sphinx" wing is shown on that page. However, there is no indication that the badge is either silver or gold. Chances are it is silver, just like the one I have! I'll continue my search for information on this lofty wing. I have my fingers crossed that the "Sphinx wing" is an airline wing from somewhere in our world, not military! Time will tell!

VARIETY OF SOURCES

As collectors we all desire information and details on the wings and badges that make up our collections and we should be prepared to turn to a variety of sources for their comments and expertise.

With that in mind, I would like to thank Dr. Charles Quarles for the photo-copy of "Some Pioneer British Air Express Pilots" from the book The Romance of a Modern Airway, London, 1929. These pioneer pilots in that book's photograph were F. Dismore, W. Rogers, A.L. Robinson, E.H. Lawford, H.H. Perry and none other than Gordon Percy Olley! You may recall my column in the LOG, 12/3, and my coverage of the collectibles I had acquired from England which were Captain Olley's from his service on the Empire routes of Imperial Airways.

My hope is to someday acquire the Imperial Airways postcard of Capt. Olley in full flight gear! This short paragraph will serve as an 'ad' for that postcard. Imperial Airways issued signed postcards of their leading pilots and the Olley photograph appears on page 64 of the book The First Croydon Airport, 1915-1928, by Bob Learmonth, Joanna Nash, and

Douglas Cluett, Editor. Again, my fingers are crossed.

In an attempt to catch up with wings for two of the airlines featured in the LOG, 13/1, I photographed a variety of PBA and Chalk's International wings - Ozark too, although I had trouble trying to get the 'birds' in the center device of the airline's newest wing to show up enough in the picture. With my light system and copy table, getting good photographs can be somewhat maddening at times! The two PBA, Provincetown-Boston Airline, wings are very nice indeed, with the gold wire wing being one of the finest in my collection.

The photos of the Chalk's Albatross in the LOG brought back warm memories of that craft for me since I flew the plane as an HU-16B in the Air Force Air Rescue Service. I will never forget the experience and hopefully, one of these days, I will get to Miami and hop a ride to the Bahamas on one of the ol' 'Amphibions'! Chalk's seaplane photographs also abound in a color spread by Stuart Howe in the JUN 87 issue of FlyPast Magazine, No. 71, from Great Britain. The photos are of both the Albatross and the airline's Turbo-Mallard - one on land and the other in the water, of course!

As I type this, I am recovering from a 'Smokey Mountain High' - a short visit with Charles Quarles and an opportunity to view one of the largest privately-held collections of airline memorabilia in the world, stuffed into the basement of his home in southwest North Carolina. The collection includes pilot and stewardess uniforms, some of them 40 years old, airline-published calendars from the 1930s, china from various airlines, and a large assortment of earlier airliner display models throughout his collectors 'corner'. AND glass case upon case of wings-wings-wings! A great number of the wings captured my attention, to say the least, including the 1928 Pan American pilot and first officer wings, the early Northeast Airlines pilot wing with the shield mounted on a Word War 1-style wing, and the silver TALOA, TransOcean Airlines, pilot wing. Descending into Quarles' basement is an experience - and a step



#13. Iran Air hat badge from the 1960s when the carrier was formed through the merger of Iranian Airlines and Persian Air Services. This badge is one of the most beautiful in my collection of aviation insignia ... and it is MINT! The 'wings' are green enamel and the circle around the center is white with gold lettering in Farsi and English. The lion is done in black and gold with deep red for the background. Three screwbacks are used for wear on the hat and the badge is marked 'ECK'.



#14. Emirates pilot wing from the international airline of the United Arab Emirates. The airline first took to the air on 25 OCT 85 and its operations brought significant changes to life in Dubai and the UAE. The airline advertises itself as "An Oasis in the Sky". The wing is gold wire on gray cloth.

into the past as well as a view of the present. Thanks, Charles!

My thanks, too, to the Indianapolis guys and Airliners International '87 for a great convention - I came out of there with almost two dozen wings and a few pins! It was a wonderful time for all of us.

JUNIOR CREW INSIGNIA

by STAN BAUMWALD

On this page I show you a reproduction of the first page of my new 'Junior Crew Member Wings' book. In general I am quite satisfied with how this catalogue turned out. There are some instances where the lettering is a bit too light, but this had to be because when we photocopied some of the wings, they came out quite dark. In the process of lightening the wings up, we got the lettering too light.






On review, though, there should be no problems and a pencil will help greatly.

As I do not have all of the wings in my possession (wish I did), a photocopy was the only way to go. If I could get my hands on all of the wings, even just to borrow them for a bit, then we could get them all photographed and the reproduction would be more consistent. Unfortunately, with getting ready for the convention in Indianapolis I had no time to make a checklist of what I need. The next issue of the LOG will have this information and if any of you could lend me the required wings for a short time, I will get them photographed and we will get a clearer picture in the next edition of the book.

This 64-page catalogue depicts approximately 300 different Junior Crew Member wings. The cost is US \$15 plus \$1 for shipping in the U.S. and \$2 for overseas. If you are interested in buying a copy, my address is 2430 N.E. 35th St., Lighthouse Point, FL 33064, USA.

I had a great time in Indy. The proximity to Union Station was outstanding. Rarely do I leave the hotel during convention time except for dinner. Being so close to Union Station with its great variety of food and entertainment was fantastic.

One of the real pleasures of any get together in our group is to be able to pick up something to add to our collections. Naturally this was the case for me in the four areas which I collect: flight crew member badges, junior crew member badges, playing cards (a new area of collecting for me) and anything to do with Northwest Airlines. I did real good in all of these areas, but right now I will point out the

	CIRCA: 1979 AIR CALIFORNIA MATERIAL: PLASTIC COLOR: GOLD/RED	2 3/4 X 7/8" PIN BACK ACL-1
	CIRCA: 1980 AIR CALIFORNIA MATERIAL: METAL COLOR: WHITE/PURPLE	3 X 1 1/4" FOLD OVER ACL-2
	CIRCA: 1986 AIR CALIFORNIA MATERIAL: VINYL COLOR: WHITE/ORANGE	2 3/4 X 1 3/8" STICK-UM ACL-3
	CIRCA: 1980 AIR FLORIDA MATERIAL: PLASTIC COLOR: SILVER/BLUE/GREEN	1 1/2 X 3/4" PIN BACK AFL-1
	CIRCA: 1979 ALASKA AIRLINES MATERIAL: PLASTIC COLOR: GOLD/BLACK	2 3/4 X 3/4" PIN BACK ASA-1
	CIRCA: MATERIAL: COLOR:	

PAGE 1

new 'kiddie wings' I found.

First and foremost a new kiddie wing from that great airline - Northwest Airlines - no longer called Northwest Orient. Apparently, with the acquisition of Republic and its fairly new European operation, the company decided it no longer wants the 'Orient' label. In fact, from what I understand, people who live in that area of the world would rather refer to themselves as Asians, not Orientals. Therefore we have a new wing (Fig. 1) which is the same as the previous issue but has only "Northwest" in the bar beneath

the wing. We call this NWA-7 in the aforementioned book.

I also found two new varieties. One is a JAL kiddie wing (Fig. 2) which is exactly as JAL-2 except that there is no gold surrounding the chrysanthemum above the letters JAL. This one will be called JAL-3 in the book.

Next I found a Swissair 747-300 SUD (Stretched Upper Deck) kiddie wing. The windows in the upper lounge of the aircraft are really noticeable in the picture on the wing (Fig. 3). Label this one SWR-3.

Then two absolutely new wings. Southwest Airlines came

out with a new paper paste-on type kiddie wing (Fig. 4). As you can see, the center section just peels off and sticks on. The colors are gold with red and white. So now we have an SWA-2.

Just recently America West started a new service between Phoenix and New York. I happened to be in the terminal in New York when one of their flights arrived. As the airplane was ex-Republic/Northwest I was interested and went over to say hello to the crew. To my great surprise I found they had brand new kiddie wings and I was able to make a quick trade to get a few. So, here is AWE-1 (Fig. 5). The illustration doesn't show the colors

correctly. The wing is gray with silver in the center, with turquoise, maroon and a yellow-brown shade for the "W". The words "America West" in the bar are in maroon.

Another 'new' wing is a Hughes Airwest badge (Fig. 6). There might be some question as to whether this was a kiddie wing or not. However, it is just like many others which are made of metal and have a fold-over method of attaching, such as ACL-2, MID-1, PAA-10 etc. We will call this one RW-2.

Also at the convention I picked up a couple of military-type kiddie wings which I never saw before. Fig. 7 says "G.I. JR. PILOT" and

Fig. 8 "G.I. JR. BOMBARDIER". These certainly deserve inclusion in the Miscellaneous section and they will be called M-23 and M-24 respectively.

We now have in the making the beginnings of the first revision of the 'Junior Crew Member Wings' book. I hope there will be many more, because that only means there are many more wings out which should be included, and that means more wings for me to collect.

My special thanks to Shirely Ibsen, Tom Dragges and Elmer Maves for bringing some of these new wings to my attention.

See you in the next issue and until then, Happy Collecting.



Fig. 1



Fig. 2



Fig. 5

Fig. 3



Fig. 4

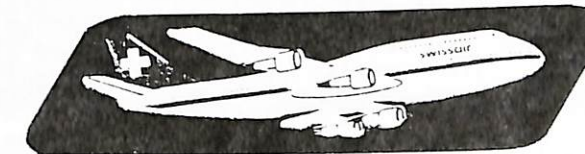


Fig. 7



Fig. 8



POST CARD CORNER

by WILLIAM DEMAREST

New postcard issues continue to pour in from all corners of the globe. I'll attempt to keep you up-to-date on the latest issues as well as bringing out a few 'golden oldies' from the albums to share with you. Enjoy!

PUBLISHER UPDATE

As of June, Charles Skilton Publishers ceased producing postcards after having been bought by E.W. Dennis Co., another well-known postcard publisher. Be sure to hang on to your Skilton postcards - they are bound to become collector's items now.

NEW AIRLINE ISSUES

The following potpourri of airline issue postcards might interest you:

Air Cape Their BAe (formerly HS 748 ZS-JAY) is pictured in flight over Table Bay in this nice continental-size postcard.

Air India The Collector's series features oversized postcards of models showing a deHavilland Puss Moth (the airline's first aircraft type), DC-2, Lockheed Constellation and Super Constellation.

Air Lanka An L-1011 issue goes with the airline's previously-issued Boeing 747.

Air Niugini issued a card of F28 P2-ANE banking above a South Pacific Island.

ATI This Italian domestic airline shows its MD-80 I-DAWJ from below in a beautiful inflight shot.

Balair, I'm told, has released new postcards showing their MD-83, A320 and DC-10.

Crossair, This Swiss carrier has an absolutely beautiful set of six postcards showing various shots of the SF-340 and Metroliner.

Eagle Air Another ground shot postcard shows their Boeing 737-200 with the cargo door open.

Emirates A.S. Three new regular-size postcards have been issued: Boeing 727-200, A300 and two A310s at Dubai.

Korean Air. The airline has outdone itself showing their Boeing 747, 727-200, MD-80, F28 and DC-10 in their latest colors.

Lauda Air Boeing 737-300 OE-ILF is shown in flight over the Alps on this continental-size postcard.

Linjeflyg Oversized postcard shows F28-4000 in their

new colors along with a CV-440, Lockheed Lodestar and DC-3.

Lufthansa The German carrier continues to grind out postcards. Their new ones show the Boeing 747, DC-10 and A300.

Martinair has a postcard of their Boeing 747, DC-10, A310 and MD-80.

Midway Airlines A nice continental-size postcard shows a drawing of the Chicago skyline as seen through the cockpit windows of a DC-9.

Norsk Air The EMB-120 Brasilia is featured in a nice airborne shot.

Royal Jordanian An L-1011-500 TriStar postcard in their new color scheme is available. I understand there is a 747 card as well.

Trans World Airlines' latest offerings are a series of menu postcards featuring various destinations on their system. The first in this "Great Destinations" series shows a San Francisco townhouse.

United Express, also known as Aspen Airways, just came out with a terrific inflight card of the BAe 146.

BUILDERS' ISSUES

Boeing issued a nice drawing postcard of their forthcoming 7J7 at the Paris Air Show

Dornier Aviation Industries issued two postcards of the Do.228 in the colors of DFVLR and Fisheries Patrol

AIRPORT ISSUE

The **Seattle/Tacoma** International Airport has printed a spectacular dusk shot postcard showing a Mexicana 727-200 at the gate.

Many thanks to the following collectors for providing me with postcard news: William Thomas Fain, Jon Proctor, Allan Van Wickler, Rick Neyland, Rob Diebold, Vladimir Vokalek and Al Minich.

Obviously, with all the new postcard issues, I am left with



Crossair issue of their SF-340A Cityliner HB-AHK, c/n 340A-049 and one of their Metro IIIs over Lake Lucerne.

very little room for my customary Helpful Hints.

The next postcard issue will feature my favorite aircraft: the Boeing 707/720, to 1963. I'll share with you the best from my collection on this classic aircraft

COMMERCIAL PUBLISHERS

AEROGEM

The boys in Florida have been busy at the printing press again, grinding out lots of new postcards. Their latest are:

- 1001 Allegheny 727-2B7
- 1002 American AL 727-233 o/c
- 1003 American Eagle YS-11
- 1004 Braniff Int'l DC-8-51 old colors, blue
- 1005 Continental DC-9-15F o/c
- 1006 Eastern CV-440 new colors
- 1007 National L-188A old colors
- 1008 Northwest Orient 707-351C old colors
- 1009 Pan American 720-030B
- 1010 Piedmont Martin 4-0-4 o/c
- 1011 PSA/Donald Duck 727-214
- 1012 Sunworld DC-9-31 n/c



American Airlines Boeing 767-233ER

Charles Skilton card #622 of AA Boeing 767-233ER (Steve Brock photo).



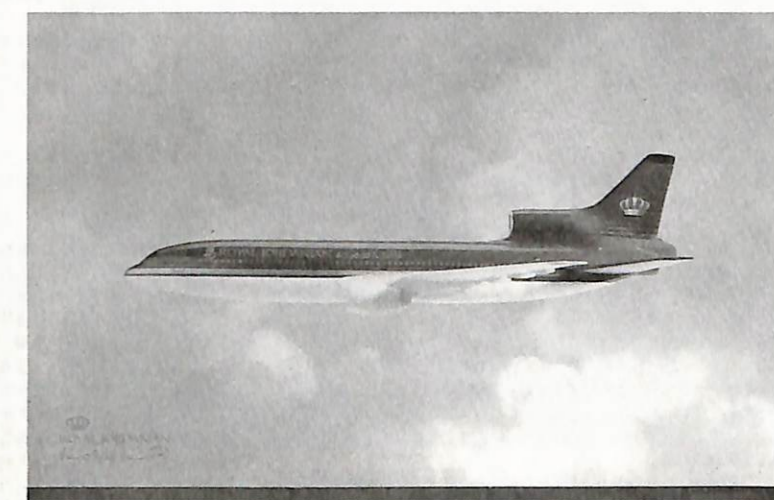
Avimage card #9 of Air Guadeloupe ATR-42-300 F-OGNE, c/n 1026 (Philippe Loeuillet photo).

- 1013 United DC-8-52 new colors
- 1014 Western 707-347C new cols
- 1015 World Airw. DC-10-10 n/c

Aerogem's address is P.O. Box 290445, Davie, FL 33329, USA. Ask for their latest list.



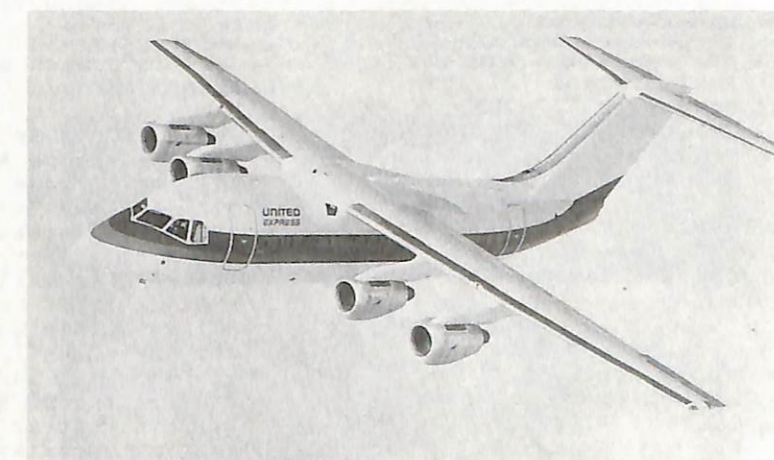
Chicago skyline is depicted in this issue by Midway Airlines.



Model of Royal Jordanian L-1011 TriStar 500 on airline issue.



Seattle-Tacoma Int'l Airport issue of Mexicana 727-264 Adv. 'Zacatecas' (XA-MRB, c/n 21837) at the gate (William Thompson photo).



Aspen Airways/United Express put this beautiful in-flight shot of BAe 146-100 on new card.



Air Ontario (old colors) CV-580 C-GDTE, c/n 52, in on one of two cards issued by new Canadian publisher Al Moniz Productions.

AL MONIZ PRODUCTIONS
Another new postcard publisher has joined the growing ranks of aviation-oriented postcard producers worldwide. Al Moniz Productions' first two releases show:

Air Ontario CV-580 (old white, green & blue colors)
American Eagle CV-580

Judging by the quality of these first two issues, we can expect many other excellent postcards from Al Moniz. For information and availability, write Al Moniz Productions, 44 Balmoral Drive, Brampton, Ontario L6T 1V1, Canada.

AVIAMAGE
One of Europe's newest producers, Avimage just came out with their newest set of postcards:

- Corse Air Int'l 737-300
- Minerve MD-83
- 9 Air Guadeloupe ATR 42
- 10 Air Mauritius ATR 42
- 11 Arkia Israel 707-358
- 12 Dragonair 737-2L9
- 13 TMA Lebanon 707-327C
- 14 Trans-Union DC-6A
- 15 UAT DH-106 Comet 1A

AVIATION DATA CENTRE
ADC has been equally productive lately. New releases are:

- 35 Syrianair 727-294
- 36 Transamerica 747-271C
- 37 Varig 747-2L5B
- 38 United 747SP-21
- 39 Air Madagascar 747-2B2B
- 40 Air Zaire DC-10-30
- 41 Ansett 767-277
- 42 Braathen's SAFE 737-205
- 43 British Midland DC-9-32
- 44 Continental 727-227

- 45 Federal Express DC-10-30F
- 46 Air Jamaica 727-2J0
- 47 Emery Worldwide DC-8-73CF
- 48 Midwest Express DC-9-14

ADC's address is Browncom House, Browells Lne, Feltham, Middlesex TW13 7EQ, United Kingdom

AVIATION HOBBY SHOP
New postcards are:

- AHS
- 80 South African AW 747-200
- 81 Japan Air Lines 747-100
- 82 BOAC 707-436
- 83 Air India 747-200
- 84 Singapore AW 747-300
- 85 Balkan TU-154A
- 86 Gulf Air VC-10
- 87 British United VC-10
- 88 Olympic Comet IV
- 89 British United Britannia
- 90 El Al Britannia
- 91 Falconair Viscount
- 92 Martinair DC-7C
- 93 Aerocondor DC-6
- 94 Court Line BAC One Eleven
- 95 Aer Lingus Viscount

EDITIONS PI
This French publisher issued 17 new cards:

- 469 Air Charter Int'l 727-200
- 470 Air France A310
- 471 Air Afrique DC-8-63
- 472 Cameroun 747
- 473 Arkia Israel Dash-7
- 474 Air Jet Services F27
- 475 EAS Caravelle
- 476 Air Inter Mercure & A300s
- 477 Royal Air Maroc 757
- 478 LAP DC-8-63
- 479 Pointair 707
- 480 Minerve DC-8-73
- 481 Air Charter 727-200
- 482 JAT Yugoslav 727-200
- 483 SAS DC-9-41
- 484 (still unassigned)
- 485 Syrian Air 727-200
- 486 Air Charter Int'l - four different aircraft

FLIGHTDECK INTERNATIONAL

From Australia I received a preview copy of the latest sales list from Flightdeck International. This firm will be offering numerous postcards, prints and slides at reduced prices in celebration of Australia's Bi-Centennial in JAN 88. With postcards priced at 15 cents AUS, you can't go wrong! For a copy of your own list, write to John Chivers, Flightdeck International, Harts Caravan Park, 215 Port Hacking Road, Miranda, Sydney, NSW 2228, Australia. If you are a new collector, this is an excellent and inexpensive way to add to your collection.

FLITE LINE FOTOCARDS

The folks at Flightline Fotocards have been equally busy bringing out 11 new postcards for collectors this summer. The latest releases from Jon Proctor's postcard vault include:

- FLF
- 043 Trans World 720-051B
- 044 Trans World CV-880
- 045 Trans World DC-4 (AWI D-005 reprint)
- 046 USAir 737-3B7 (AIC '87 Special Issue)
- 047 Pacific East Air DC-8-62
- 048 Transocean L-1049H S.Connie
- 049 American AL 747SP-31
- 050 Trans World 307B (AWI B-003 reprint)
- 051 America West 757-2S7
- 052 Pan American DC-3
- 053 Piedmont 767-201ER

For more details on these and other issues, write Flite-Line Fotocards, P.O. Box 188, Bethel, CT 06801, USA

INTERNATIONAL WORLD PUBLISHING

This well-known publisher continues to issue a wide variety of aircraft postcards for the enthusiast. Fred Erdman specializes in printing postcards of rare and unique aircraft which are most-likely never to be found elsewhere on a postcard. For their latest sales list, write to 140 West Possum Road, Springfield, OH 45506, USA.

MARY JANE RAILROAD SPECIALTIES

This firm has greatly expanded its sales list. The latest include:

- Air Atonabee Saunders ST-27
- United Express SD-360
- Business Express F27
- Ansett Air Freight L-188
- CAAC 747SP
- Air Mauritius 747SP

(Continued on page 16)

Postcard Nostalgia



Nostalgia - 1950: Saab 90A-2, SE-BSB c/n 90105 'Gardar Viking' of SAS (airline issue). This early card was printed on coarse stock, a far cry from today's slick, glossy cards. The image has white border, also uncommon today, of 1/8th inch wide.



Nostalgia - 1961: TransAir Sweden DC-6B, SE-BDG c/n 45329 on airline issue.

Nostalgia - 1970: BAC One-Eleven 500 of Phoenix, HB-ITL c/n 212. (Airline issue).



Nostalgia - 1960: CV-340-31, N73130 c/n 59, 'Sunliner Navajo' on IAWP card from Continental/Frontier collection photo.

Nostalgia - 1963: Sabena Caravelle VI-N. Airline issue with fake registration OO-SAB on top of starboard wing and on fuselage behind engines. Note commemorative postage stamp and cancellation for Sabena's 1923-1963 anniversary on front of card!



AIRLINE DINNERWARE

by RICHARD W. LUCKIN

Hope you enjoyed my first column, featuring cups and saucers and Zeppelin china. This time around I am offering a variety in shapes of ware and also some fairly rare pieces, considering the airlines they came from.

Let's start with a very early domestic airline china. The world's first "featherlight" china, Airlite, was produced by the Sycaruse China Company of Syracuse, NY and was used on airlines in 1945. The piece pictured (#1) was made for American Airlines.

Now we move to the Middle East ... Iran to be exact. Yes, several years ago at the flea market in Sacramento I paid a whole quarter for this plate (#2). At that time in my airline collecting, I didn't even know for sure what the logo stood for. Iran Air was formed in 1962 through a merger of Iranian Airlines and Persian Air Services.

From the same geographical area a piece of Kuwait Airways china came my way to be photographed (#3). This airline operates 747 services to New York.

Egypt Air uses a German china (#4). The top pinstripe and logo are gold, while the lower stripe is red.

Moving across the Suez Canal, we come to El Al Israel Airlines (#5). El Al (Hewbrew for "to the skies" flies regular services to Europe, Africa and North America.

Still in the Middle East, Saudi Arabian Airlines operates the largest airline in the Arab world. They use a very elegant china made by Noritake of Japan (#6) and marked "Inflight Top" on the back.

Going south on the African continent, we have a Ghana Airways butter pat (#7). This airline serves Europe with DC-10 trijets. I have no idea whether or not this is their only pattern or in what class of service this ware is used.

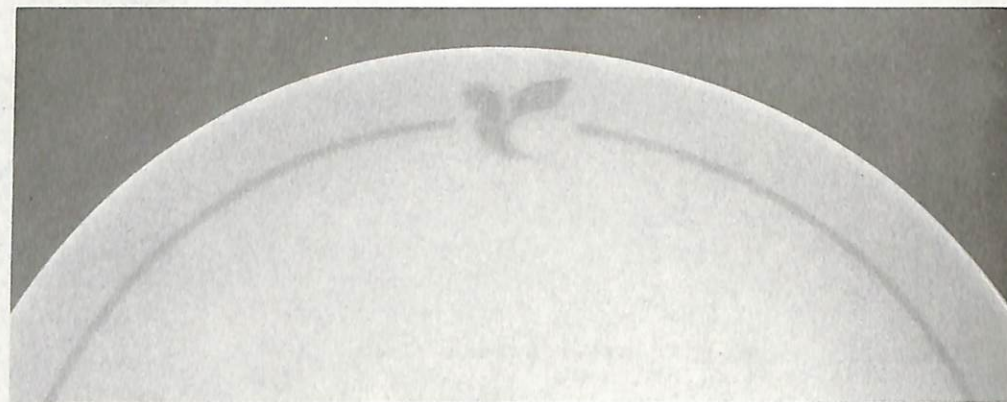
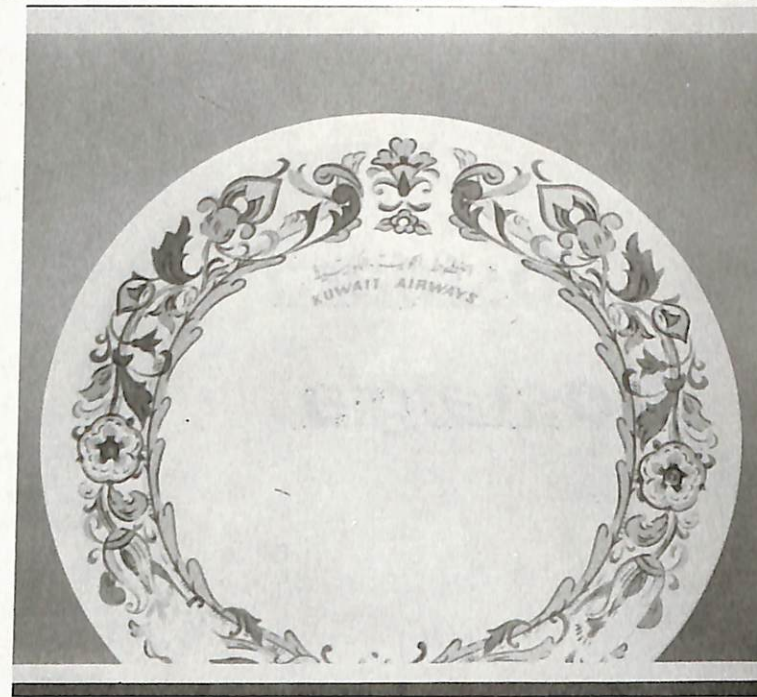
Even further south is South African Airways which uses two patterns: a first class "Gold Service" and this business class pattern (#8).

In closing this column, I'd like to inquire whether or not anyone has china of other airlines in this region. If so, please let me know. I'd like to

(Continued on next page)

RIGHT:

1. American AL. Pinstripe, logo and stars are medium-blue. This six-inch/15.25cm plate also carries a backstamp, "American Airlines Inc." A sauce dish and cup were also produced.

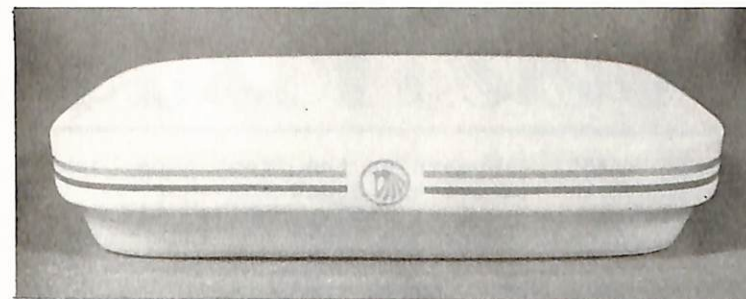
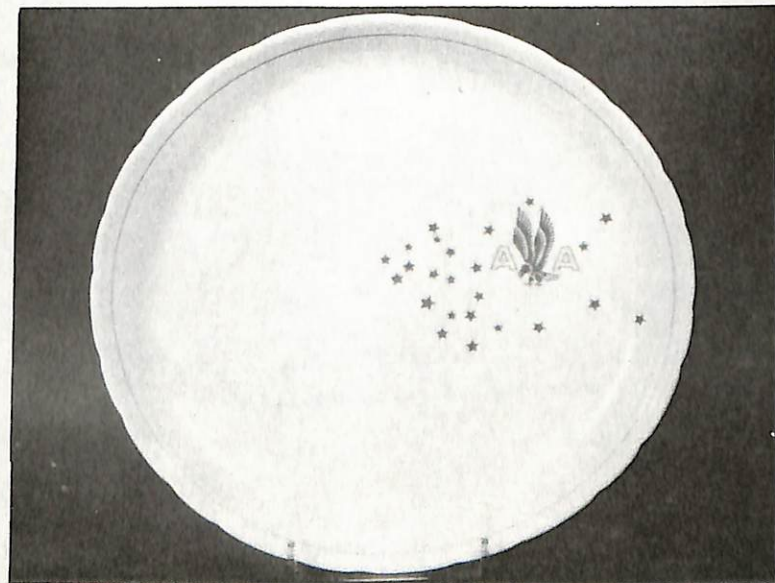


ABOVE:

2. Iran Air. Almost the same color blue as the American AL piece. China was made by Noritake of Japan.

RIGHT:

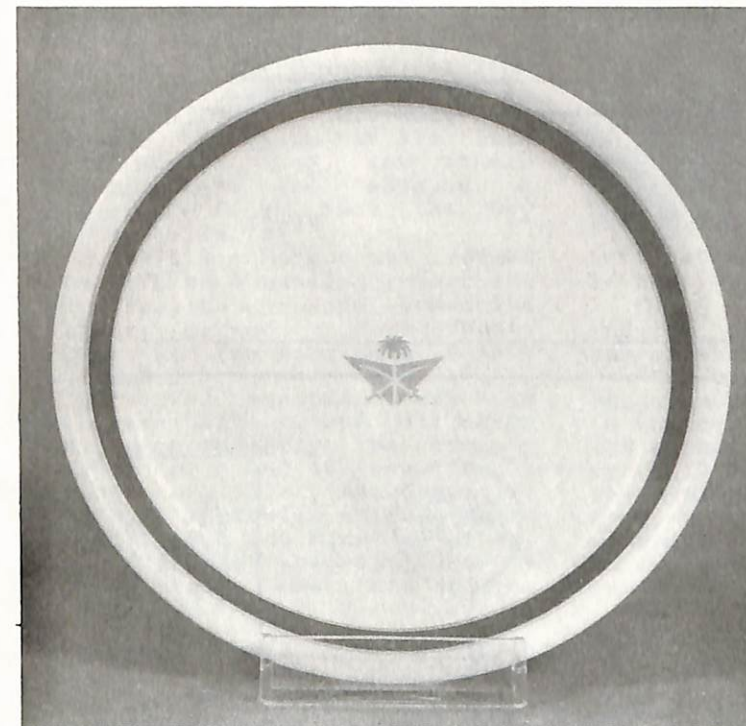
3. Kuwait Airways. A multi-colored design, mostly various shades of blue, including the lettering. The manufacturer is Villeroy & Boch



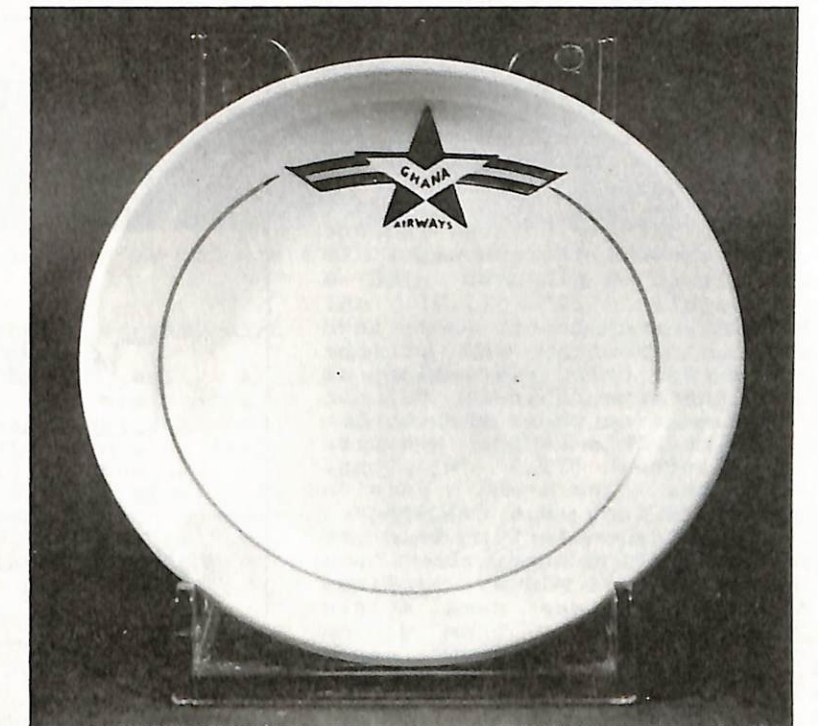
4. Egypt Air. First-class china, used on their international services.



5. El Al. China is a light tan with shaded and solid lettering alternating with each other. A fairly heavy-weight china that doesn't appear to be first class ware.



6. Saudi Arabian Airlines. A white china with a dark-green band flanked with gold pinstripes. Logo is also in gold.



7. Ghana Airways. Multi-colored logo of black, red, yellow and green. Pinstripe is green. Made in England, but no manufacturer indicated on the back. Larger pieces may have a maker's stamp.

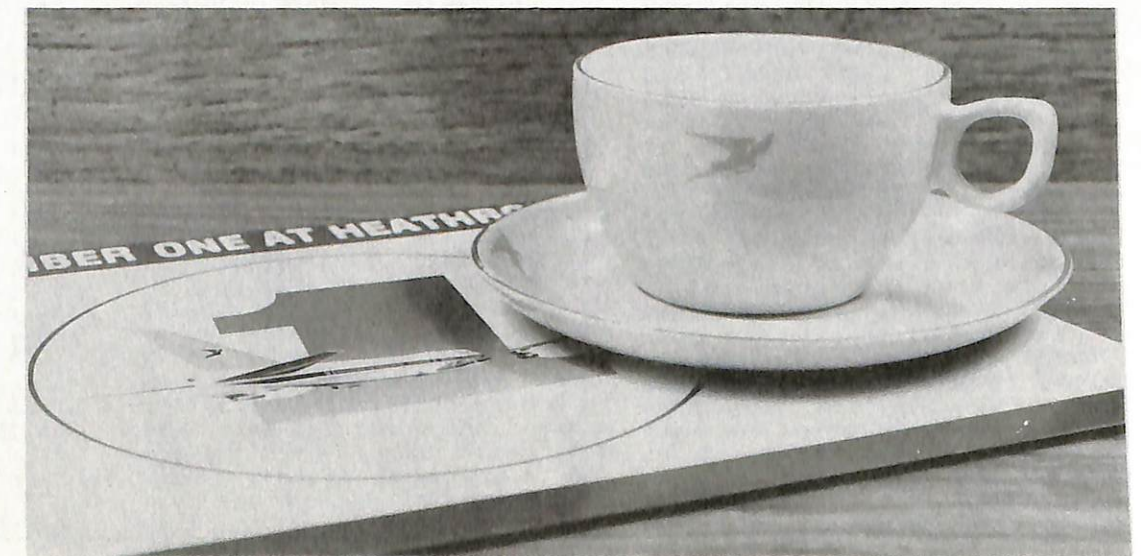
(Continued from previous page)

feature these patterns in future articles.

In the next issue I'll have some glassware, ashtrays, Red Carpet Club china, plus some airline ware from the Republic of China.

RIGHT:

8. South African Airways. A plain pattern but tastefully done. Logo is red-orange with gold pinstripes.



AIRLINE HAPPY HOUR

by AL S. TASCA

Many compliments on Joop's 'Take-Off Talk' in the LOG, 13/1 on airliner mergers. In this issue I show some sticks form one of the more-recent ones, the Delta-Western merger. Also included are some Northeast Airlines sticks. NE was acquired by Delta in AUG 72. So without further ado ...

Fig. 1 shows the most-common of the Western Airlines sticks, usually found in transparent red or blue. Very few people ever realized these sticks also came in transparent orange, green, smoked and clear and that they have either a pointed or flat end. As for variations, the red one and the blue one not only come in different shades, but the pointed red one comes three different ways. It can either be plain or with a rectangular 1/2" (1.25 cm) bubble on the front, one inch (2.5 cm) from the end of the shank. The third variation is with the name Spir-it USA in the same area where the bubble would be. This stick measures five inches (12.7 cm) long, with the square-end version about 1/4 inch (0.6 cm) longer.

A fellow collector told me an interesting story about this stick. He said Midway Airlines were using these same sticks but were turning them upside down so that the "W" would become an "M".

Fig. 2 shows similar five-inch (12.7 cm) one-sided sticks from Delta Air Lines (which acquired Western last year). The only difference between these sticks is that the one ends in a point and the other in a spoon. The spoon version comes with a hollowed out end and a flat end. All three sticks are all-white with raised name and logo and contain the manufacturer's name 'Spir-it USA' on the reverse side just above the spoon or point end. Check the pointed one carefully to make sure it is not one with a broken-off spoon. The way to tell is that the pointed stick is as long as the ones with the spoon ends.

Fig. 3 shows two one-sided sticks from Northeast Airlines (which was also acquired by Delta, in AUG 72). The one with the rectangular end announces the airline's Convair 880 jet service. The round-topped stick is 5.5" (14 cm) long and is white with gold writing and logo. The stick with the

rectangular end measures 6.25" (16 cm) and is also white with gold writing. It has gold tear-drops on the top with white writing (NE, 880, JETS) within the drops. The manufacturer's name Spir-it USA

appears on the front side just above the round end.

Incidentally, while the 880 stick has just a flat round end, the (small) round end on the other one is slightly concave on both sides.

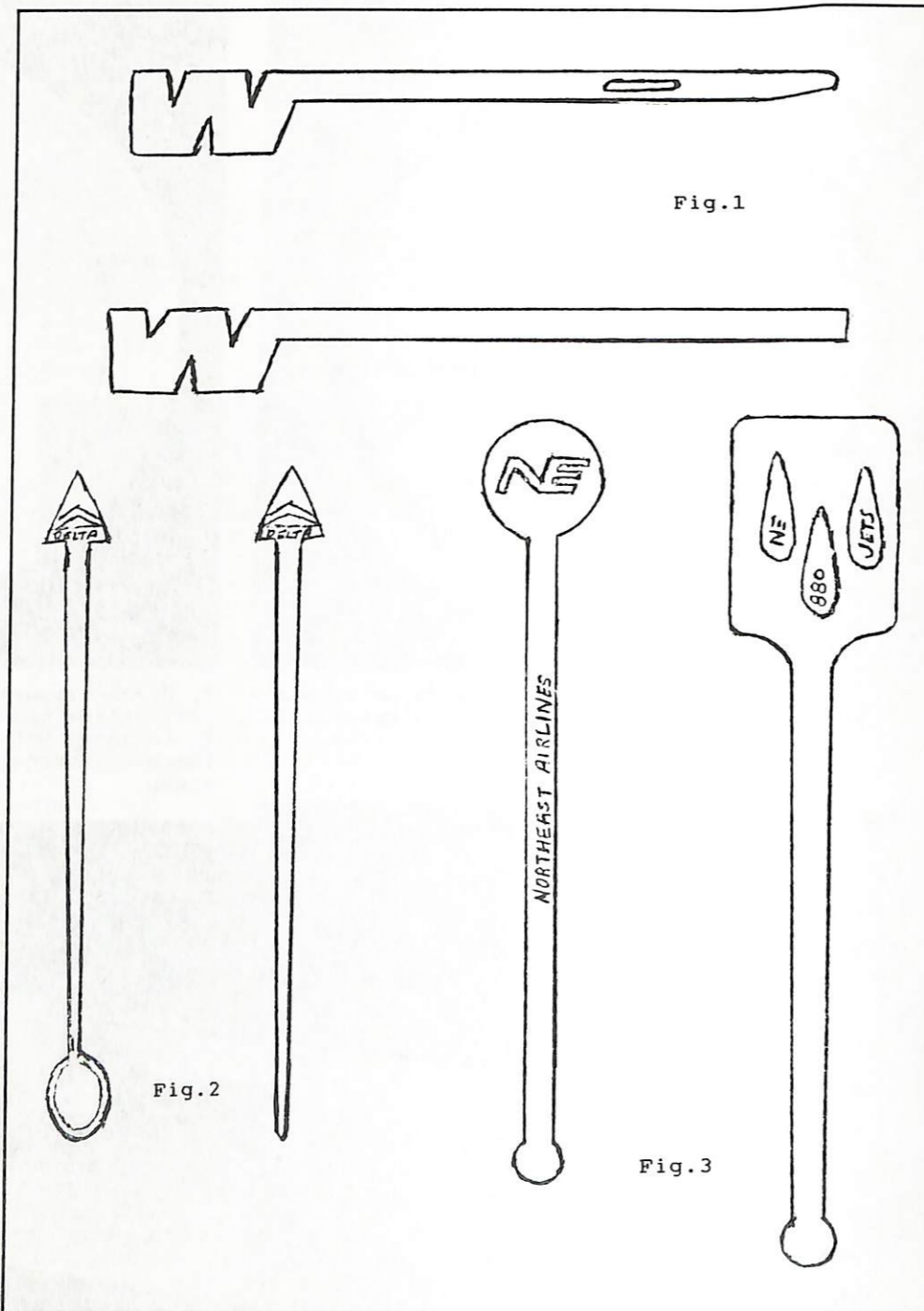


Fig.1

Fig.2

Fig.3

READERS SAY:

HELICOPTER AIRLINES

"I recently enjoyed very much your 'Helicopter Airlines. Their rise and decline' (LOG 12/3), writes WAHS member Luigi Vallero of Turin, Italy. "It was really widespread, both geographically and historically and I particularly appreciated your mention of Elivie and Elipadana which operated in Italy when I was just a few months old.

"Anyway, you forgot to mention a helicopter airline which is currently operating and going quite well: Heli Air Monaco. (In early MAY 87) I was in Monaco and saw their headquarters and enjoyed a 10-minute flight over the Bay of Monte Carlo.

"Heli Air Monaco was formed in 1976 as a passenger-carrying airline, to provide scheduled links between Monaco/Monte Carlo and the Nice-Cote d'Azur airport.

Initial equipment was an (Agusta-Bell) AB-206 helicopter but more recently the company re-equipped and it has now a fleet of five (Aerospatiale) AS.350B Ecureuils which, apart from flying the Nice schedule, are also available for pleasure flights over the Cote d'Azur



Aerospatiale AS305B, 3A-MMC c/n 1709, of Heli Air Monaco (see letter).
Photo by Luigi Vallero

and for charter, aerial work and offshore rescue.

"On 01 FEB 87 Heli Air Monaco moved its headquarters to the new Monaco heliport and its summer 1987 schedule shows up to 17 daily flights on the seven-minute ride to Nice airport, where passengers connect with dozens of flights to France and many international destinations.

"It is interesting that the fare of 280 French francs, also includes - on the Nice-Monaco leg - free transportation by mini-coach to any destination within the Principality of Monaco."

Thank you for this information, Luigi. Yes, it appears this one escaped My research efforts - JG

ADDITIONAL L-14, L-18 DETAILS

Don Truax of El Dorado Springs, MO, sends some welcome additions to the Lockheed L-14 and L-18 Lodestar histories (LOG, 12/3 & 4). He says much of his data comes from 'Aviation' of the late 1930s and early 1940s, supplemented by several other sources including some personal contact with UAL's L-18s.

"As noted, only a few L-14s flew for U.S. airlines. According to NWA records, they had 12: N17382 through 89, N17391 through 93 and N18994. N17394 was an NWA aircraft but it crashed on her delivery flight. N17386 and one other NWA L-14 crashed. Some were returned to Lockheed where 17385 became the prototype L-18, plus two others that were returned. Also, two of these airplanes were bought by CAL.

"After NWA bought DC-3s, the remaining L-14s were used on secondary routes along with the older L-10s. The latter used to show up at times in Chicago in 1940/41. Nice airplanes!

"The first L-18 carried

registration NX17385 rather than 17835. It later became N17385 and was used as a demo by Lockheed. It was shown in advertising in both CAL and NAL livery and may have eventually become an NAL aircraft.

"(The L-18) was some six months into production when the characteristic upswept aft fuselage appeared. This was a 'fix' for a tail flutter problem encountered again. Earlier production was changed to have this modification. However, the Japanese version never had the upsweep.

"UAL had four L-18s, NC25630/31/32/33, acquired early in 1941. I personally inspected one of these at MO (Moline) during familiarization flights around UAL's routes. In common with all of the Lockheed twins, (the L-18) had a box spar running through the cabin just aft of the first seat row; the reason for the extra spacing between the first and second windows. This was a bit like the Boeing 247 but with only one spar to climb over.

UAL put them on the SF/SD (San Francisco - San Diego) route sometime in 1941, but they were not money makers on this route, a competitive one.

"As an aside, one of them bounced off a hill on approach to BUR (Burbank, CA). It wiped out the belly antennas, dented the fuselage and the aircraft arrived with rocks in one cowling! UAL was very happy to turn them over to the USAAC in 1942.

"MCA had NC25601 through 09. I saw some of these too in 1941 at Omaha, also one of CAL's in Denver that year.

"Production totalled 625; 480 to the military and 145 civil.

Thank you very much, Don. Especially the info on the UAL L-18 is extremely welcome since I had never been able to find that. It proves again: nothing beats actually being there! Also many thanks for the corrections and additions to both the L-14 and L-18 history. It is much appreciated - JG.

Mini-Conventions & Other Meetings

We'd be happy to publish in the LOG the place, time etc, of your airliner swap meets, mini - conventions, slide shows, model contests and the like, so WAHS members know and may make plans to attend.

Avoid disappointment and notify us as early as possible, even if plans are only tentative and await finalization. Our **DEADLINES** are 01 FEB, 01 MAY, 01 AUG and 01 NOV with publication of these issues four to six weeks later.

It serves no purpose to publish meeting details if the LOG issue containing them arrives in the mail after the event. That is a waste of space, which is already at a premium at the best of times. Please include a telephone number and/or address where people can contact you for further info and confirmation of place and time. -JG

SOUTHERN FLORIDA AIRLINE HISTORICAL ASSOCIATION



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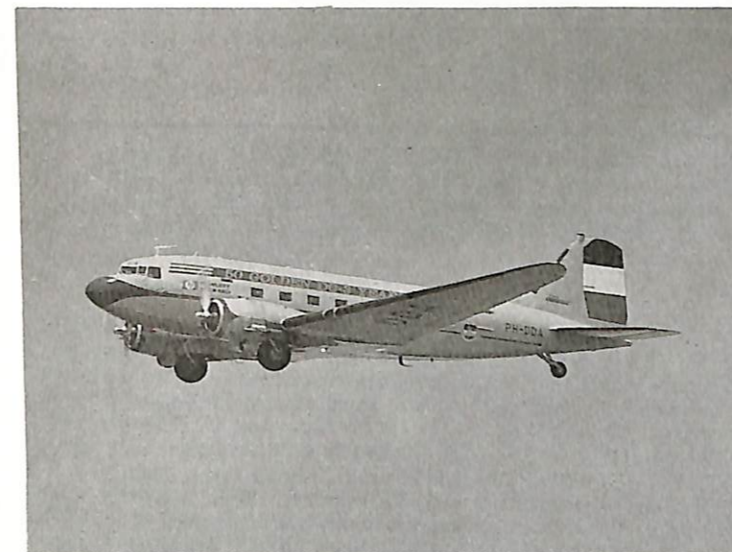
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....from the left hand seat....

by

Paul F. Collins

First off, let's have a big congratulations for Phil Brooks and the committee of Airliners International 87 for putting on a great convention this past summer. A real big turn-out, lots of ventors tons of "goodies" to go through. As usual, I noticed a lot of smiling faces as collectors left the trade room. Super job gang, one that the folks in Denver will have a hard time matching come next June! See all of you there--for sure!

Second, let's congratulate the Denver committee for making a fine presentation for the site for the 1988 meeting. Chairman Al Manich gave the dates of June 23,24 and 25 and the site will be the newly renovated Clarion Hotel located at Denver's Stapleton Int'l Airport. The committee is planning a number of things for those attending to do, so start your planning to attend Airliners International 88--NOW.

Third, let's talk RENEWALS. As mentioned in this column, in the last several issues, a number of subscribers did not renew their memberships on time this year. Since that time (early March) probably about 75% of those that had not renewed, have done so. This is great, and I really appreciate these folks continuing their support of the Society. The only problem with so many late renewals is that it kicks one heck of a hole in the budget planning for the year. While I hoped that all those, or most of those, that had not renew, would, I really couldn't plan on it. You will note, however, regardless of whether you had renewed or not, all members of record received issue number one of Volume XIII. I felt that a number of those that had not renewed, would, and this eliminated the need to mail out issues of the LOG as those people renewed. In the long run, it was cheaper to do it this way. We have a very good bulk mailing rate. For those that had not renewed prior to the mailing of issue number two of Volume XIII, I have had to send them issue number two at the regular printed matter rate, which is quite a bit more than our permit mailing rate. Hopefully we will not have that problem for the coming year.

With this issue of the CAPTAIN'S LOG, renewal notices will be going out to those whose subscriptions expire with this issue (13/3). Notices will also go to those whose subscriptions expire with the NEXT issue (13/4) which is about three-fourths of the Society membership. A number of these people (13/4) have just recently renewed their membership. Since these people should have renewed back in March, I don't wish for them to get all excited and write me saying that they just renewed and their renewal is not due yet. If your membership number line ends with "13/4" your subscription ends with the mailing of issue number four of Volume XIII of the LOG. If your line ends with the numbers 13/4, and you have not received issues number one and two of Volume XIII, please contact Society HQ's and the issues will be forwarded to you. If there are any questions with regards to when you renew your subscription to the CAPTAIN'S LOG, please contact Society HQ.

As mentioned in the last issue of the LOG, we are going to start a program where by the Society offers the membership items of merchandise that we believe members would enjoy having. To start off this program we are offering two books that airline collectors should have in their library. We have enclosed a flyer with regards to the sale of these books. If we have a favorable response, there will be more items offered in future issues of the LOG. Also in this issue is an advertisement for a Society logo pin and a logo pin of the Airliners Int'l 87 convention. These are quality items and we feel that members would like to have at least one of each. If you did not obtain these items at AI 87, now is your opportunity to do so. See advert in this section of the LOG.

Once again I must request those of you that are planning on moving or in the process of doing so, please be sure to notify Society headquarters of your new address as soon as possible. We have had a large number of members moving about over the summer, and many did not take the time to notify HQ of their new address. This not only delays the member receiving their LOG, but also costs the member additional money. If you have had your post office return other than first class mail this past summer due to extended vacation periods, please let us know whether or not you received the last issue of the LOG (Volume XIII, No. 2, which was mailed in early August). Your total cooperation in this mailing business is essential to the smooth operation of the Society. Please help us!

I would like to report that we have had a number of new people join the Society. We are now up to membership 2010. Needless-to-say that I was very happy when we passed the 2000 mark. (This, of course, does not mean that we actually have 2000 active members, just that we have used the 2000th number available to us.) I would like to thank those of you that have been with us from the beginning. Your continued support has been greatly appreciated. Without you, those that are enjoying the Society now would not be able to do so. I would like to thank all of you that have become members of the Society. It is through your memberships that the Society has been able to continue. We hope to continue to give you the type magazine you want and to serve you, the members, the best we can in the coming years.

Until the next issue, happy collecting.

Paul

Advertising Rates for CAPTAIN'S LOG

Full page	\$80.00
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If you have any questions with regards to these rates, please contact Society HQ at 3381 Apple Tree Lane, Erlanger, KY 41018 or call HQ at (606) 342-9039. We will be happy to work with you to advertise your product or service in the CAPTAIN'S LOG.

Paul F. Collins



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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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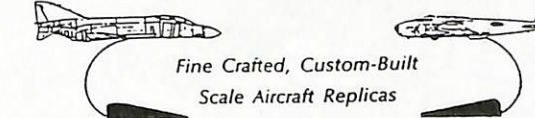
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