



VOL.14, NO.1  
MARCH '88

# CAPTAIN'S LOG

Airline and Airliner quarterly



**SIGN OF THE TIMES:** Only 20 years ago it was unthinkable that mighty, globe-circling Pan Am would ever apply its name to regional and commuter air services. Yet, here it is, an ATR-42 carrying the billboard Pan Am titles. The aircraft, on display at the 1987 Paris Air Show in France, is for the former Ransome Airlines of Philadelphia. The airline feeds traffic from its eastern U.S. routes into Pan Am's international services through New York and Washington. Ransome began operations in 1969, became an Allegheny Commuter in 1970 and between MAY 84 and APR 86 operated as a Delta Connector. It became Pan Am Express on 01 JUN 86. More Paris photos inside.

(Photo by Jeff Magnet)



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The CAPTAIN'S LOG is the official publication of the WORLD AIRLINE HISTORICAL SOCIETY (WAHS). The WAHS 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 publishes articles, photographs and other illustrations about these subjects. The WAHS has members on all continents.

Annual WAHS membership includes a subscription to the CAPTAIN'S LOG. An extra fee applies for airmail delivery of the CAPTAIN'S LOG outside North America.

Members must report any changes of address promptly to the WAHS (address above) to be assured of receiving their copies of the CAPTAIN'S LOG. 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.

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

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The CAPTAIN'S LOG will publish members' wants, trades and items for sale in the FLIGHT EXCHANGE section at no charge. Send details to: Flight Exchange, CAPTAIN'S LOG, 3381 Apple Tree Lane, ERLANGER, KY 41018, USA. Please list these details on a separate sheet of paper. Do not include this material within a letter or on your membership/renewal form. If material for the Flight Exchange are not sent on a separate sheet of paper, there is no guarantee the request will be published.

CONTRIBUTIONS ARE WELCOME

All members and other interested parties who wish to contribute articles, pictures or other material of interest to the members of the WAHS, are welcome to do so. When sending material, please send it to the Editor who handles the subject concerned, or send it to the main Editorial address. Be sure to include your return address. All material will be handled with the utmost care and will be returned to the owner immediately after publication. The Editor welcomes ideas and suggestions for subjects to be featured in future issues of the CAPTAIN'S LOG.

DEADLINES AND PUBLICATION DATES

The CAPTAIN'S LOG is mailed quarterly to all members of the WAHS. Our deadlines are 01 FEB, 01 MAY, 01 AUG and 15 OCT. The issues are mailed out approximately 4-6 weeks later. The CAPTAIN'S LOG is mailed by permit mail in the U.S. so please allow ample time for delivery. Members outside the U.S. who wish to receive their copies by First Class mail, must pay an extra fee (listed below).

A one-year membership in the WAHS equals four issues of the CAPTAIN'S LOG in the first year and 12 months/four issues in subsequent years. When you join the WAHS, you will be sent all issues of the CAPTAIN'S LOG for that calendar year.

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Thank you



Familiar sight at Kansas City MKC for many years: TWA Constellation boarding passengers. History of Kansas City airports is told in this issue of the CAPTAIN'S LOG.

(TWA photo, Gerritsma files)

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**CAPTAIN'S LOG**

Readers are reminded that the WAHS and the CAPTAIN'S LOG are both all-volunteer organizations for which a few give up much of their spare time so that all will benefit. Your editors (see below) always welcome contributions in the form of copy, information and photographs for inclusion in the CAPTAIN'S LOG. However, no payment can be made for any contributions.

Opinions expressed and claims made in signed articles and/or in advertisements appearing in the CAPTAIN'S LOG are strictly those of the authors and/or advertisers and do not necessarily reflect the views of the WAHS and/or the CAPTAIN'S LOG. It is the responsibility of advertisers to check the contents of their advertisements upon receiving the magazine. The WAHS and/or the CAPTAIN'S LOG are not responsible for claims arising from statements made in advertising copy.

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# TAKE-OFF TALK

This issue of the CAPTAIN'S LOG is special. At least, we think it is, because it is

## OUR 50TH ISSUE

That is right! 50 issues ago Paul Collins began the World Airline Hobby Club and published Vol. 1 No. 1 of the CAPTAIN'S LOG.

The name of the club has since been changed to World Airline Historical Society to more accurately reflect the interests of its members. But the name of the CAPTAIN'S LOG is the same and will remain so.

The name aside, the Log has come a long way since the 20 pages of the first issue, produced on a manual typewriter, stapled together after printing and with a side- and top-view drawing of a Boeing 737 on the cover. Now we publish a 64-page (on average) magazine, produced on a word-processor and professionally bound and with a real photograph gracing each cover.

The first few issues of the Log were put together by Paul using whatever material he had been able to get his hands on: Malaysian Airline System 737 operations; some model news; several pages of miscellaneous airliner photos to fill out the number of pages to 20 and so on.

Tom Kalina joined with the second issue: his drawing of North Central DC-3 N21728 remains a classic. This DC-3 is of course famous for having flown more hours than any other aircraft in the world. It is now on permanent display at the Henry Ford Museum in Dearborn, Michigan. I photographed it there on my way to the Airliners International Convention in Indianapolis last year. The paint is fading from standing in the open, but her classic lines are as strong as ever.

In the third issue Paul got help with filling the pages: Fred Lichtanski did the 'On Schedule' column about airline schedules. However, no pictures yet.

I boarded with the fourth issue, with articles and photos about the Fokker F-28 and Transavia Holland airline. That is 12 years ago, and I still remember it clearly.

### In our next issue:

More DC-2 and DC-3 material, including:  
-Restoration at Long Beach  
-Dutch Dakota Association & the Beech Boys  
-Alaska Airlines restores a DC-3

### Also:

- The F-27 Historical Society  
- Netherlands DH-104 Association

### Plus:

- All the regular columns by your Editors

An issue worth waiting for!

As the years passed, more and more people volunteered their writing services. Some have left since then for a variety of reasons, but most of those who at one time began writing for the Log on a regular basis, still do so. And we all benefit from their knowledge. I dare say we have in the present group of Editors the best and most-dedicated in their respective areas of airline memorabilia expertise. My personal regret is that I cannot give them more space in each issue than I do now. The finances of the WAHS do not permit more pages ... yet.

All the same: hats off to you, gentlemen! On behalf of all of us.

### UNIQUE IN ITS FIELD

The CAPTAIN'S LOG is unique in its field. No, we do not publish glossy pages with color photographs of the latest jetliners, or of propliners serving Miami and other high-profile airports. But the Log was not set up for that material. Our first specialty is to serve the airline memorabilia collector. Where else can you get anywhere near the same concentration of information about wings, postcards, airline modeling, airline schedules, airline playing and safety cards, labels, dinnerware and cocktail items, plus all the other subjects we feature in our pages? And how many aviation magazines regularly publish airport histories, geared to enthusiasts?

### A STEADY FOLLOWING

We have at present a steady following of about 1,200 members. Wouldn't it be nice if we had about 2,000? The first thing we would do is improve the Log. More pages to publish

contributions sooner ... and more of them in each issue.

In this issue I managed to publish three pages of book reviews. For too long reviews have had to be held over for lack of space. I am now catching up on it and more will appear in the next issue.

I also have a backlog of material received from WAHS members and CAPTAIN'S LOG readers other than the Editors. Some of their material also appears in this issue. The next issue will contain more.

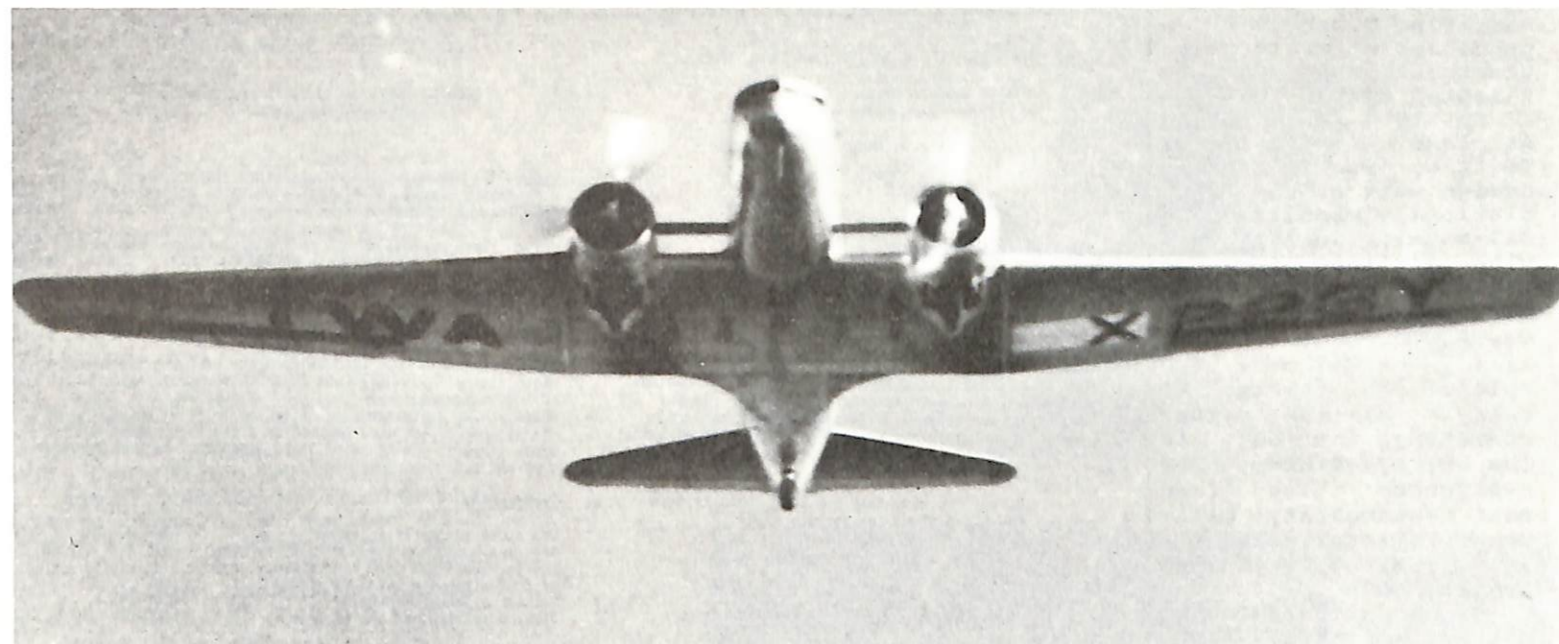
To all those who are waiting to see their material appear, I can only say, "Thank you for your patience. Please do not feel discouraged. It will be published."

### REGULAR SCHEDULE

We are also well on our way to publishing the Log at regular intervals. We have had a rough ride in the past years in this regard for various reasons, most beyond the control of your Editors. We all have a job to go to during the day (except for one or two of us who are retired), most have families to feed. Often those considerations must come first. But I believe that I can now stick fairly closely to the deadlines published on the inside front cover.

With that, I wish you all the best and we hope you'll enjoy the contents of this issue.

Happy landings,



The external support struts between the fuselage and the engines of the DC-1 were soon found to be unnecessary and they were removed. (McDonnell Douglas via Harry Gann)

## AIRCRAFT PROFILE

by JOOP GERRITSMa

# DC-1

## First of a dynasty

During the four years from 1928 to 1932 U.S. Postmaster General Walter Folger Brown fashioned a network of 34 air mail routes. Covering 27,000 miles they reached into every corner of the contiguous USA.

"The fact that he achieved his ends by somewhat dubious means does not detract from the immensity of the task or the comprehensiveness of the result," wrote airline historian Ron Davies in his classic book "Airlines of the United States Since 1914."

The government's mail contracts put the airlines on a sound financial footing by providing them with generous payments for carrying the mail, payments which in many instances were akin to outright grants because of their generosity.

The airlines were therefore thrown into despair when President Franklin D. Roosevelt on Friday, 09 FEB 34 by executive

order cancelled all airline mail contracts, effective midnight 18 FEB 34 and ordered the new Army Air Corps (USAAC) to take over the service, beginning 19 FEB. Roosevelt's decision had followed months of investigations into the dubious practices by which Brown had awarded the contracts. But that is another story!

Two airline executives, in an act of defiance, decided not to accept the inevitable without a good fight.

At 10 p.m. on 18 FEB 34, two hours before the air mail cancellation would come into effect, TWA vice-president for operations, Jack Frye as pilot and Eastern Air Lines vice-president Eddie Rickenbacker as co-pilot took off from Union Air Terminal, Burbank, Los Angeles in TWA's new DC-1 and set course for New York to show the nation the airlines could fly the mail better than the military.

Frye had widely publicized the flight and a large crowd had gathered to see the two men off.

They had planned to stop only in Kansas City, MO, but snow moving in from the north and bad weather predicted over New York made an extra refueling stop at Columbus, OH, seem like a good idea. Ten minutes after departing Columbus, a blizzard closed the field.

Frye and Rickenbacker arrived at Newark near New York just before noon, 19 FEB in a new transcontinental record time of 13 hrs 4 mins, more than three hours ahead of schedule. They had proved their point!

MONUMENTAL It could be argued BLUNDER that the DC-1 was the result of a dramatic and tragic event in U.S. air transport, as much as it resulted from a monumental

marketing blunder by a prominent aircraft manufacturer and its affiliated airline.

In 1932 the Boeing Airplane Company of Seattle, Wash. started design work on the revolutionary model 247, an all-metal, cantilever-wing airliner for 10 passengers carried in relative comfort. (The CAPTAIN'S LOG, 12/2 & 12/4). The 247 made obsolete the fleets of every airline then operating, not only in the United States, but everywhere else (and most contemporary military air fleets as well). United Air Lines ordered 60.

Transcontinental and Western Air (TWA) among other major airlines, immediately realized the negative impact the 247 would have on their ability to compete with United, especially on the all-important New York - Chicago and the infant transcontinental passenger services.

On 31 MAR 31 TWA had suffered the crash of one of its wooden-winged Fokker F-XA trimotors at Bazaar, Kansas when the aircraft's wing broke in flight during rough weather west of Kansas City. Much beloved Notre Dame football coach Knute Rockne was one of the eight dead. The crash ended the airline careers of the Fokkers in the U.S. and TWA was left to struggle along with its Ford Tri-motors and a motly collection of other old and new aircraft. So, when Frye heard about the new all-metal 247 airliner Boeing was developing, he tried to order 10 and even offered not to take delivery before United had received its first 10. But he was rebuffed by Boeing and United. When UAL had placed its large order, it had committed Boeing to a contract banning it from delivering any 247s to other airlines before the UAL order had been filled, six months after deliveries had started.

That condition had not been difficult to accept for Boeing. Together with UAL and engine builder Pratt & Whitney, the company was part of the same United Aircraft and Transport conglomerate, and UAL, of course, wanted to gain as much of a competitive edge over other airlines as possible by having its order for 60 filled

TRANSCONTINENTAL & WESTERN AIR, INC.

10 RICHARDS ROAD  
MUNICIPAL AIRPORT  
KANSAS CITY, MISSOURI

August 2nd,  
19 32

Douglas Aircraft Corporation,  
Clover Field,  
Santa Monica, California.

Attention: Mr. Donald Douglas

Dear Mr. Douglas:

Transcontinental & Western Air is interested in purchasing ten or more trimotored transport planes. I am attaching our general performance specifications, covering this equipment and would appreciate your advising whether your Company is interested in this manufacturing job.

If so, approximately how long would it take to turn out the first plane for service tests?

Very truly yours,

*Jack Frye*

Jack Frye  
Vice President  
In Charge of Operations

JF/GS  
Encl.

N.B. Please consider this information confidential and return specifications if you are not interested.

TRANSCONTINENTAL & WESTERN AIR, INC.

General Performance Specifications  
Transport Plane

- Type:** All metal trimotored monoplane preferred but combination structure or biplane would be considered. Main internal structure must be metal.
- Power:** Three engines of 500 to 550 h.p. (Wasps with 10-1 supercharger; 6-1 compression O.K.).
- Weight:** Gross (maximum) 14,200 lbs.
- Weight allowance for radio and wing nail bins** 350 lbs.
- Weight allowance must also be made for complete instruments, night flying equipment, fuel capacity for cruising range of 1080 miles at 150 m.p.h., crew of two, at least 12 passengers with comfortable seats and ample room, and the usual miscellaneous equipment carried on a passenger plane of this type. Payload should be at least 2,300 lbs. with full equipment and fuel for maximum range.**
- Performance**

Top speed sea level (minimum)	185 m.p.h.
Cruising speed sea level - 79 % top speed	146 m.p.h. plus
Landing speed not more than	65 m.p.h.
Rate of climb sea level (minimum)	1200 ft. p.m.
Service ceiling (minimum)	21000 ft.
Service ceiling any two engines	10000 ft.

This plane, fully loaded, must make satisfactory take-offs under good control at any TWA airport on any combination of two engines.

Kansas City, Missouri.  
August 2nd, 1932

Jack Frye's famous letter: 'Birth Certificate' of the DC-series.

before letting any any other airlines have the 247.

Frye clearly could not take this threat lying down and watch United snap up most of the traffic with its new Boeings, which were faster by a large margin than the noisy, vibrating Fords TWA operated.

On 02 AUG 32 he therefore issued his own specifications in a now-famous letter to Douglas and four other manufacturers, outlining his desire to purchase "ten or more trimotored transport planes." (See letter reproduced here.)

THE DC-1 Douglas responded with the DC-1.

IS BORN But while TWA had asked for a tri-motor, Douglas successfully defended its proposal for a much-more advanced twin-engine aircraft, which, it said, exceeded Frye's specifications.

One of the toughest demands on Douglas was made by TWA's technical adviser, Charles Lindbergh.

He demanded that the new aircraft be able to take off with a full payload from any of TWA's current airports and that it could maintain level flight on one engine over even the highest mountains along TWA's routes.

Douglas accepted and the contract for the DC-1 was signed 20 SEP 32, at a price

of \$125,000. TWA ordered 25 production aircraft costing \$58,000 apiece, excluding engines, and took an option on 35 more.

Such was the simplicity of aircraft design and construction in those days, the DC-1 was completed on 22 JUN 33 and made its first flight nine days later, on 01 JUL, after staff had worked around the clock for nine months.

With a length of 60 ft and wing span of 85 ft, the DC-1 was slightly larger than the Boeing 247. The Wright Cyclone engines produced 750 hp each (600 hp for the Pratt & Whitney Wasps of the 247) and passenger capacity was 12 instead of 10. The gross weight of the DC-1 was 17,500 lbs (7,938 kg) against 13,650 lbs (6,178 kg) for the 247 but most-important to the public (and for publicity purposes) was that the DC-1 cruised at 180 mph (304 km/h), 20 mph (32 km/h) faster than the 247.

The DC-1 was built along the same modern construction methods as its competitor, but it had an extremely strong wing of multi-cellular, multi-spar construction developed by John K. Northrop. This structure reduced stress concentrations and was much stronger than the single-spar structure of the Boeing 247 wing. In the

DC-1 the spar passed under the cabin floor, leaving an uninterrupted space, whereas the 247's wing spar crossed at a higher level, leaving a large hump.

But the most-important aerodynamic innovation of the DC-1 wing was that it was equipped with flaps to increase lift on take-off and dump speed on landing.

These flaps made it possible for the the DC-1 to take off from and land at small airports with short runways. It was one of the features which would make the DC-3 such a popular aircraft in areas with underdeveloped airports.

Apart from external support struts between the engines and the fuselage (later found unnecessary and removed), the DC-1 was aerodynamically much cleaner than the 247.

Apart from external support struts between the engines and the fuselage (later found unnecessary and removed), the DC-1 was aerodynamically much cleaner than the 247.

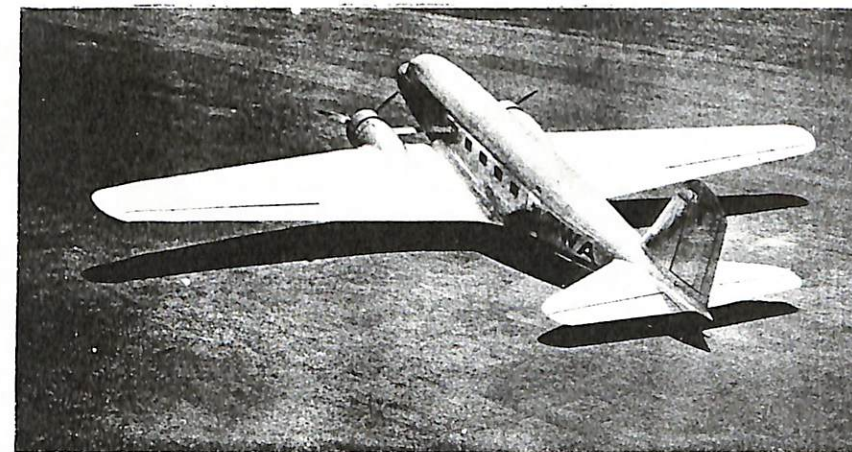
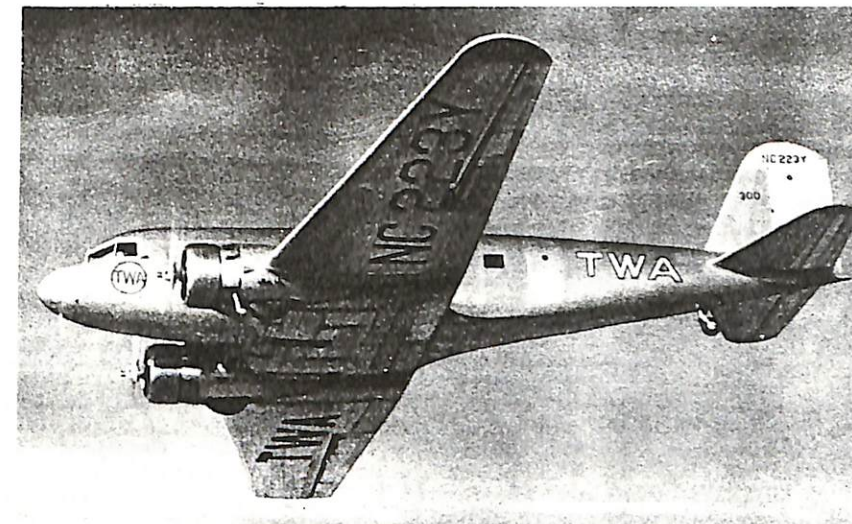
FIRST FLIGHT ... The DC-1's NEARLY ITS LAST first flight, from Clover

Field at Santa Monica, on 01 JUL 33, nearly ended in disaster because of a simple oversight. Each time test pilot Carl Cover and co-pilot and flight observer Fred Herman began a climb, the engines died. After 12 minutes and many anxious moments by those watching on the ground - including Donald Douglas, Cover and Herman nursed the aircraft to a safe landing.

The problem was found to be in the experimental carburetors. Their floats hinged at the rear and they choked off the fuel supply every time the aircraft's nose was raised. Forward hinged floats were designed and the problem was solved.

Test flying continued for five months during which cabin soundproofing, designed by Dr. Stephen J. Zand, was installed. Also during this period, the Wright Cyclones were replaced by P&W Hornets. With these, the aircraft became the DC-1A. The Cyclones were reinstalled in FEB 34.

The test flight program was concluded with a spectacular flight from hot and high Winslow, Arizona in which the port engine was cut in the middle of the take-off run at a gross weight of 18,000 lbs. Losing one engine created an instant overload of 500 lbs (227 kg). But the DC-1 continued climbing to 8,000 ft



Photos, TOP to BOTTOM:

1. Support struts between fuselage and engines were thought necessary for "streamlined" air flow. They were removed after flight tests. A.M.34 is TWA's Los Angeles - New York route. (McDonnell Douglas photo via Harry Gann)

2. Sleek and modern lines of the DC-1 show clearly in this rare in-flight photograph. Compare aircraft's lines with lines of contemporary airliners photographed from similar angles.

3. DC-1 on the day it was rolled out of its assembly hall. (2 & 3 from Gerritsma files)

(Note the shape and size of the fin in 2 & 3 compared to fin shown in later photos, such as on page 7.)

(2,438 m) and flew on to Albuquerque, New Mexico, on only its starboard engine.

The aircraft was turned over to Capt. D.W. "Tommy" Tomlinson of TWA in DEC 33 during a ceremony at Los Angeles Municipal Airport.

Ron Davies says in his U.S. airlines book that the total development cost for the DC-1, as estimated by Douglas, was \$307,000. The first 25 production DC-2s resulted in a net loss to Douglas of \$266,000, however, "after some haggling, TWA finally agreed to pay \$1,625,000 for the initial order", Davies wrote.

That amount, however, was still \$51,000 short of what it actually cost Douglas to build these first 25 aircraft.

Two months later Frye and Rickenbacker would use the DC-1 to carry the last load of mail before the Army Air Corps took over.

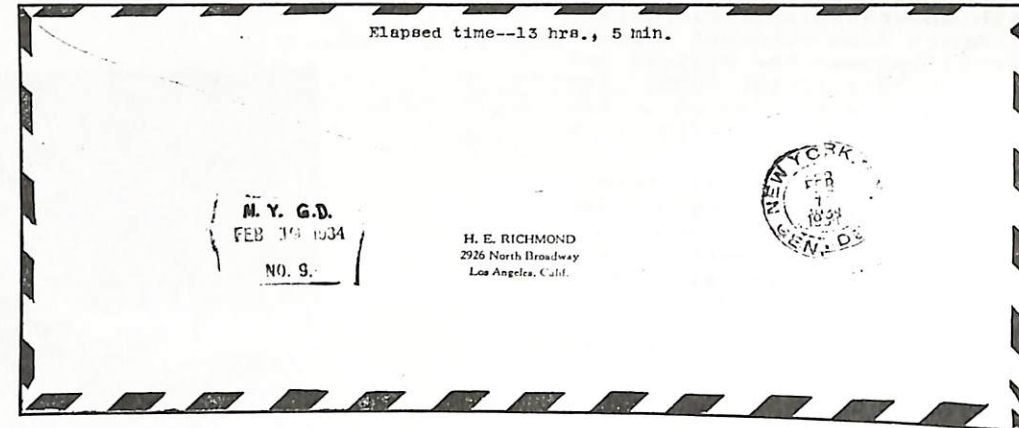
The DC-1 carried the registration X233Y for its test flights, but in TWA service following certification it was NR233Y, fleet number 300.

In APR 34 the DC-1 was placed on the daily New York - Pittsburgh service, taking 1 hr 45 mins and during the next two years operated on most of TWA's main routes, mainly for proving flights and experimental high-altitude flying. This included the testing of a new Sperry autopilot and Kreusi radio compass on behalf of the (then) U.S. Department of Commerce and the USAAC.

For these flights of over 20,000 ft (6,100 m) the DC-1 was powered by two Wright GR-1820-F55 engines with two-speed blowers and driving Hamilton Standard constant speed propellers. The crew was supplied with oxygen masks.

In APR 35 TWA loaned the DC-1 to the National Aeronautics Association for attempts on various records recognized by the Federation Aeronautique Internationale. Between 16 & 18 MAY, Captains "Tommy" Tomlinson and J.S. Bartles set eight new world records and 11 U.S. records for speed, load carried and distances flown. It included a new transcontinental record, 11 hrs 5 mins.

The DC-1 continued in TWA service until SEP 36 when Howard Hughes took it over to equip it for an attempted round-the-world flight in 1938. The changes included the installation of long-range tanks in the fuselage, giving an estimated range of 6,000 miles (10,000 km). The engines were changed to Wright Cyclone F-25s of 875 hp. The civil



Above and top of next page:

Two letters carried on the famous Frye-Rickenbacker DC-1 flight from Los Angeles to New York on 18-19 FEB 34, just before the cancellation of the air mail contracts went into effect.

(Original covers are in the Don Lussky Collection)

registration became R233Y for this flight.

However, Hughes later chose to make the flight in a Lockheed L-14 and on 27 MAY 38 the DC-1 was sold as G-AFIF to the Viscount Forbes of Britain. It travelled to Britain aboard a ship and was assembled at Dagenham by KLM engineers, KLM by this time operating a large fleet of DC-2s and DC-3s.

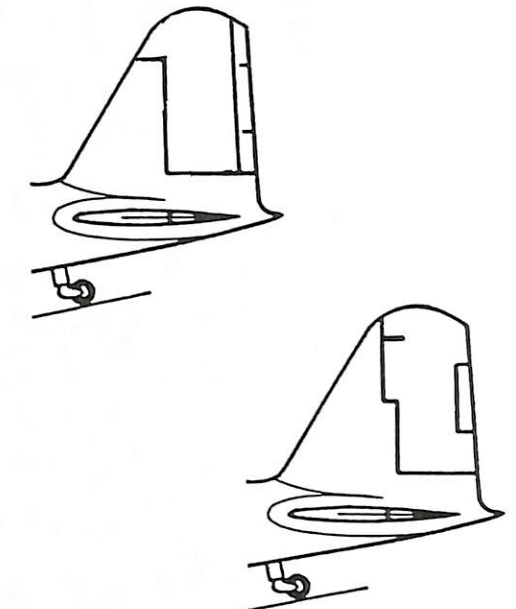
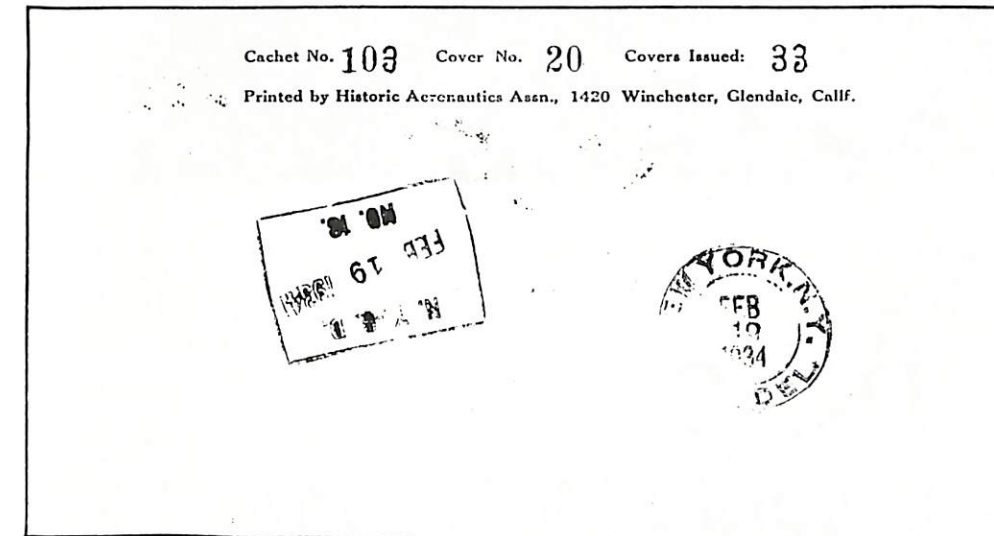
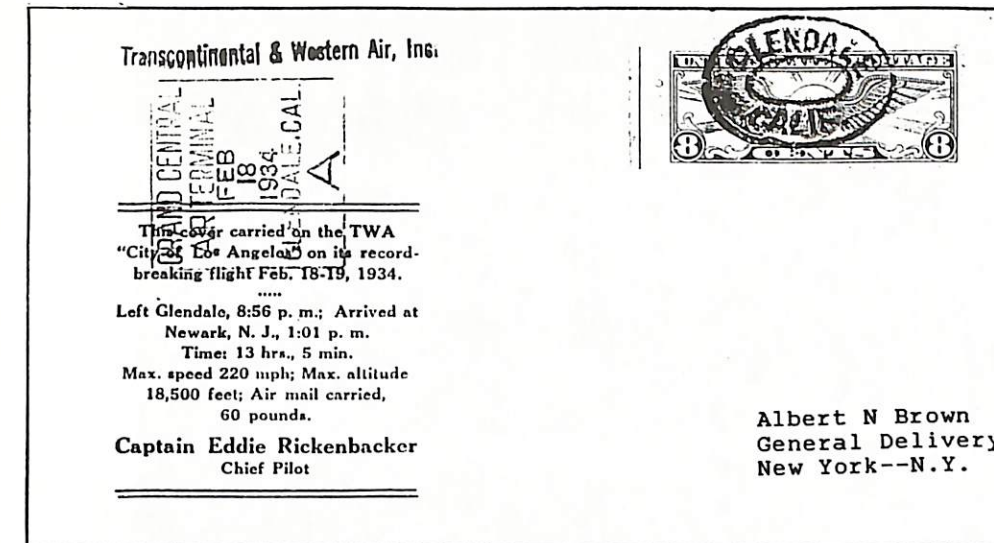
A few months later, probably about August, Forbes sold the aircraft in France. From France the DC-1 was sold to Spain in SEP or OCT 38 and as EC-AGJ joined the Republican forces in the Spanish Civil War. It became part of the fleet of LAPE, the state airline. After the war had ended in a victory for the Nationalist Forces of Gen. Franco in 1939, the DC-1 went to the new airline Iberia on 07 JUL 1940 as EC-AAE, carrying the name "Manuel Negron". It operated on Iberia's Seville - Malaga - Tetuan route until early DEC 40 when it made a belly landing at Malaga after an engine failure on take-off. The air-

craft was then broken up by the air force.

But that was not the absolute end. J.M.G. Gradidge in his book "The Douglas DC-3 and its predecessors" of 1984, says, "Rumor has it that parts were used as an altar table at a local monastery for some time."

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The DC-1 has flown with two distinctively different fin & rudder assemblies. The top illustration shows the original version, at the time of the first flight, and the lower drawing depicts the later version, also shown in the three photographs below, adopted for the DC-2, the production version of the DC-1.



Above and above right:

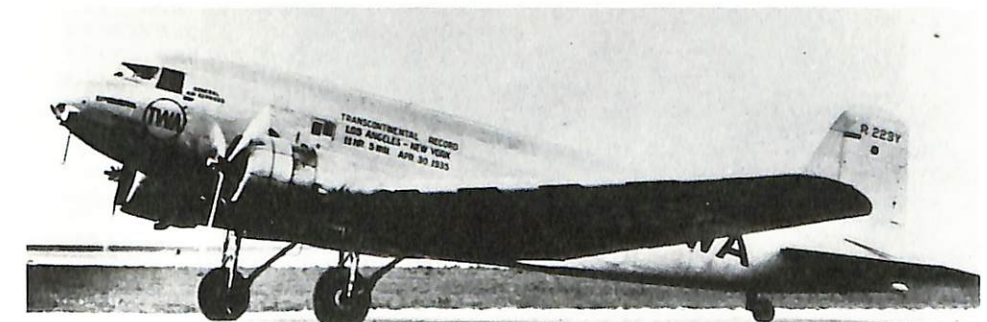
Not an optical illusion, but one real and one fake photograph. DC-1 in TWA livery is the true photo;

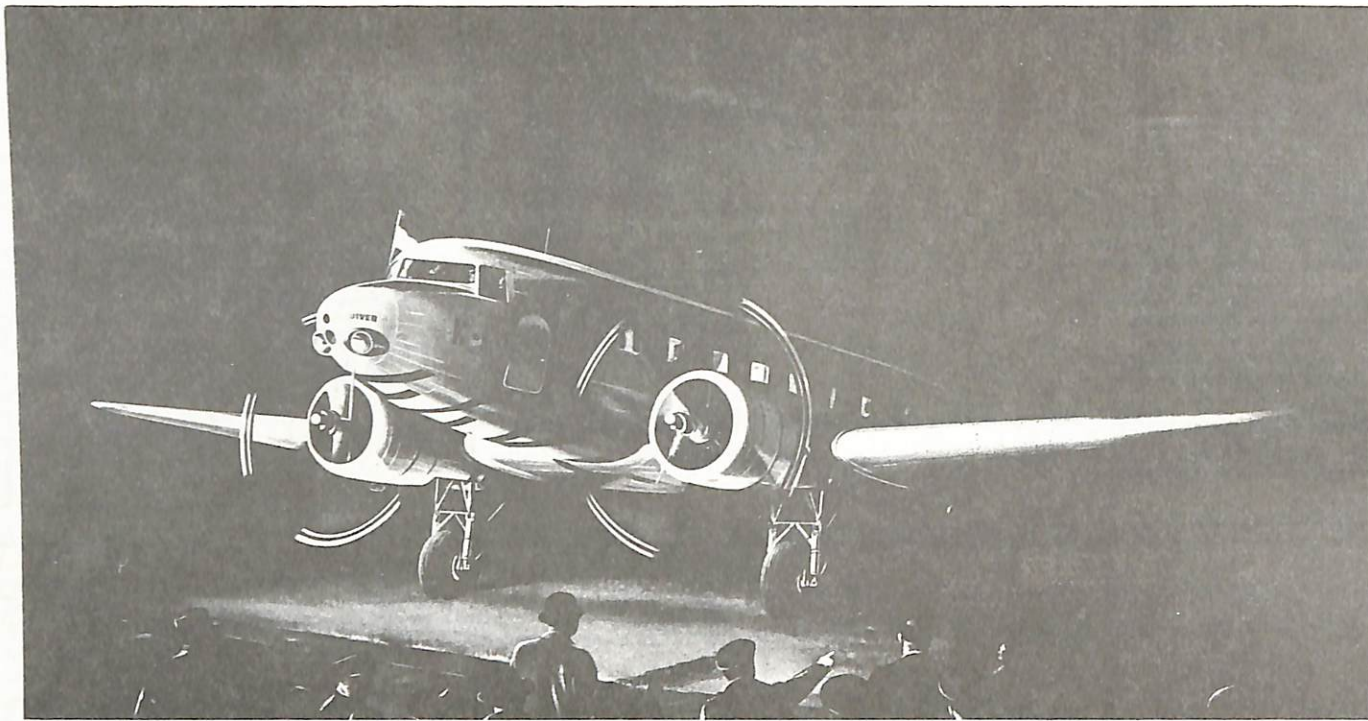
PAA livery in other photo was added later, but why, when and by whom? If for publicity over DC-2 order by PAA, why was TWA fleet number '300' retained on fin in the PAA DC-1?

(Gerritsma files)

Right: DC-1 following its 30 apr 35 record transcontinental flight in 11hrs 5mins. Note blanked out cabin windows.

(McDonnell Douglas photo via Harry Gann)





Painting by Dutch artist Thijs Postma shows Uiver at her dawn (6:35 a.m.) start from Mildenhall at the beginning of the race to

Melbourne. Painting was issued by KLM as a large (9 x 5in / 23 x 13cm) color postcard. (Gerritsma files)

## DC-2

### Racing the Uiver to Melbourne

By Joop Gerritsma  
& Don Thomas

Perhaps the most-famous DC-2 flight ever, at least the one with the most impact on world air transport, was the flight of the KLM DC-2 "Uiver" (Stork) in an air race from London to Melbourne, 54 years ago.

Most-remarkable, in those days, was that a regular passenger aircraft could enter the air race from England to Australia and finish second only to an airplane especially designed for the race, the deHavilland DH-88 Comet.

It has been all but forgotten that a TWA DC-2 was also entered. Sponsored by Harold Gatty, it would have been crewed by TWA vice-president Jack Frye and a H. Hull had Gatty not withdrawn.

It was the early 1930s, the world was in the depth of the Depression and transcontinental and intercontinental air travel were just getting a

firm foothold in Europe and the U.S. After the well-publicized crash of a wooden-winged Fokker tri-motor at Bazaar, Kansas, which killed famous football coach Knute Rockne, Boeing and Douglas received orders from United Air Lines and Transcontinental and Western Air respectively, for a new generation of airliners.

Boeing built the 10-passenger model 247 and Douglas responded with the 12-passenger DC-1 (see elsewhere in this issue). Both were all-metal, cantilever monoplanes and represented a vast improvement over the Ford and Fokker trimotors which were then the mainstay of the world's airline fleets.

In production the DC-1 became the 14-passenger DC-2 and deliveries to TWA started in MAY 34.

KLM was the first non-U.S. airline to order the DC-2. It bought one in early 1934. This was c/n 1317, PH-AJU "Uiver", delivered on 25 AUG 34 and after trial flights, KLM ordered 14 more for 1935 delivery and

another three in DEC 35 for 1936 delivery.

By 1934 KLM was operating the world's longest scheduled air service, 8,700 miles (14,000 km) from Amsterdam to Batavia, capital of the Dutch East Indies (now Jakarta, Indonesia). Bi-weekly service had started 25 SEP 30 with Fokker F.viib trimotors making the one-way flight in 90 flying hours over 12 days with 10 night stops along the way and carrying three passengers on comfortable reclining seats. By 1934 the service was operated weekly with F-xviii trimotors (75 hrs, eight days), carrying five passengers.

It was to replace these Fokkers on the Batavia service that KLM's managing director (president in U.S. terminology) Albert Plesman ordered the DC-2. They went on the route on 23 MAY 35 and cut the travelling time to 60 hrs, 5 1/2 days, carrying eight passengers. On 12 JUN 35, with the DC-2, the frequency was increased to twice a week.

What better way to prove

the reliability, safety and speed of his new DC-2 than entering it in the 13,000-mile (20,000 km) London-Melbourne race, Plesman reasoned.

The race was sponsored by Australian chocolate manufacturer Sir MacPherson Robertson to celebrate the 100th anniversary of the State of Victoria and its capital Melbourne.

Mildenhall, a military airport outside of London, was the departure point. Sixty-four entries were received by the Royal Aero Club, but only 20 aircraft actually started on 20 OCT 34. Seven of these had to give up en-route and one crashed, killing its crew.

The race was divided in a speed section and a handicap section. There were five mandatory en-route stops in both sections and 13 optional stops in the handicap section.

Plesman had entered his "Uiver" in both sections. It was the only aircraft to carry passengers and a load of mail.

A Boeing 247D, leased from United Air Lines, was also entered, flown by Clyde Pangborn, Col. Roscoe Turner and R.G. Nichols.

With the race having entrants from six countries and passing through 15 countries stretching halfway across the world, world-wide interest was great. People in Holland followed the progress of "their" "Uiver" and the other participants through hourly radio bulletins and extra editions of the newspapers.

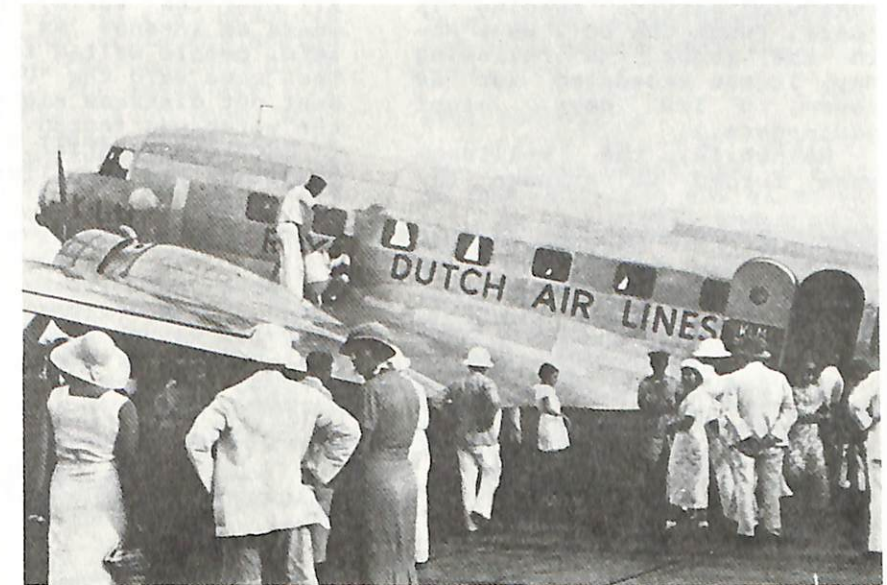
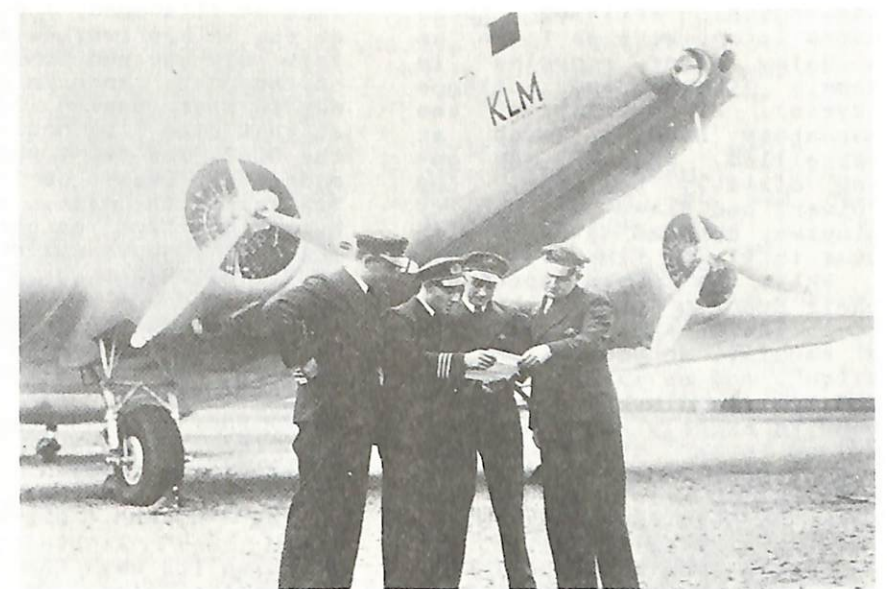
The "Uiver" crew included Capt. K.D. Parmentier, F/O Jan Moll, Radio Officer Cor van Brugge and Flight Engineer Bouwe Prins. Three passengers were on board, and a large volume of mail for Batavia and Australia.

The famous record flyers Jim and Amy Mollison in their black Comet "Black Magic" were first to arrive at Baghdad, with C.W.A. Scott and T. Campbell Black in the red Comet "Grosvenor House" 15 mins. later. (A third Comet was far behind almost from the start and would reach the finish line only in fourth place.)

Both crews were tired and hungry after half a day of flying in the noisy and small cockpit of their Comets. In contrast, the "Uiver" crew and

1) 1934 Uiver crew. L-R Radio Officer Cor van Brugge, Capt. K.D. Parmentier, F/O Jan Moll, F/E Bouwe Prins. 2) Uiver during stop at Tjililitan A/p, Batavia, Dutch East Indies (now Jakarta, Indonesia). 3) Albury residents pull Uiver from the mud after rainstorm.

(International Souvenirs Industries.)



passengers, arriving three hours later, were as fresh as a daisy after stopping in Rome, Athens and Aleppo (Syria). By overflying the mandatory handicap stop at Marseilles, France and going directly to Rome, the "Uiver" had drawn 20 penalty minutes, but had saved 40 minutes in flying time.

While the Comets continued their frantic pace, the KLM DC-2 flew on as if it were on a regular scheduled Batavia flight. And as far as Plesman and his crew were concerned, that is exactly what they were doing, other than that the flight would continue for another 3,700 miles (6,000 km) after Batavia to Melbourne.

52 hrs 21 mins after its departure from Mildenhall the DC-2 arrived at Batavia. This was quite an achievement, with the Fokker F-xviii of the scheduled service needing 75 hours. (When the DC-2 went on to the route the following May, it was scheduled for 60 hours, 5 1/2 days, eight passengers.)

Meanwhile, the Mollisons were forced to abandon the

race at Allahabad, India after an engine had overheated. That left only the red Comet ahead of the DC-2. Pangborn and Turner in their Boeing 247 were at that time five hours behind the DC-2. The red Comet barely made it to Darwin on the Australian north coast, after a harrowing flight on one engine across the shark-infested Sea of Timor. It looked as if the Uiver might win the speed race after all. But Scott and Campbell Black got their engine repaired and jumped across the island continent to land in Melbourne 19 hrs 19 mins elapsed time (and 15 hrs 46 mins flying time) ahead of the DC-2.

The "Uiver", battered by storm and lightning, was fighting its way through the Australian Alps. Because of the thunderstorm, it had lost radio contact with the ground. All over the world, but nowhere as intense as in Holland, people waited for news. Then came word the "Uiver" had sent out distress signals and the worst was feared.

Capt. Parmentier, seeing the wings and propellers were

taking on ice, was forced to fly low and he decided going on to Melbourne would be irresponsible for safety reasons. Low on fuel because of endless circling, he decided to land. But where was he? None of the four crew members had any idea, this being unknown territory to them, unlike the Amsterdam - Batavia route, where the regular East Indies crews of KLM knew the location of every village, river, lake and mountain top.

But while the "Uiver" circled low over a town in an attempt to find a landing site, lights below started to flash on and off. Someone was using the city's street light system to signal A-L-B-U-R-Y in Morse code. Albury, one hour's flying from Melbourne. The "Uiver" was so close and



Original Uiver, PH-AJU, c/n 1317, over Rotterdam in 1934 before race no. 44 was applied. (KLM photo, Gerritsma files)

adviser for this movie had been no other than ... Roscoe Turner, the man who had been licking at the heels of the KLM DC-2 all the way from London to Melbourne.

The "Uiver" arrived back at Amsterdam on 21 NOV, after a leisurely flight home. After flights to Berlin, London and Cairo, she left on 19 DEC for a fast Christmas mail flight to Batavia. The next day she flew wheels up into the ground at Rutbah Wells, a British fort in the Syrian desert, during a thunderstorm. All seven people on board were killed.

Capt. Parmentier died in the crash of a KLM L-049 Constellation at Prestwick, Scotland on 21 OCT 48 when during landing it flew into hydroelectric cables near the airport.

**BIBLIOGRAPHY**  
Various pre- & post-WW2 Dutch books about the history of KLM, all long out of print.

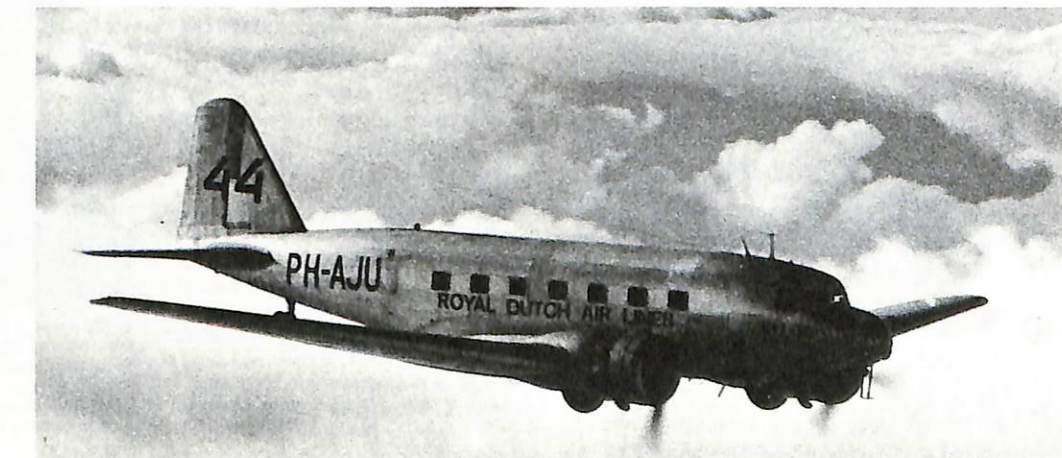
I am especially indebted to Don Thomas, who sent a draft of this story to Paul Collins several years ago, and to Harm J. Hazewinkel for his article "The Greatest Air Race - Its Aircraft and Airmen" in Air-Britain Digest, SEP-OCT 84. -JG.

By Joop Gerritsma & Don Thomas

## and Again

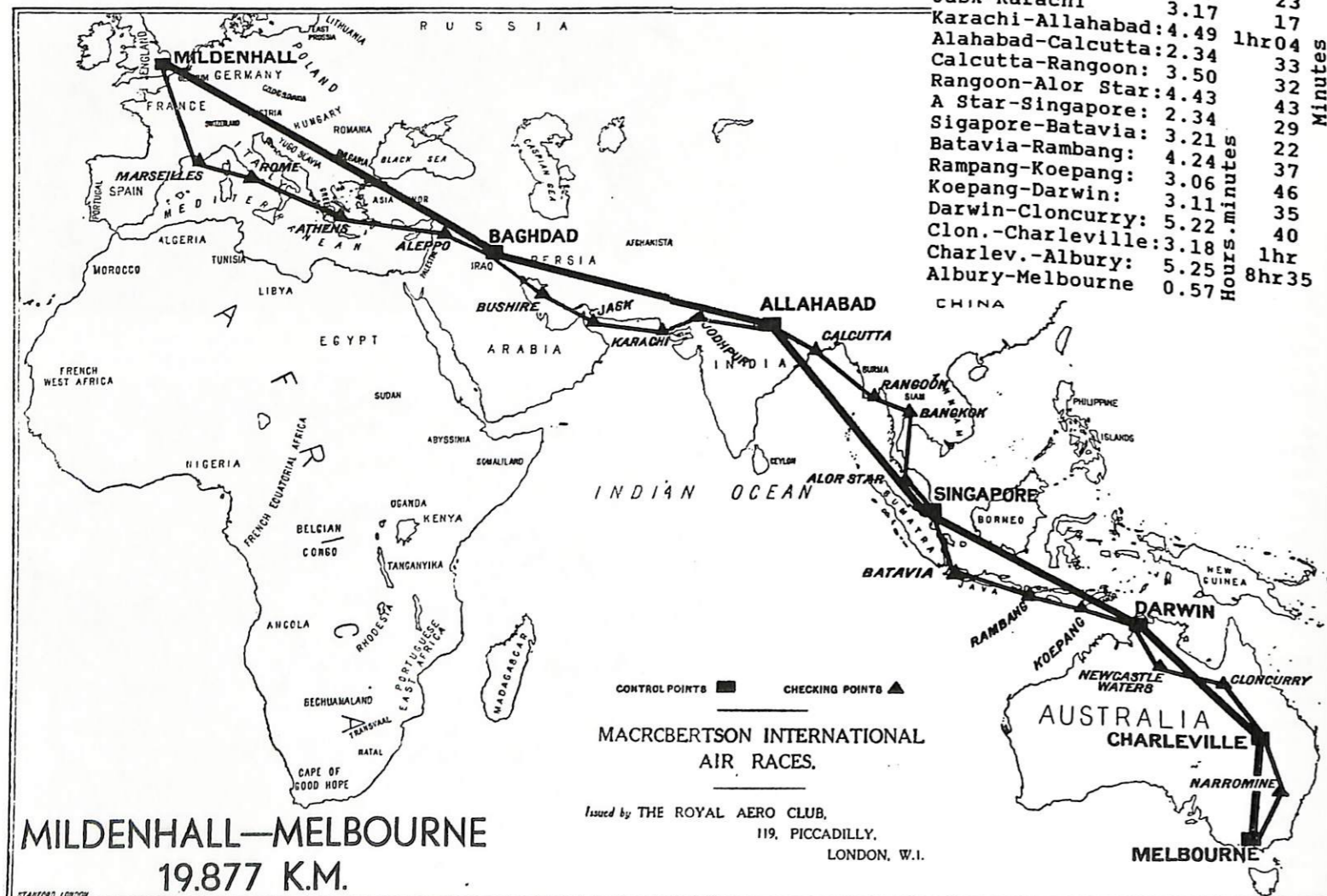
In DEC 83/FEB 84 a "Uiver" again flew from Amsterdam to Melbourne. But it was a different aircraft. The 1934 "Uiver", perhaps the most-famous aircraft in KLM's history, had crashed in the Arabian desert in DEC 34, less than two months after its

Uiver #2, c/n 1404 (NC39165). Compare wide fin and rudder with that of original Uiver (above). (Nico Koster/Aerophoto Schiphol)



### The grueling schedule of the UIVER

Flight	Ground	Hours:minutes	Minutes
Mildenhall-Rome:	4.54		
Rome-Athens:	3.36		27
Athens-Aleppo:	4.09		19
Aleppo-Baghdad:	2.33		35
Baghdad-Jask:	5.13		52
Jask-Karachi:	3.17		23
Karachi-Allahabad:	4.49	1hr04	17
Alahabad-Calcutta:	2.34		33
Calcutta-Rangoon:	3.50		32
Rangoon-Alor Star:	4.43		32
A Star-Singapore:	2.34		43
Sigapore-Batavia:	3.21		29
Batavia-Rambang:	4.24		22
Rampang-Koepang:	4.24		37
Koepang-Darwin:	3.11		46
Darwin-Cloncurry:	5.22		35
Clon.-Charleville:	3.18	1hr	40
Charlev.-Albury:	5.25		35
Albury-Melbourne:	0.57	8hr35	



yet so far. A map showed Albury had a race track and that is where Parmentier decided to put down. The local radio station meanwhile had asked all car owners to go to the race track and light it up with the headlights of their cars, and the DC-2 landed safely on the makeshift runway. It was 1:17 a.m. and the "Uiver" had circled aimlessly and lost for 90 minutes.

The weather was clear again when daylight arrived, but the "Uiver" was mired in the mud right down to its wheel axles. Parmentier unloaded the mail and sent it with Van Brugge, Prins and the three passengers, to Melbourne by car to lighten the DC-2. He even took out the seats, and unloaded the crew's extra clothing and food. Albury Mayor A. Waugh, who had stayed with the "Uiver" throughout the night, gathered hundreds of residents to pull the aircraft out of the mud and with only Parmentier and Moll in the cockpit it took off for Melbourne where it landed about an hour later, 2 hrs 42 mins elapsed time (4 hrs 12 mins flying time) ahead of the Boeing 247D.

The DC-2 had taken three days, 18 hrs and 36 mins (90 hrs 36 mins) to reach Australia. The 81 hrs 10 mins actual flying time were 9 hrs 52 mins less than the handicap time of 71 hrs 18 mins determined by the Royal Aero Club after adjustment for dropping payload at Albury. KLM had proven that modern aircraft such as the DC-2 made it possible for an airline to provide reliable, scheduled long-distance passenger and mail service.

Since Scott and Campbell Black had also entered both the speed and handicap sections, the "Uiver" finished second in both. Because only

famous Melbourne flight.

To celebrate the 50th anniversary of the air race to Melbourne, the Uiver Memorial Foundation in Holland, supported strongly by KLM, Fokker and other groups, staged a commemorative flight over the same route, from 18 DEC 83 to 05 FEB 84. An original DC-2 was loaned to KLM by its American owner, shipped across the Atlantic by boat, overhauled and repainted in the colors of the original "Uiver". It carried the original registration PH-AJU, but this was not officially allocated. It was decided long ago that the markings PH-AJU will not be re-issued because of their historic significance.

No attempt was made for a record flight this time. Long layovers were necessary for public ceremonies and for the filming of a TV documentary, to be aired in OCT 84. The new "Uiver" was crewed by captain Jan Plesman, a first officer on KLM 747s and grandson of KLM founder Albert Plesman. The other crew members were F/O Fred Schouten, also a KLM 747 F/O, and two flight engineers: Tom Degenars, a KLM ground engineer at Amsterdam, and Bonne Pijpstra, a retired KLM 747 F/E. All four wore custom-made 1934-style KLM uniforms.

They left Duxford, near London, on 18 DEC 33 and followed the original route almost exactly. Two stops were eliminated: Jask in Iran (formerly Persia) was closed to civil air traffic because of the war in the region, and Rambang, Indonesia, no longer existed as an airport. At Albury the 1934 emergency landing was simulated for the TV film crew. The residents of the city were offered a barbecue and some of those present



Commemorative flight badge. (Richard Koran Collection)



Uiver #2 over Amsterdam. (Nico Koster/Aerophoto Schiphol)

well remembered the 1934 emergency landing, when they helped pull the DC-2 out of the mud of the racetrack.

At Bangkok in Thailand the new "Uiver" landed at maximum speed, alongside a KLM 747 landing at minimum speed on a parallel runway, both aircraft touching down the same second. That must have been quite a sight.

The DC-2 used for the re-enactment was NC39165, c/n 1404, of Colgate Darden of Aiken, South Carolina.

Delivered to the U.S. Navy as BuNo. 9993, an R2D-1, on 07 SEP 35, it served at NAS Anacostia and Pensacola. As NC39165 it was sold to D.W. Mercer on 28 AUG 44 and in 1953 went to North American Aviation at Van Nuys, California. Darden bought it in SEP 68 and painted it in General Air Lines colors. It was painted in "Uiver" colors in early 1983.

Darden's aircraft differs slightly from the first production DC-2s such as the 1934 "Uiver". It had the wider-chord fin which was introduced to improve directional stability for flying in poor weather and when flying on one engine.

After the commemorative flight. 12

orative flight, the aircraft was returned to Darden.

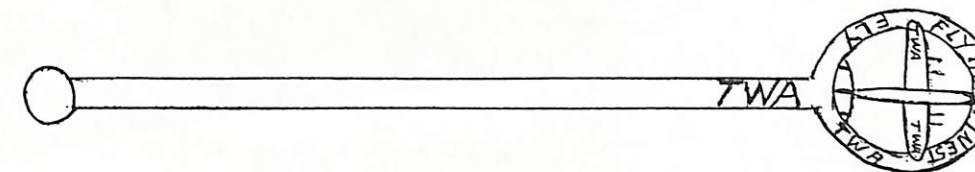
When plans for the anniversary flight were first formulated in about 1980, the Uiver Memorial Foundation had set its sights on an Australian DC-2, c/n 1292, VH-CRK, owned by Jack MacDonald and Tim Wright. But this aircraft, inactive since 1981, could not be made ready in time.



● The crew of the "Uiver" commemorative flight. Left to right: flight engineer Tom Degenars (he used to be a ground engineer and is at present operations officer at Schiphol Centre); captain Jan Plesman (1st officer on the Boeing 747 and grandson of the founder of KLM); flight engineer Bonne Pijpstra (a retired 747 F/E); and 1st officer Fred Schouten (1st officer 747). The crew is wearing the uniform of 1934.

# AIRLINE HAPPY HOUR

by AL S. TASCA



In this issue I'd like to offer you five sticks used by TWA.

The stick in Fig. 1 is all-white with a flat shank which is 1/8" thick and has a bubble end. All lettering is raised and colored red. The Constellation in the circular top is an actual cut-out. Both sides of this stick are the same, including the white letters TWA on the aircraft wing tips but except for the aircraft shape. This has a proper top and bottom. On the reverse or bottom of the stick the undersides of the engines are shown under the wings and the top has the three vertical fins with their very tips colored red.

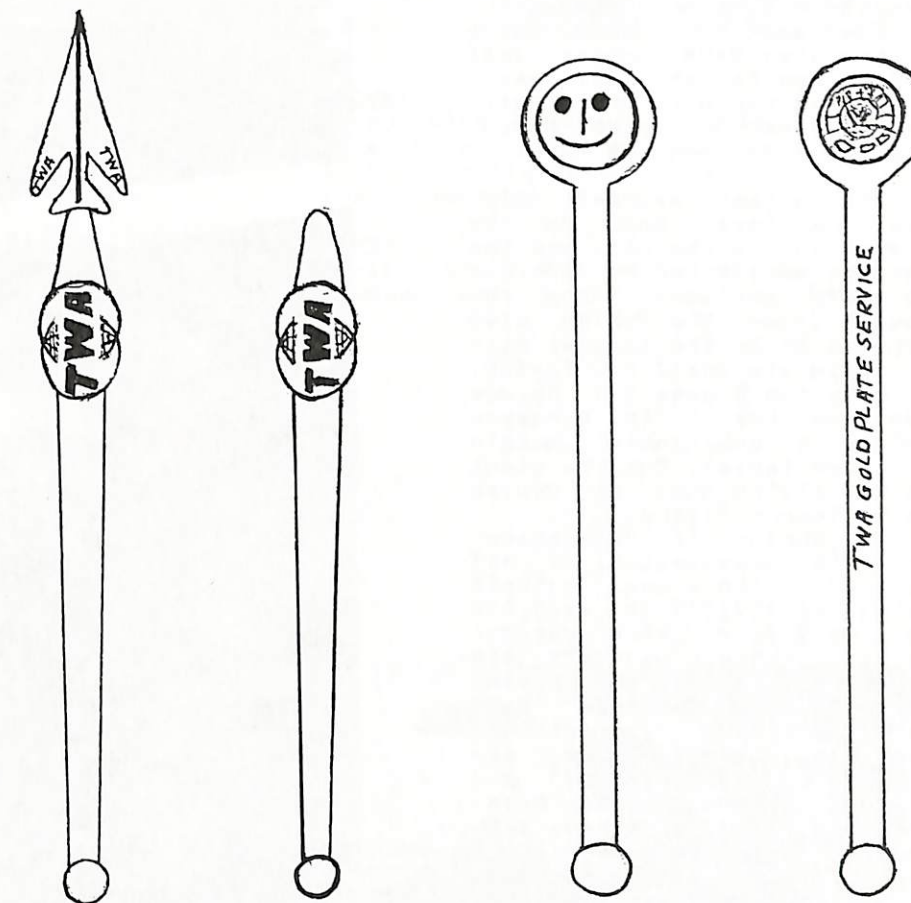
The name of the stick manufacturer, Spir-it U.S.A., appears on the front side, just forward of the bubble end.

The only variation I know of in this stick is one with the text U.S.A. EUROPE AFRICA ASIA in flat bronze colored writing on the front of the shank. Everything else is the same as in the stick pictured here.

Fig. 2 shows a stick from the early 1970s which was produced for TWA when the airline was considering buying the SST (Supersonic Transport). Obviously they ordered the sticks too soon as they never got any SSTs.

This all-white, two-sided stick has a flat dimpled end and raised red writing and logo on both sides. Once again both sides of the stick are the same except for the raised fin and in this case, also except for the letters TWA on the wing tips. These are only on the front side. The manufacturer's name Spir-it, written over U.S.A., appears on the reverse side just forward of the round end.

The stick in Fig. 3 is the same as the one in #2, including the position of the manufacturer's name and the dimples on both sides of the round end. The only difference



is that it does not have the aircraft at the top. The only variation I know of is an identical stick in cream color rather than white.

The flat, one-sided stick with the round, two-sided dimpled end illustrated in Fig. 4 was used in TWA's "I'm happy when you're happy" campaign in about 1969. It comes in four colors: red, blue, green and tan. All have a non-raised black happy face at the top. The manufacturer's name Spir-it U.S.A. appears on the reverse, just forward of the round end.

**Please note:** Because of the manufacturing process, it is possible for the name Spir-it U.S.A. to appear on either side or this stick.

The stick shown in Fig. 5 is identical in shape and size to #4, including the two possible locations of the manufacturer's name. This stick comes in red and has non-raised gold writing on the shank which says: TWA GOLD PLATE AWARD. The top says: 1976 Gold Plate Award. This award was presented to TWA by the National Restaurant Association.



# PARIS AIR SHOW 1987

All photos by Jeff Magnet

Paris, France for the biennial airshow or Indianapolis, U.S.A. for the annual Airliners International Convention.

That was the tough choice Boston-area WAHS member Jeff Magnet had to make last year.

He and his wife chose Paris and he sent us these photographs of the many he took.

The largest aircraft displayed at Paris, both on the ground and in the air, was the Antonov AN-124 Ruslan (Condor in NATO parlance) from the Soviet Union. The Ruslan also happens to be the largest aircraft in the world now flying.

Only the Hughes H-4 Spruce Goose exceeds it in wingspan and by a substantial margin too (see table). But the giant Hughes flying boat of course is no longer flying.

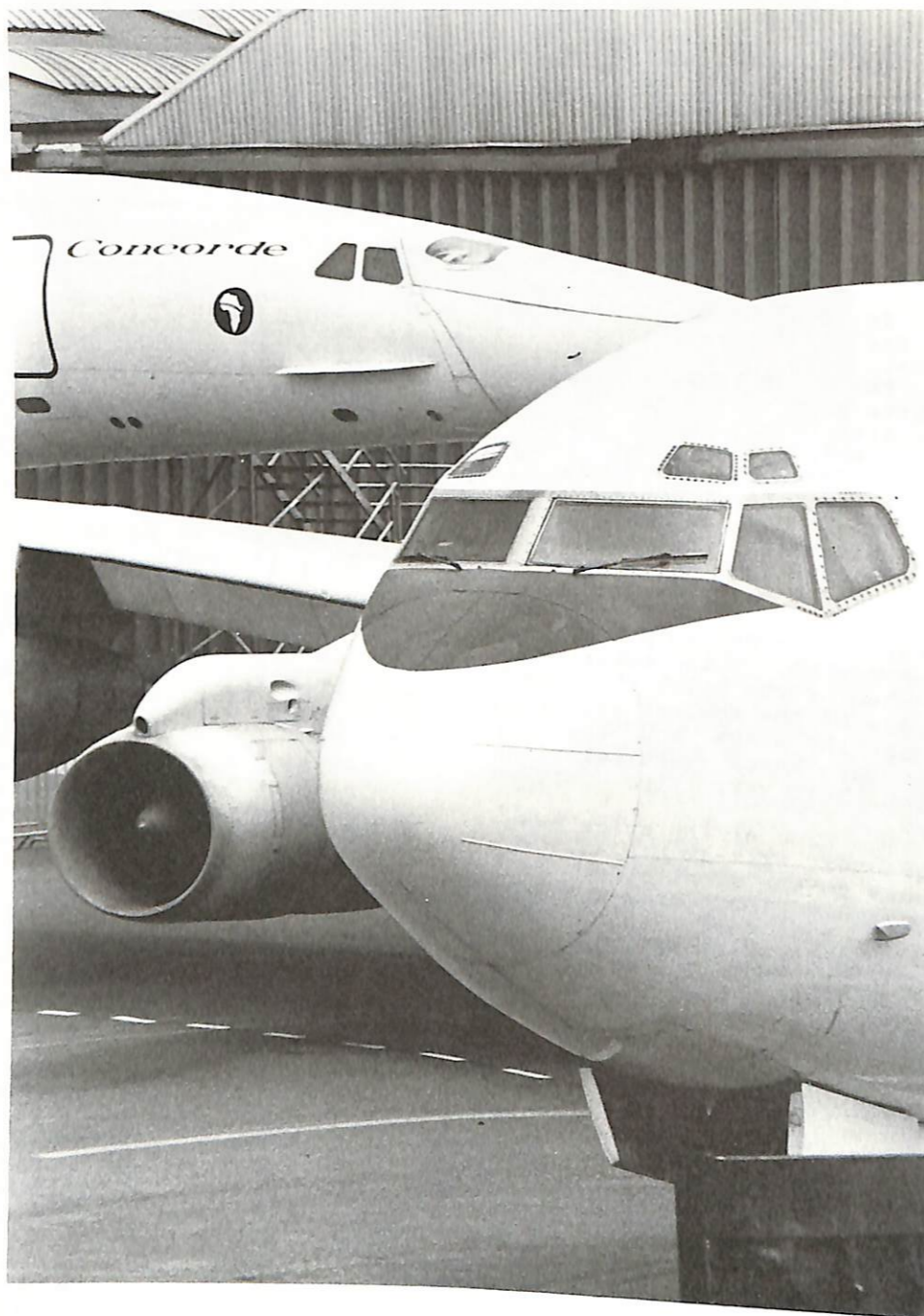
The Ruslan is unquestionably the heavyweight of all aircraft, with a max. takeoff weight of 892,857 lb (405,000 kg). Only four other current and past Western aircraft are in the same class: the Boeing 747-300, the Lockheed C-5B Galaxy military transport and two 1940s flying boats, the U.S. Martin Mars of 1943 and the British Saunders Roe Princess of 1952 (again, see table). Only five Mars 'boats were built and only one prototype of the Princess ever took to the air, with two more being abandoned during construction.

In fuselage lengths, the Galaxy is the clear winner and the 747-300 also is longer.

The Ruslan's production run may go higher than any of the Western types save the 747. It was said the one at Paris was the eighth built for Aeroflot, the Soviet airline, out of a requirement for 100. Military versions are also planned.

The Ruslan was first shown at Paris in 1985 and was shown in Britain in 1986 and in North America at the Abbotsford Air Show in British Columbia, Canada, the same year.

The Airbus A320 made its public debut at Paris. The A320 is a short- to medium-



French Concorde prototype F-WTSS and first Air France Boeing 707-328 at Le Musee de l'Air, Le Bourget, Paris.

range 130-180 seater and is the first airliner in the world to employ digital fly-by-wire controls and sidestick controllers. The first flight was on 22 FEB 87 and so far more than 300 have been sold to airlines including Pan Am, Northwest, Air France and Lufthansa. Others have been ordered by smaller airlines and by aircraft leasing companies. The first A320 will enter service with Air France this spring.

Also making its first Paris appearance was the Fokker 100

twinjet for 100 passengers, a follow-on to the successful F-28. KLM, Swissair and USAir are among airlines which have placed major orders. The first production aircraft made its maiden flight on 30 DEC 87. It will enter service with Swissair before the end of this year.

Among the smaller airliners for the regional and commuter markets, the ATR 42 by Aerospatiale of France and Aeritalia of Italy was shown in Pan Am Express/Ransome Airlines colors.

## Size by WINGSPAN:

1. Hughes H.4	320ft 6in	97.69m
2. Ruslan	240ft 6in	73.30m
3. Lockh. C-5B	222ft 8.5in	67.88m
4. Princess	219ft	66.90m
5. Martin Mars	200ft	60.96m
6. 747/300	195ft 8in	56.64m

## Size by FUSELAGE LENGTH:

1. Lockh. C-5B	247ft	75.53m
2. 747-300	231ft 4in	70.51m
3. Ruslan	228ft	65.90m
4. Hughes H.4	218ft 6in	64.04m
5. Princess	148ft	45.11m
6. Martin Mars	120ft 3in	36.65m



ABOVE: Airbus A320 prototype, F-WWAI, made its public debut at the 37th Paris Air Show, or Salon l'Aeronautique.



LEFT: Fokker 100 PH-MKH was also a newcomer at the show.

## Size by MAX. TAKE-OFF WEIGHT:

1. Ruslan	892,857lb/405,000kg
2. 747-300	775,000lb/351,540kg
3. Lockh. C-5B	769,000lb/348,820kg
4. Hughes H.4	400,000lb/181,440kg
5. Princess	330,000lb/149,690kg
6. Martin Mars	145,000lb/ 65,770kg



ABOVE: Antonov AN-124 Ruslan, CCCP-82009, was said to be eighth for Aeroflot.

LEFT: Air France Concorde undergoing maintenance.



# UNIFORM COLLECTION KEEPS GROWING

In the SEP 86 issue of the CAPTAIN'S LOG we reported on the stewardess uniform collection of WAHS member Hans Mulder of The Netherlands. At that time his unique collection numbered just over 50 uniforms and a couple of hundred scarves and other accessories which complete the wardrobes of female flight attendants.

Since then, Mr. Mulder and his foundation, the International Stewardess Uniforms Collection (ISUC) have continued to gather material.

Aside from a large number of photographs and other historic documentation, the collection now has more than 100 uniforms. Number 100 was donated by Orion Airways of Britain on 30 SEP 87 during a ceremony for which Mr. Mulder flew over to the airline's headquarters at East Midlands Airport.

By far the larger number of pieces in the collection are airline flight attendant uniforms. But there are also a few uniforms worn by airport staff and hostesses employed by ground handling agents.

The history of stewardess uniforms goes back to 1930, when Boeing Air Transport of the U.S.A. hired eight nurses to serve as flight attendants on its transcontinental air service.

Before that, in the 1920s, several of the major airlines in Europe had begun to carry stewards on their main services. By the early 1930s they had become accepted as full-fledged crew members.

But Boeing Air Transport, part of the United Air Lines system, was the first airline in the world to hire stewardesses. The idea was the brainchild of Ellen Church, a nurse at the French Hospital in San Francisco. She told her idea to Steve Stimpson, Boeing's district manager in that city, and he convinced his bosses to try out the idea for three months on the San Francisco - Chicago service, which was then operated with the 12-18 passenger Boeing 80 tri-motor.

Miss Church was hired as chief stewardess and seven more nurses were hired from San Francisco and Chicago hospitals. Their names were Ellis Crawford, Harriet Fry, Cornelia Peterman, Jessie

By JOOP GERRITSMAN

Carter, Inez Keller, Margaret Arnott and Alva Johnson.

The uniforms for these first stewardesses were designed by Stimpson and Miss Church: dark-green jersey double-breasted jacket and skirt, a green tam-o'-shanter (Scottish-style cap), and for wear in cold cabins and at cold airports a flowing green jersey cape with gray collar and silver buttons. This uniform was considered functional and modest, and Stimpson wrote in one of his memoranda about the issue, "I am not suggesting at all the flapper type of girl."

(My Funk & Wagnalls dictionary says of the term flapper, "U.S. Informal. A young woman trying to appear sophisticated in dress and behavior: term current in the 1920s. -JG)

It was no coincidence that these first stewardesses were nurses. Stimpson had first suggested to add a steward, "possibly a Filipino boy" to the crews of BAT's transcontinental airliners to comfort and cheer up the passengers, especially during trips in rough weather. It was at this time that Miss Church suggested to him to hire nurses. Stimpson thought having registered nurses on board the aircraft "would be a mighty fine thing ... if necessary for air sickness."

For many years afterward, airlines all over the world insisted that applicants for stewardess positions had training as nurses.

Airline managements soon began to see the value of stewardesses as goodwill ambassadors for their airlines and the uniforms these ladies wore and still wear reflect that.

Some airlines pride themselves on their stewardesses/flight attendants wearing uniforms designed by famous fashion



Spantax, Spain. 1983 uniform

designers, others choose to reflect a national costume or other national identity or characteristic through the uniforms. One only has to look at the uniforms of flight attendants for many Asian airlines to realize the latter point.

The stewardesses of yesterday have become the flight attendants of today. And while the uniform styles for men do not change very much from year to year, those for flight attendants closely follow fashion trends in ladies wear. When mini-skirts were in fashion in the 1970s, many flight attendants saw the hemlines of their uniforms go up. Now that it is acceptable for women to wear slacks in public, many airlines allow their flight attendants to wear pant suits.

Many modern uniforms consist of separate pieces, including blouses, skirts, jackets and slacks, which can be mixed and matched to create different outfits. Other airlines provide their flight attendants with uniforms in different colors, but of the same design, to create a warmer, friendlier atmosphere on board.

Back to Mr. Mulder and the ISUC. Published here are photographs of some of the uniforms in the collection.

Unfortunately, the LOG is printed only in black and

white. That fails to do justice to the brilliant colors of some of the uniforms, scarves and other accessories.

Some airlines use the same uniform design in different colors for different groups of employees. TWA for instance, used a popular 1978 design by Ralph Lauren for its flight attendants in TWA-blue, for security guards in grey and for passenger relations representatives in red.

Not surprisingly, Singapore Airlines is a carrier which has made the oriental look the basis for its flight attendant uniform. It is based on a traditional national dress, the sarong kebaya. However, it may be oriental in style, the actual design was done by the famous fashion designer Pierre Balmain of Paris more than 10 years ago.

Mr. Mulder and the ISUC do not only collect uniforms. The intention is to establish a collection of written and pictorial documentation about all aspects of stewardess/flight attendant fashions.

Mr. Mulder, who provided the photographs and the information about his collection for this article, has offered to do a regular column about the growing ISUC collection. If there is sufficient interest among the readers, we will gladly make some space available for his material, perhaps every second issue. If you'd like to see this, please write to the editor. Your comments and letters of support will be passed on to Mr. Mulder. -JG

Below: Arkia, Israel



(Details of Boeing Air Transport's hiring of the first stewardesses, and the description of their uniforms, comes from *High Horizons*, by Frank J. Taylor, McGraw-Hill Book Comp, New York, 1964)



Qantas scarf (left) and TWA necktie (right)



Above: Malev, Hungary  
Below: Crossair, Switzerland



Above: Singapore Airlines  
Below: Malaysian Airlines



A quarter of a century ago the Boeing 707 was the Queen of the skies, carrying passengers on all the world's major air routes. Since then she has been replaced by larger, faster and technologically more-advanced aircraft and her numbers are dwindling. Many of the remaining ones have been converted to freighters and continue to operate with major airlines. Others have become tramp freighters in the old nautical sense of the word, picking up loads wherever they can and delivering them to wherever they are sent. Two WAHS members take a look at one of these operations.



By  
Jan Koppen & Michael Prophet

# R.A.C.E.

## BOEING 707

It is about 4 a.m. and a cold drizzle is spilling from dark and water-laden clouds onto the freight ramp of Schiphol Airport, Amsterdam. Despite the early hour on this wet spring day, the the classic lines of several 707s can be seen, silhouetted against the clouds in the artificial light that always seems to come from somewhere at any major airport. They are huddled together, as if seeking protection from the elements and from the threat of extinction.

Schiphol, one of the largest and busiest airports in the world, still has many 707 flights. Air Portugal, Air Atlantis, Iran Air, Ethiopian Airways, National Air Charter, Zarkani, Lybian Arab, Olympic Airways, El Al, Bangladesh Biman, Arab Air Cargo, Sudan Airways, Egyptair and Tarom of Romania all operate the type into Schiphol on a regular basis.

Several lesser-known operators also fly 707s into Schiphol. In many respects they are the more-interesting ones: Jet Cargo, Air Swazi Cargo, Trans Mediterranean Airlines, General Aviation Service (GAS Air Cargo), Dairo Aviation Service (DAS Air Cargo, Misr

Overseas, Okada Air and RACE Aviation.

Their 707s are the tramp freighters of aviation, more often than not run by a couple of experienced aviators, mostly on a low budget. Their cargo manifests show everything from general cargo to exotic items such as pregnant cows and one-day-old chickens. Their destinations are just as exotic as their cargoes: Swaziland, Ethiopia, Lybia ... you name it! They operate mostly at night, outside the busy daylight travelling hours used by passenger traffic.

The 707 can now be acquired at a reasonable price. She offers a generous cargo capability of 41.5 metric tons (91,465 lbs.) in a fuselage which can hold 13 pallets. Additional freight can be carried in the underfloor belly holds.

The engines are a weak point. They are the fuel-guzzling Pratt & Whitney JT3D-3Bs. The slump in the economy and the high fuel prices of a few years ago nearly caused a premature retirement for the 707 and her operators. The economy's turn-around and lower, more-stable fuel prices have given the venerable 707 a new

lease of life ... at least temporarily.

But in recent years another threat has been snapping at the 707: the excessive noise created by her engines have made her an unpopular visitor at many airports.

On this early morning at Schiphol, KLM groundhandlers are loading outbound cargo into N345FA, c/n 20069 of Rent Aviation Cost Efficient, Inc. (RACE Aviation for short) of Burbank, California.

The aircraft is a -331C Intercontinental model and made her first flight on 30 JUN 69, registered N15713. Delivery to Trans World Airlines as fleet no. 5713 followed on 16 JUL.

For nine years, #5713 flew on TWA's far-flung network, but on 31 JUL 78 she was sold to charter operator Global International of Kansas City, which gave her the peculiar name of "Cricket I". On 16 DEC 78 Global leased the aircraft to British Midland Airways, which in turn sub-leased her to Air Algerie on the same date.

She returned to Global on 14 MAR 79 and was withdrawn from use and stored at JFK on 23 DEC 83 until sold to Farhad Azima, also of Kansas City, in MAR 85 for service with RACE. That is when she received her current registration of N345FA. But despite getting a new paint job in OCT 86 to hide her old age, her proud but faded TWA "Starstream" titles are still visible in some places along her fuselage.

(Continued on page 19.)

## READERS SAY:

Log 13/2, JUL 87  
'HINDENBURG' DATE CORRECTION

On p.3 we published a photo of the Zeppelin airship 'Hindenburg' over New York. We dated that photo in 1936.

Frank H. Blumenthal, Editor of the AIRPOST JOURNAL, American Air Mail Society, wrote to say the photo was taken on 06 MAY 37, during the airship's first service to New York that summer, only hours before it was destroyed by fire.

Mr. Blumenthal is right! The 'Hindenburg' made several passes over New York that day while waiting for calm weather at Lakehurst, New Jersey, before it could land.

The photo was taken during this publicity tour across the city.

The ship was escorted over New York by a small flotilla of aircraft, including a Burnelli flown by well-known aviator Clyde Pangborn.

Log 13/3, SEP 87  
MAYFLOWER DATES CORRECTION

Don Thomas points out I (JG) made a mistake in his Mayflower Airlines history (p.17) and right he is! I

questioned the 1936 starting date of the airline's operations and changed the year to 1937 without checking first with him. But 1937 is wrong.

In all three instances in the first 10 lines the year is 1936, NOT 1937. The 27 JUL 36 timetable shown with the history, shows services were apparently well under way in 36.

My sincere apologies to Mr. Thomas and to you, the readers. I promise I will take better care next time.

Log 13/3, SEP 87  
WINNER IDENTIFIED

Kristine Verjauw of Bertem, Belgium, is the other runner-up in the Trivia Contest at the Airliners International '86 Convention in Indianapolis last summer. Her last name had escaped me in the confusion when the hotel's fire alarms went off at the end of the evening (p.5). Thank you, Mark Busseniers, for writing. -JG

Log 13/4, DEC 87.  
PHOTO MIX-UPS

Due to an error at the printer's, two photos in George Cearley's Boeing 707

history were switched.

The bottom photo on p.3 should have gone in the top spot on p.4 and vice-versa.

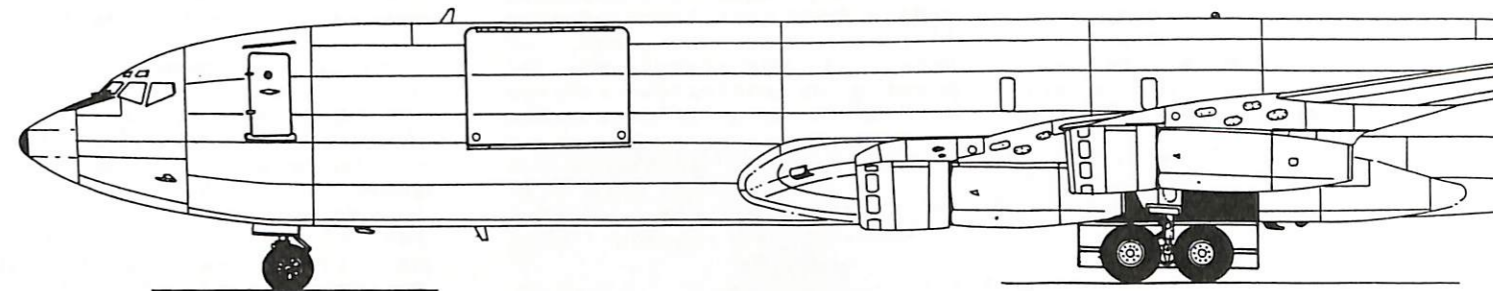
You may correct the error by Xeroxing both pages, cutting out the relevant captions from the copies and pasting these under the right photos.

Another printer's error saw the postcard of the Air India 707 printed twice (p.38 & 39), while a card of an Air France 707, intended for p.39, was left out.

Our apologies to Mr. Cearley and to postcard editor Bill Demarest, and to you, the reader.

NEEDS HELP!

WAHS member John E. Chivers of Australia needs help to complete a display board for exhibit at the 1989 Airliners International Convention in Toronto. He wants to borrow, buy or trade photographs, post cards and/or slides of specific BAC 1-11, Viscount and Comet aircraft. For needs list please write: John E. Chivers, Flightdeck International, Caboolture Caravan Park, Bruce Highway, Caboolture 4510, Queensland, Australia. He'll answer all letters.



RACE 707 (cont. from page 18)

With the last pallet moved into the cargo hold, and the expert technical maintenance by Aircraft Maintenance Amsterdam complete, N345FA is ready for her nightly freight run to Frankfurt, West-Germany. The highloader is moved away and the large freight door is closed. The jet starter's low hum abruptly changes to a loud scream, forcing compressed air into the engines. Number three comes to life and soon all four JT3Ds are running. Al-

though they are running in idle only, it is already obvious why the 707 has become so unpopular among anti-noise activists. At such a close range the noise is deafening.

The jet starter disconnected and wheel chocks pulled away, '345FA is ready. With a puff of black smoke coming from the stack, the 'Hough' truck pushes her back, away from ramp equipment and other aircraft, her tail pointing toward the freight building.

The 'Hough' drives off, the senior ramp handler severs the telephone line which like an

umbilical cord linked him with the cockpit crew. A final thumbs-up signal and with a mighty roar of her P&Ws, N345FA is rolling down the taxiway and onto the runway.

Typical for jets, she builds up speed slowly. But more than 2,000 feet later, her nose comes up and she becomes airborne, entering her natural element.

I look on my watch. It is 5 a.m. and still raining. But with N345FA winging her way to Frankfurt, my shift is over. It is time for me to head for home ... and bed!

# REPORT FROM THE FIELD

Kansas City, Missouri, has been at the crossroads of U.S. air transport continually from the 1920s air mail contracts to today's jet services.

In this issue of the CAPTAIN'S LOG we look at the city's seven past and present airline airports since 1926.

First I must explain the local airport codes:

Kansas City, Missouri, was served by MKC, the Municipal Airport, from 1926 to 1972. Today this is known as Downtown Airport. The current main commercial airport, in service since 1972, is MCI, locally unofficially known as KCI.

The MCI code goes back to when the airport was called Mid-Continent International and was the TWA overhaul base. The city tried later to change the code to KCI, but that was not possible because MCI had then been used on airline documents for years.

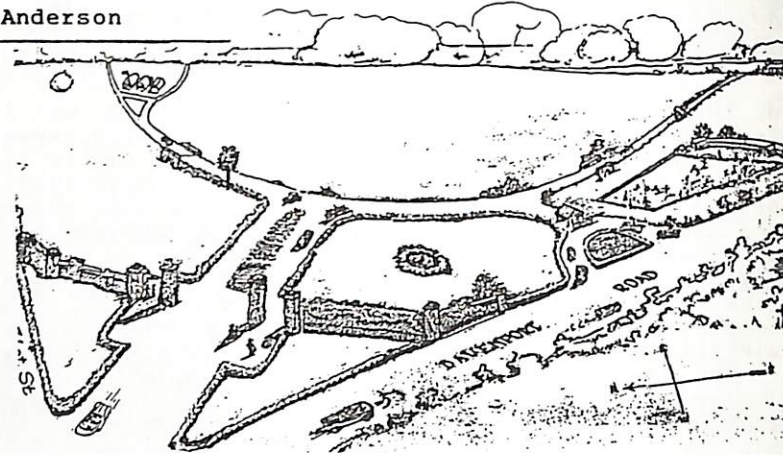
KCK is the former Fairfax airport on the other side of the Missouri River at Kansas City, Kansas.

The first commercial flying in the Kansas City, MO area began when National Air Transport started Chicago-Kansas City-Dallas mail service over Contract Air Mail Route (CAM.3) on 12 MAY 26 through Richards Field, 10 miles southeast of downtown. Passenger services started in SEP 27. The field was named after Lt. John F. Richards,



Restored Northrop Alpha 4A of TWA at MCI, 24 JAN 76. (TWA photo, Gerritsma files)

By Terry Anderson



Entrance to old Richards Field from Davenport Road.

the first casualty from the area in World War 1. It had been dedicated in his honor in 1922. The Army Reserve Flying Service trained pilots here in those early days.

NAT, a predecessor of United Air Lines, had 10 Curtiss Carrier Pigeons and 13 pilots, based in Kansas City.

Within a year problems at Richards Field forced a move. On 23 FEB 27, the NAT hangar burned down with the loss of the building, four aircraft and supplies. Later that year the government ordered use of the field stopped as it was outmoded and underdeveloped.

The field was purchased by local businessman William A. Ong in 1943 and renamed Ong Airport. Over the next 10 years it was developed for housing. A historical marker at 9063 E. Gregory in suburban

Raytown is the only reminder of the location.

Lou Holland, president of the Chamber of Commerce, led the search for a new airfield.

The Air Corps Reserve Officers' Association did a survey and recommended "a weedy tract of willows and sycamores at the north end of the Hannibal Bridge", known as Peninsula Field, for the new airport.

## LINDBERGH VISITS

Charles Lindbergh visited Kansas City 17 AUG 27 in his "Sprit of St. Louis", less than three months after his New York to Paris flight on 20 & 21 MAY. He talked about the importance of Kansas City to air travel and took part in the dedication for the new Municipal Airport, MKC.

Lindbergh's words would prove important a year later. He was then head of a committee looking for a headquarters site for Transcontinental Air Transport (TAT). Lou Holland played a recording to Lindbergh of his own words from the speech of the previous year to remind him of how important he had said Kansas City was. Later he persuaded TAT to make K.C. the headquarters for TAT and what was to become TWA.

By 1928 National Air Transport carried 1,560 passengers per year on the Chicago-Kansas City service.

A terminal building was built at MKC in 1929. It remained in use until 1964 and was torn down in MAR 66.

On 01 MAY 29 Robertson Aircraft Corp., a division of Universal Air Lines, began mail service on CAM-28, St. Louis-Kansas City-Omaha with DH-4M aircraft. Before his famous Paris flight, Lindbergh was a mail pilot with Robertson on CAM.2, Chicago - St. Louis. Robertson is the earliest predecessor of American Airlines.

TAT started coast-to-coast 48-hour air-rail service on 07 JUL 29 with Ford Trimotors and the air sector from Port Columbus (Ohio) to Waynoka (Oklahoma) passed through MKC. Full air service with 12 enroute stops began on 25 OCT 30. The service took 30 hours, including a 10 1/2 hour overnight stop at Kansas City.

Western Air Express started service to MKC on 01 JUN 29 by extending its Los Angeles - Albuquerque service to Amarillo, Wichita and Kansas City with Fokker F-X tri-motors. The service continued after WAE and TAT merged on 24 JUL 30 to form TWA.

Braniff Airways entered Kansas City with one daily flight on 05 DEC 30 when it extended its routes north from Oklahoma, flying the fast wooden Lockheed Vega.

In 1930 the American Eagle service operated from MKC to Minneapolis. The airline was named Eagle Airlines and was using an airplane manufactured in the area, called the American Eagle. Blaine Tuxhorn operated Kansas City - Joplin - Springfield - Carthage in Missouri in 1931/32. Tuxhorn also operated an air mail service from Kansas City to St. Joseph, Missouri (50 miles north). He used a hook system to pick up the mail bags from the ground, many years before All American Aviation used the same technique in the Pittsburgh area in 1938-49.

Ozark Airways served MKC in 1932/33. (See CAPTAIN'S LOG, APR 87.)

## A TRAGIC EVENT

In 1931 a tragic event took place that would result in one of the greatest advances in commercial air transport. On 31 MAR TWA Fokker F-XA, NC999E departed Kansas City Municipal at 9:15 a.m. westbound. On board was famous Notre Dame football coach Knute Rockne,

➤ NAT NATIONAL AIR TRANSPORT, INC. NAT ➤

National Air Transport was the pioneer airline at Kansas City.



Once pride of the TWA fleet, Ford Tri-motor loads mail and express at MKC in mid-1930s. (TWA photo)

en-route to Hollywood. Less than an hour later the Fokker went down in a field at Baz-aar, Kansas, killing all on board. The crash spelled the end for wooden-winged Fokkers in U.S. commercial air transport. The time and money required to check and rebuild the aircraft would mean financial disaster for TWA. Thus, on 02 AUG 32, a letter with specifications went out from TWA headquarters at 10 Richards Road, Municipal Airport, Kansas City. This letter by Jack Frye, vice-president, operations, to Douglas, among other airplane builders, led to the DC-1 and the great line of transport aircraft which grew from this.

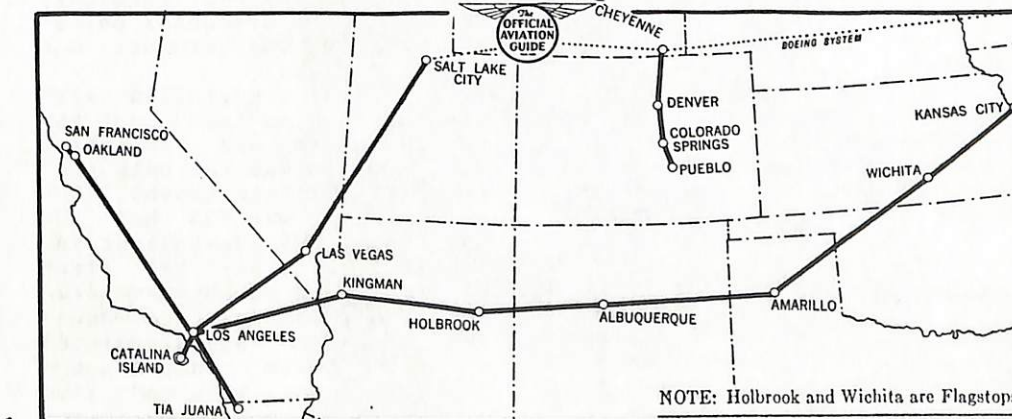
APR 31 saw TWA start fast Northrop Alpha mail flights on

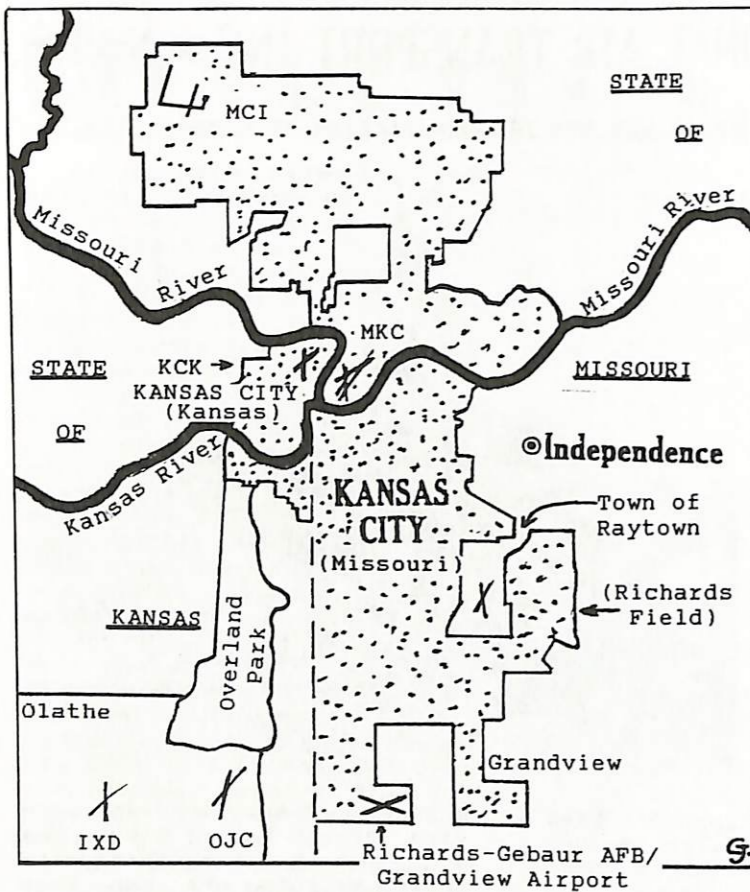
a 24-hour coast-to-coast service through Kansas City. The Alpha was a transition aircraft, bridging the gap from the the Fokkers and Fords to the modern Douglas DC-2.

In the winter of 1975 TWA personnel at MCI began the restoration of an Alpha from one complete aircraft and parts of another found at a farm in Wisconsin. The restoration was completed in 1976 and attending the roll-out was John K. Northrop, designer of the Alpha. Northrop also led the team which designed the DC-1. The Alpha is now on display at the National Air and Space Museum of the Smithsonian Institution in Washington, D.C.

A group of retired TWA personnel and other volunteers are now restoring an L-1049

Western Air Express expanded service to Albuquerque and Kansas City in JUN 29. (Official Airline Guide)





**ABOVE:** MKC, Kansas City, Missouri airport, early 1940s (TWA DC-3 carries 'The TRANSCONTINENTAL Line' legend. One of a series of postcards of pre-WW2 U.S. airports.)

**LEFT:** Kansas City area airports featured in this history.

Super Constellation at MKC to flying condition. Plans are to tour the U.S. air show circuit with the aircraft when the work is complete (See CAPTAIN'S LOG 13/1, APR 87.)

1934 was a busy and eventful year at MKC. In February the nation was stunned by the government's cancellation of the airmail contracts. TWA's Jack Frye and Eastern's Eddie Rickenbacker passed through MKC en-route from Los Angeles to Newark with the last mail before the cancellation took effect at midnight of the 19th. In May the government reversed its decision and in the rebidding that followed United (formerly NAT) lost the Chicago-Dallas line. It was awarded to Braniff.

Rapid Air Transport began a St. Louis - Omaha service via Kansas City on 31 MAY 30. In DEC 30 Rapid merged with Hanford Tri-State Air Lines to form Hanford-Rapid Air Lines. Hanford had been operating Vegas on A.M. 26, Omaha - St. Paul/Minneapolis. In 1936 the airline moved its offices to Kansas City and in AUG 38 changed its name to Mid-Continent Airlines. In 1952 MCA merged into Braniff as that carrier acquired more routes through MKC from Minneapolis to New Orleans.

1934 also saw TWA "Sky Chief" service spanning the continent with DC-2s from Newark to Los Angeles, stopping only at Chicago, MKC and Albuquerque.

In 1935 TWA started its first flight attendant school at MKC. The training included two weeks of classwork in the rather unglamorous setting of a hangar on the west side of the field. It belonged to Art Gobel who in 1927 had won the Dole race to Hawaii and had established a flying school in Kansas City in 1929.

The first class of 22 women graduated on 06 DEC 35.

In or shortly after 1937 a new glassed-in air traffic control center was built on the roof of the MKC terminal, replacing the octagonal pointed facility. The terminal was expanded also.

World War 2 curtailed airline activities throughout the United States and "essential air service" was the only reason for civil air travel. Just prior to the war TWA had put the Boeing 307 Stratoliner into service. It was the first airliner with cabin pressurization for passenger comfort. The 307 seated 33 and operated at night with berths and chaise lounges. TWA had five of the 10 which were built and

inaugurated transcontinental service with them on 08 JUL 40 - 11 years after TAT's "Air-Rail" service had first spanned the continent in 1929.

The Stratoliners operated from New York to Burbank, CA, with one stop ... in Kansas City. After WW2, the remaining Stratoliners, seating 38, re-entered transcontinental service with TWA in 1945 and by 1946 were still operating five New York - Kansas City round-trips per day. But they did not last long. The new Constellation was on the horizon.

The first post-war TWA Constellation into Kansas City, an L-049, NC86500, arrived on 15 NOV 45. The first C-69 Constellation, operated by TWA for the Intercontinental Division of Air Transport Command, USAF, had landed at MKC in mid-FEB 45.

On 05 MAY 46, Braniff began scheduled four-engine service through MKC with the DC-4 on the Chicago - Kansas City - Dallas - San Antonio route.

Continental had added MKC on 01 MAR 44 with a service from Denver, CO via Topeka with Lockheed L-18 Lodestars.

TWA, which had helped start the Douglas DC-series, began operating two 24-seat DC-3s in low-cost "Sky Coach" service from MKC to Los Angeles on 06 FEB 49. The nightly service quickly attained load factors of 91%.

**FAIRFAX (KCK)**

Fairfax Airport, KCK, is located immediately across the Missouri River, northwest of MKC on the Kansas side of the river. In 1928 Emory Sweeney built a hangar on the site for a flying school, and the airport was dedicated during a two-day event on 03/04 AUG 29. It was acquired by Kansas City Kansas in the 1940s. During WW2 an Army Air Corps reserve established a base here and

North American Aviation had a bomber plant on adjacent land. KCK never enjoyed any large-scale commercial airline traffic. There were some flights in the early days, but all major airlines of the day used MKC. In early 1946 TWA established its new domestic overhaul base at KCK when it had outgrown the MKC base. The military then moved to the Grandview Airport south of the city in Missouri. This then became the Richards-Gebaur Air Force Base (see later).

Early in 1949 the international maintenance division of TWA was also moved to KCK, from Wilmington, Delaware. The move consolidated the airline's technical operations in one location.

In recent years some airlines have looked at providing service at KCK, but none resulted. North Central considered a service from Omaha, Nebraska, to KCK before they began service to MKC in 1967.

Midway Airlines also talked to Fairfax officials more than 10 years ago. They wanted to serve downtown airports, but airlines cannot use downtown MKC by law. Midway was hoping to obtain CAB certification for Fairfax, rather than having to use MCI, 25 miles to the north of the city.

Local newspapers reported in 1981 Air 1 of St. Louis might fly to Fairfax with DC-9-30 aircraft.

None of these services materialized.

As shown, MKC and KCK were located across the Missouri River from each other. The river flooded its banks on 13 JUL 51, forcing operations at both fields to move to Grandview airport. Full TWA operations at KCK could not resume until September.

The flood was the beginning of MCI because TWA decided to move its maintenance base from MKC to this new airport beginning in 1954 when Kansas City, MO, built an airport north of the city to TWA specifications. It did not want to lose the large number of jobs the airline provided and the taxes it paid. The move was completed by 1957. The last commercial passenger services at KCK were on three days in AUG 60 when MKC was closed for runway resurfacing. DC-7s, Constellations, Convairs and many other types of airliners could be seen on the KCK ramp during those days.

KCK was closed on 01 APR 85

and the land redeveloped as a major General Motors automobile plant.

The Grandview airport is the former Richards-Gebaur Air Force Base, approximately 20 miles south. It was renamed in 1952 after the same WW1 aviator as in Richards Field and after Lt. Col. Arthur W. Gebaur, a Korean War pilot lost over N. Korea in AUG 52.

No airlines ever used this airport regularly. The Skytrader Corporation is based here. They build the Model 1400 Skytrader commuter airliner, a high-wing, twin-engine turboprop STOL aircraft. Five have been sold to Marshalls Pacific Airline of the Marshall Islands and four to Lange Aire of Las Vegas, Nevada.

Continental started service to MKC in 1944. In 1951 their Denver - Kansas City route was extended to St. Louis in an interchange with Mid-Continent, both using Convairs. The interchange continued after the Mid-Continent merger with Braniff in AUG 52.

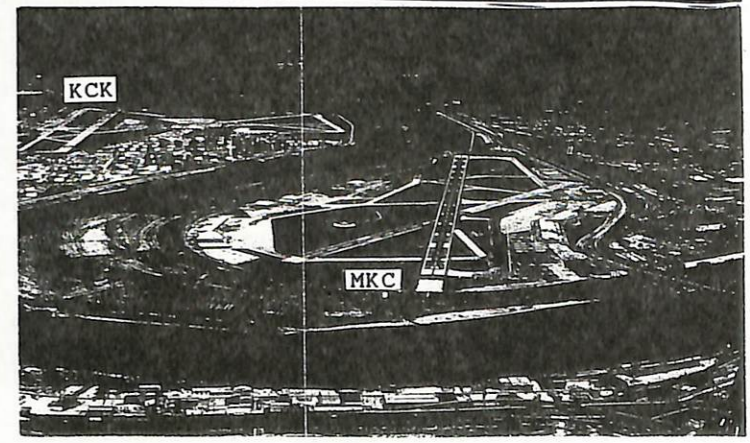
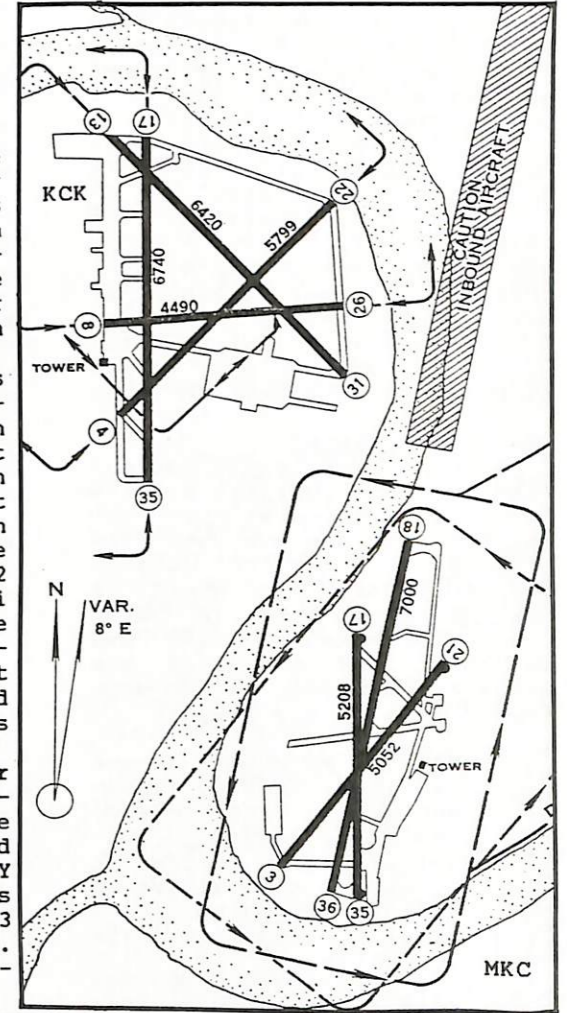
In those years Braniff was the largest north-south airline at MKC and TWA the main east-west carrier. At present Eastern Air Lines is the main carrier at Kansas City/MCI. It established a hub operation in 1983. The Eastern colors were first seen at MKC on 10 JAN 52 when its DC-4s started a multi-stop MKC - Miami interchange with Mid-Continent that continued after the Mid-Continent merger with Braniff and lasted until 09 SEP 63 when TWA was granted direct service.

Delta Air Lines is another major airline which began Kansas City operations via the merger route when it acquired Chicago and Southern on 01 MAY 53. C&S had entered Kansas City on 09 SEP 48 with DC-3 and DC-4 service from Chicago.

During these years local-

service airlines were building their routes across the country. Kansas City had two locals in the 1950s: Ozark and Central. Ozark began service to MKC in 1951 and Central, of Ft. Worth, Texas, in 1954.

The last TWA DC-3 was towed off the line at MKC in JAN 53 and the airline ordered eight Boeing 707s in 1955. United re-entered Kansas City the following year when the CAB allowed them service at MKC once again. Continental was becoming a trans-continental airline with the introduction



Map and photograph show how close together MKC and KCK really were.

of their new DC-7B service on 28 APR 57 via Denver and Kansas City (from 08 JUL) on their new Chicago - Los Angeles route. I enjoyed my first airline flight on that new DC-7B service in 1957. Not really thinking of the future, I saved several items from that flight and they became the start of my collection, 30 years ago.

The French Caravelle was the first jetliner at MKC when the prototype arrived here on 24 MAY 57 on a demonstration tour of the U.S.

The following year Continental began the first "jet powered" service in the West. A Chicago - Kansas City flight was operated by the airline's new Viscount II on 28 MAY.

In 1958 about 670,000 passengers boarded at MKC, more than 13 times the 1940 total.

TWA took delivery of its first 707-131, N731TW, on 19 JAN 59. The jet landed at MKC because of poor weather at MCI. N731TW would serve on TWA's domestic network until 15 SEP 70, when it was stored at MCI until its sale in 1971.

#### EXPANSION OVERDUE

With airline traffic increasing and more carriers and new aircraft arriving at MKC, expansion was long overdue. The original 1929 terminal building had become too small. A new terminal with 18 gates (later increased to 25) was opened in 1959, north of the existing building, on the same (east) side of the airport.

In MAR 59 Frontier became the third local service carrier at MKC and in 1962 President John F. Kennedy's personal flight crew took refresher training on the simulators at the Downtown airport (MKC) location of the TWA Jack Frye Training Center.

TWA started non-stop 707 service to Los Angeles on 02 MAY 59 and Continental put its 707s on the Chicago - Los Angeles service via MKC on 13 AUG. On 27 AUG a Comet jet of the Royal Canadian Air Force was the first of its type at MKC and Braniff started L-188 Electra II service into MKC on 20 JAN 60.

A new baggage building opened in JUN 62, along with a customs unit for the "Braniff-to-Mexico" 707 service. In MAR 64 a second new terminal was opened farther to the north. It was connected to the 1959 building by a half-circle shaped rotunda housing restau-



MKC, now Downtown Airport. View to the northwest. The south terminal of 1959 is on the left and the north terminal of 1964 to the right. Outside the picture are the 1929 terminal south (to the left) of the 1959 terminal, and the postal facility, used for some time as the Air Midwest terminal, north (to the right) of the 1964 terminal.

rants, offices and other services. A new postal building was opened in JUN 65, immediately north of the newest concourse. From 1980 to 1986 this postal building would be used by Air Midwest as their terminal for "downtown" service.

Another "first" for Delta at MKC was the world's first DC-9 service, a special flight

on 29 NOV 65 from Memphis and Atlanta. The aircraft carried 64 passengers and arrived at Gate 22. C.E. Woolman, chairman of the board of Delta, was on board. Commercial Delta DC-9 services started on 08 DEC.

By the mid-1960s, with two new terminal buildings in use, airlines serving MKC included Continental, TWA, Frontier and

North Central in the south terminal, and Delta, Braniff, Ozark and United in the north terminal. A "last" at MKC was the final TWA Constellation flight. The aircraft operated Flight 249 from New York to St. Louis on 06 APR 67 and was ferried from St. Louis to MKC the following morning pending disposal.

Across the state, in St. Louis, Sun Airlines started flying on 03 APR 67, using Beech 18s. It entered MKC in 1968 and operated the most far-flung network of any commuter carrier between Missouri and Florida. But Sun went under in 1969.

ASI (Aviation Services, Inc.), another commuter, was more successful. It entered MKC on 15 JUN 68. Renamed Air Midwest on 15 MAY 69, it operates at MCI to this day.

MCI, as mentioned earlier, was the TWA overhaul base. A runway and a control tower were in place in 1957. In FEB 65 and DEC 66 area voters approved bond issues to finance MCI's development as K.C.'s airline airport for the future.

The new facilities at MCI were dedicated on 21-23 OCT 72 and became fully operational on 11 NOV. They included three terminal buildings, each one shaped as the letter C. Car parking lots inside the C permitted a "drive to your gate" concept. Each building is 2,300 feet long and 65 feet wide and has three levels. The upper levels contain restaurants and offices. Ticket counters, baggage claim areas, gates, shops and services are at street level. The lower levels are for aircraft operations on the ramp.

When opened, terminal A was for Braniff and Frontier. Terminal B for Air Midwest, TWA and Delta, with Gate 36 reserved for air taxi operators and Capitol Air Services, a commuter to Kansas destinations. Terminal C was for Mexicana, Continental, United, North Central and Ozark. Gate C-60 had customs facilities for international flights.

The first scheduled flight at the new MCI was a 1:22 a.m. Delta DC-9 departure, Flight 788, to Memphis and Atlanta. The first official arrival was a Frontier 737 flight from Denver a little later.

About this time, MKC, now called the Downtown Airport, was closed to scheduled air-

line traffic. It is now the main general aviation airport for the city. It also handles charters with heavy jets.

Before the opening of the new MCI, travellers were for more than 40 years used to only a five- to ten-minute drive from the downtown area to MKC. Now they had to drive 25 miles from the downtown to the new airport, but it was 50 miles or more for people in the south and southwest of the metro K.C. area. Soon several air taxi operators began to offer "Fly to MCI" services from the two small airports in the southern part of the city.

These airports are IXD and OJC. IXD is the Johnson County Industrial Airport, a former Naval Air Station near the suburban area of Olathe in Kansas. OJC is the Johnson County Executive Airport.

Air Midwest operated not only at MKC and MCI during these years, but also at IXD and OJC. Service at OJC started in JAN 73 and ended in NOV 77. During that time Air Midwest also tried direct OJC - St. Louis service, offering the business traveller the convenience of the nearby airport. But the service ended after only one month.

Air Midwest once again attempted service from a site other than MCI. It received a waiver from the commercial airline ban and from MAR 80 to MAR 86 it operated as "Kansas City's Downtown Airline" from the converted postal facility at MKC. Flights from here operated over the years to Wichita (Kansas), Springfield, St. Louis and Joplin (all in Missouri), Des Moines (Iowa), Tulsa (Oklahoma), Omaha (Nebraska) and to most other Air Midwest destinations via MCI. An MKC - IXD service was operated from FEB 84 to FEB 85. An experiment with non-stop service from IXD to the St. Louis Bi-State Airport on the Illinois side of the state line proved also unsuccessful. However, they contributed to Air Midwest's operation of 83 flights a day at the three Kansas City airports combined in 1984.

The airline tried downtown service again when it resumed MKC service, discontinued in MAR 86. On 10 DEC 86, with great fanfare Wichita - MKC - St. Louis service was started, with a tie-in to TWA. Air Midwest even moved its ticket counter and other operations

into the central rotunda for these flights, rather than operating from the converted postal facility. The service was operated by the SF-340 rather than the smaller Metro-liners. But it lasted only until JUL 87.

In 1984 MCI handled more than 2.3 million passengers and airline departures totalled about 220 a day. In SEP 87 MCI handled 381,240 outbound passengers, 13.3% more than in SEP 86. The gain was led by Eastern (61 daily departures) and Braniff (26 daily departures), MCI's two largest airlines.

A major cargo terminal was completed in 1987, as well as a new private aircraft terminal with much better lounge and refuelling facilities. A new multilevel parking garage is under construction to serve the Eastern hub and there are plans for another runway in the future. A site is ready for a fourth terminal and efforts are always ongoing in the search for other carriers to locate a hub at MCI to relieve crowding at other airports. But that is another story.

At the time of writing (Fall 1987) MCI is the only Kansas City airport with scheduled airline service.

Many other carriers than those mentioned here have operated in this area, particularly since deregulation.

#### AIRLINES AT MCI TODAY

The following scheduled airlines serve MCI today:

**Air Midwest (Eastern Express):** Metroliner, SF-340; **American:** 727-100, MD-80; **Braniff** (largest hub in its system): Boeing 727-200; **Continental:** 727-100 & -200, 737-200 & -300 (rare), DC-9, MD-80; **Delta:** 727-200, 737-200 & 300, DC-9; **Eastern** (largest carrier at MCI): 727, 757, DC-9; **Midway:** DC-9; **Northwest:** 727, DC-9-30 & -50; **Southwest** (22 flights a day, nearly as many as Braniff): 737-200 & 300; **TWA:** 727, DC-9; **United:** 727, 737-300; **USAir:** DC-9; **Capitol Air Services** with Twin Otters and Ce 402, and **Mid-Continent** (formerly AAA) with Bandeirantes operate as **Braniff Express**.

At the freight terminal along Mexico City Avenue, operations are by **Burlington:** 707; **Consolidated Freightways:** 727, DC-8; **Emery:** 727; **Federal Express:** 727; **Flying Tigers:** 727; **Summit:** CV-580; **UPS:** 727; **Zantop:** CV-640, DC-6A & B, L-188. —Credits on p.26—

MCI, Kansas City International. View to the north shows terminal A in left background, B and C left and right foreground. Terminals can handle 10-12 million passengers per year. 10,800 ft (3,300 m) N/S main runway is at upper left. Second runway runs E/W and is 9,500 ft (2,900 m). Land for fourth terminal has been reserved in right background. ATC tower in center is also shown in photo of restored Northrop Alpha with this history.



# AIRLINE PLAYING CARDS

by THOMAS DRAGGES

Sorry I missed you in the previous issue. With the nice article on the Boeing 707 and 720 it really didn't matter much because the space was well used.

I have not heard from anyone in the WAHS about any new cards having been issued in the past three to four months. If I don't hear from you, I cannot keep the membership informed about new decks. I am able to keep up only with the carriers serving SFO. And even then, I cannot keep up with all of them, especially not with all the new security measures now in effect. So, if you know of any new decks which have been issued, please send me a sample or a deck and I will present it in my column in the next available issue.

At this time it seems TWA is the only U.S. airline issuing new decks of playing cards, and that is probably only because the movie companies are paying for these decks to promote their new movies and their new video cassettes which are being released to the public. The latest decks to appear are for Star Trek IV, Roxanne, and Throw Momma From The Train. I don't know of any others which



go with this series. If you do, please send me a sample. Even a clear Xerox copy will do if a deck or a sample are not possible.

I hope I may hear from you, the members, with news about new cards you know about and I hope you have fun looking for that special deck you may need.

Happy collecting and until the next time.



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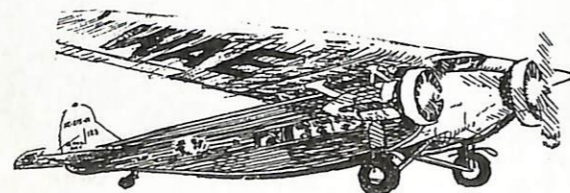
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I am also grateful for the assistance given to me by many people, and especially Dan Donovan, a collector of information for more than 30 years.



# WINGS & THINGS

by RICHARD KORAN

"If it has been made by God or man, it's probably being collected," the Detroit News said in a recent article called A horde of hoarders - When it comes to collecting, they're matchless, by staff writer Jeff Gaydos.

"Cigarette packs, matches, sand, cars, toothpick holders, spoons, shells, cast iron tractor seats. You name it. There's probably a club built around the collection of it, a newsletter about it, and a couple of hundred people who know it cold," Gaydos wrote.

Too bad he didn't know about the WAHS...he will soon! Michael Marsden, associate dean of the college of arts and sciences at Bowling Green State University in Bowling Green, Ohio, has studied popular culture and he has some theories about why people collect things.

"There are individuals doing what large institutions could never hope to do - putting together complete collections of almost anything you can think of," Marsden told newswriter Gaydos.

"Many people collect because it is one way they can control their environment. It gives them a psychological advantage to be one of the few persons in the world with a complete collection..." said Marsden. "It is also a mark of immortality, a way of defeating time, and provides a person with good social glue."

Well, it is time to dive into our own "social glue" - wings!

Some time ago I heard rumors about American Airlines considering changes in our flight insignia, so when I was at our Flight Academy for my semi-annual 727 ground school and flight simulator checks in OCT 87, I visited the Flight Department's hallowed halls to pursue the word. As many of you know, American's flight attendant wings, both silver and gold, were changed to use the new AA logo in the wing's center. I was curious about the pilot wings.

While there, our vice-president of flight gave me nine different prototype pilot wings. Each one, however, was based on the current wing pattern.

The company had been look-

ing into buying wings for less money from a different supplier. Some modifications had been made - one of the fall-outs of Deregulation.

Three of the wings are for uniform jacket wear and are made of a base metal, finished in gold, silver and matte silver. The letters 'A' on either

side of the eagle were finished in black enamel. The company was not very pleased with these examples.

The other six wings were produced as prototypes for wear on crewmembers' shirts. They were made of either silver bullion/wire or an off-white thread. The letters AA



1. Bright silver and dull silver wire accents the pattern of the design in this uniform shirt wear wing sewn onto black backing. Black thread was used to accent eagle, for the AA and for the lines from the center out to the wing tips. Clutch backs for wear.



2. Sew-on uniform shirt wear wing. Overall dull silver wire pattern along with black thread to accent the eagle and for the black AA.



3. Another uniform shirt wear prototype. Thick, gray thread for wing and black thread to accent eagle and for AA.



4. One of three metal wings adapted from the present wing design and briefly considered as replacement for the uniform badge. Finished in dull silver. Other two in polished gold and polished silver. Black enamel AA on all three.



**LEFT:** This Uganda Airlines pilot wing features the crested crane, the country's national symbol. The crane first appeared in the colonial coat of arms of Uganda when it was still under British rule. The three colors of the national flag, black, yellow and red, are found back in the wing badge. The colors symbolize the people of Africa, the sunshine and brotherhood. The wing's background is black, the wings and crane are in yellow—gold wire and the background of the center is red.

on these cloth and wire wings were done in black thread. As the photos show, black thread was also used to accent the wing pattern and eagle on these.

One of the six "cloth" wings was done in silver bullion on a black backing and it would have been worn on the shirt using clutch backs. The other five wings would have been sewn on the uniform shirt and would never have survived a washing machine or the local laundry. So much for the prototypes!

For the past number of years the wing rumors kept surfacing because many of us really would like to see a wing with "feathers", not the "Cadillac-like" flight badge we now wear. The old, gold AA wing is the one we dream of. However, with costs in mind, the company is satisfied with the current Balfour product, although you will notice that the wings are no longer "Sterling".

For your information, the present American Airlines pilot wings came into use when the company changed uniforms to the dark-blue outfit we wear at present, with the silver stripes. The previous uniform was a medium blue with gold stripes, etc.

All this took place in the very early 1960s, just before the hiring boom which started in 1964.

Recently I acquired a Uganda Airlines pilot wing from the Kampala, Uganda, offices of the company. My receiving this is a typical example of the collector's need for patience! My letter to the Uganda national airline was mailed



**RIGHT:** Parker Dunton, pilot, Owls Head Transportation Museum. This museum is unique: the airplanes, vehicles and machinery really work!. Dunton was flying one day when friends of my family were visiting and he "donated" his blue plastic wing, with white trim and letters, to my collection. A real collectible!

in late AUG 87 with my usual plea for their help in my acquiring their flight insignia. Their letter to me, along with the wing, was dated 20 NOV 87 and was quite apologetic, expressing regret about the delay in my letter reaching them.

My request had been accepted by the airline's general manager and the reply was mailed to me in a plain envelope with no company markings on it whatsoever. In fact, there were no marks at all except for the two London postmarks, neither one air mail.

Since Uganda Airlines flies into London, I suspect a crew member stuck the envelope in a mail box at the airport and it came to me via surface mail. Their November letter extended wishes for a Merry Christmas and a Happy New Year. I received these delightful greetings during the second week of JAN 88. I am obviously pleased with the wing and am quite taken with their generosity - I just wonder some times where it went.

Wing collectors are sure to find some unusual wings from time to time. Such is the case with Parker Dunton's wing from the Owls Head Transportation Museum, Owls Head, Maine, located two miles north of Rockland, on Route 73, Knox County Airport.

"This Museum is Unique," their souvenir folder says. "The planes, vehicles and machinery really do work. During the week they are on static display but on many weekends you can watch, hear and smell these historical transportation pieces running like they did decades ago."

An airworthy Ford Tri-motor (NC7501V), in Pan American Airways colors, is one of the many airplanes in the collection. George Wasson of Walnut Creek, CA, a friend of the family, visited the eastern seaboard last fall and came upon the museum. Parker Dunton, "Pilot", had been flying that day and he spent some time with George, spinning the inevitable tales. The subject of my wings collection came up and Dunton took his "wings" off and gave them to George to pass on to me. What luck!

Another "varietal" wing (a really kiddie wing, too), called Santabear, came from the Christmas promotion of the Dayton Hudson Corporation, headquartered in Minneapolis, and with stores here in the Detroit area.

For the past few years, Hudson has had a special bear for sale during the Christmas period, a form of Christmas bear. This year's "Santabear" wore a cloth helmet and goggles, along with Miss Bear wearing her scarf, too. Both, seated in the cockpit of a cardboard airplane, could be bought like that.

The plastic "kiddie" Santabear wings were worn by the store employees as part of the promotion. Another, more three-dimensional Santabear wing was sold to the public at the Minneapolis stores, although they were quite difficult to come by. A few American Airlines flight attendants who have family ties to Hudsons, were seen wearing these plastic Santabear wings. A wing is a wing, eh!

American Airlines was also part of the promotion and appeared as Santabear's "Offi-



cial Airline" with the AA logo on the "High Flying Adventure Pass" ticket envelope. Customers could collect the receipts of a day's shopping in these red and gold "ticket" folders and bring them to the Destination Station to get Santabear, Miss Bear or the Santabear Express Airplane.

A letter by a fellow who was a civilian flight instructor during World War 2 was published in a recent issue of a new military wings and badges magazine, Wings and Things of the World. The magazine is published by Russ Huff of Sarasota, Florida, and referring to the letter, Huff wrote, "It's a good first person account of some of the things that happened stateside during WW2 regarding aviation and pilot training."

The War Training Service (WTS) program the letter writer worked on was affiliated with the University of Massachusetts in Amherst.

"Each day they would travel by bus to Westfield for flight training and ground school. Westover Army Air Field (now Westover AFB) was located across the Connecticut River, so the streets and clubs were always teeming with uniformed military personnel. Each instructor had six new students every 30 days. We flew Piper L-4s and Interstate Cadets," the letter writer said.

As an airline pilot I have flown into and out of LGA (La Guardia) and EWR (Newark) many times and what the writer said next caught my eye. I thought that perhaps many of you would enjoy it, too.

"The contractor to the Army was Thor Solberg, a Norwegian. Thor Solberg was active in commercial aviation in Norway, and fled just prior to Hitler's invasion. He had made an experimental flight from the U.S. to Norway in a Loening amphibian in the late 1930s. He has now long since departed this world, but the Solberg VOR still operates in New Jersey, just west of New York City - quite an appropriate memorial for an aviator."

**LEFT:** Santabear kiddie wing. A kiddie wing from a Christmas promotion campaign of the Dayton-Hudson Corporation. The wing is all-white with green trim. Santabear is red and so are the name and '1987'. A number of American Airlines flight attendants with family ties to D-H were seen wearing this wing during the 1987 Christmas period.

The following appeared in the newspaper recently and since we are all aficionados of the airborne world, this should go into the historical files of all of us:

**RETIRED NUMBER:** The aircraft registration number of the airplane Amelia Earhart flew on her last adventure has been taken out of circulation at the request of Earhart's sister.

A notation at the FAA's Aeronautical Center in Oklahoma City says, "This number is never to be used by anyone again. Reserved for Amelia Earhart for infinity." The number, 16020, was carried by the twin-engined Lockheed L-10E Electra which Earhart and Fred Noonan, her navigator, used as they tried to set a record for flying around the world at the Equator. The aircraft went down into the Pacific on 02 JUL 37 without a trace, hours after taking off from New Guinea.

Before closing, I would like to make a comment or two about future Wings and Things columns. I hope to dedicate a portion of my column in the next LOG to John Whitehead's effort to get the new Federal Express wings designed, approved and manufactured, along with photographs. I am looking forward to that. Also, from



**ABOVE:** Silver City Airways pilot cap badge from the collection of WAHS member Michael Howard of Leeds, England. This badge was found in a shop called 'Corn Exchange' which specializes in coins and memorabilia. IT IS 40 mm in diameter and is shown as it was displayed in the shop when Mr. Howard acquired it. In 1948 Silver City began the world's first car ferry air service across the English Channel, flying a Bristol 170.

time to time, I would like to include some comments from Russ Huff's magazine about our collecting habits and about the habits of others, in the military collecting field, who have diminished the credibility of that facet of wing collecting, and some, perhaps, who may have encroached on ours.

I am also looking forward to photographing more and more wings ... and to receiving photos from you, the readers.

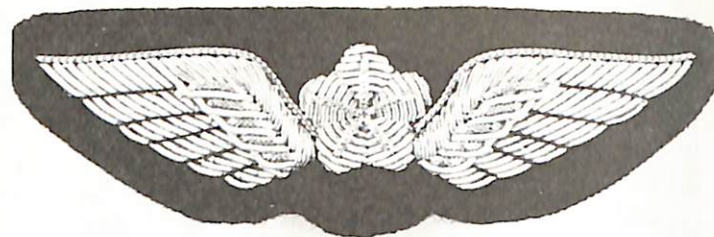


'SMB' in SMB Stage Lines stands for Sedalia-Marshall-Booneville, and the carrier operates to many points with a fleet of Rolls Royce Dart engined Convairs from Dallas-Fort Worth, Texas. To the best of my knowledge this is the first SMB pilot wing. The badge is overall dull gold with the background of the center shield in black. A real beauty!





Goodyear blimp pilot wing from crew member of 'Europa'. Wing was sent to me by a fellow collector in England and is a highlight of my non-airline wings. It is a cut-down USAF pilot wing with a center shape to accommodate the small shiny blimp pin. The finely patterned wing is Sterling.



New pilot wing of China Airlines. A beautiful gold wire badge, on black backing, sent to me by the China Airlines offices at Sun Shan Airport, Taipei, Taiwan, R.O.C. The stamps on the package were equally pretty.



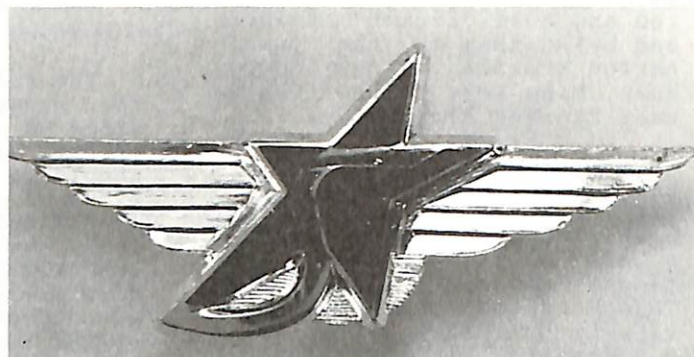
Air Affaires Gabon pilot's badge is a unique flight insignia from this domestic and regional air carrier operating from Libreville and other Gabonese centers internationally. The unique logo - 2A surrounded by a G - is done in dark green enamel with blue, yellow and green stripes from top to bottom at lower left of the badge. The whole badge is in dark silver metal including the name. Hallmarked: Delsart 89100 Sens.



Pacific Interstate Airlines of Las Vegas, Nevada, uses this most unique pilot wing. Operating a single 727 with about a dozen crew members, PIA had its wing designed by Terrance McBride, a jewelry designer who used to fly for Wien Alaska Airlines before they went bankrupt. The work is outstanding and the wing is an exceptional piece of aviation jewelry. It is cast and the enamel is very fine. Colors are silver for the wing and blue for the enamel. The hallmark is McBride's signature.



Paramount Airways Ltd. of Bristol, England, sent this interesting pilot wing which uses a design somewhat similar to that of British Airways and British Air Tours. The difference, is in the colors. The logo uses orange, blue and white - the dark dash is blue, the smaller dash orange, the upper area orange and the lower area white. The wing and the border around the center logo are gold wire. The backing is black cloth.



Skystar International is a charter airline which operated group tour services for a Catholic religious organization. Skystar also obtained rights for regular commercial operations. Based in Philadelphia, they operated a Boeing 707. The wing is overall gold, the 'S' is also gold-finished and the star is in blue enamel. My thanks go to Capt. Vincent Tijburg of Skyworld Airlines.



TranStar captain's wing worn in the months before they shut down operations. Formerly Muse Air, TranStar became the new identity, flying the Muse Air system. The wing has a bronze-like color finish overall, with the diagonal bar in alternate blue and green enamel.



Slov-Air is a small airline operating in Czechoslovakia. The carrier provides mainly agricultural works and hopes to operate taxi and charter services in the near future, says Pavol Bencik, who sent me this wing just before the new year. This wing has gold thread on a black backing.



DLT, an associated company of Lufthansa, started using this new wing at the end of JAN 88. DLT flies domestic German and European routes and is the first airline to take delivery of the new Fokker 50 turboprop aircraft. This new pilot wing has a dark-blue center with the letters DLT in gold. The wings are quite stylized compared to the old ones, and are also in gold with blue enamel accent lines.



Iraqi Airways of the 1950 era in Middle East aviation. BOAC supported the airline with technical assistance. DH Rapide aircraft were used when this wing was worn. It is all-metal with a dull gold finish and is hallmarked Firmin London.



Pocono Airlines, an Allegheny Commuter, uses all-silver, vintage-pattern wing for cockpit crew members. Pocono was established in 1965 and is based at the Wilkes-Barre/Scranton International Airport, Pennsylvania.

#### AMELIA EARHART ..... Again !

By JOOP GERRITSMAN

Last year marked the 50th anniversary of the disappearance of Amelia Earhart over the Pacific during a round-the-world flight.

Her flight and disappearance were recalled in the CAPTAIN'S LOG 12/4, JAN 87.

The postal authorities of the Marshall Islands issued a commemorative postage stamp on 02 JUN 87, the day in 1937 on which Earhart and her navigator Fred Noonan, took off from Lae, New Guinea, for Howland Island and disappeared.

The stamp depicts the take-off of Earhart's L-10E Electra from Lae. It was designed by William R. Hanson and is based on the book 'Amelia Earhart: The Final Story' by Vincent Loomis.

In a major feature about Earhart in the FEB 88 issue of 'Air Classics', author Blaine Taylor says the Electra may have gone down in or near the Caroline Islands (which include Truk Island) rather than near Howland. He says the two flyers were found by the Japa-



nese and taken to their major military base at Tanapag Harbor, Saipan, in the Mariana Islands. Both the Carolinas and Marianas were then held by Japan.

The Marianas are about half-way between New Guinea and Japan on a course almost straight north from Lae. The Carolinas are about half-way between New Guinea and the Marianas, also north of Lae. Howland is east-northeast of Lae and Earhart's intended flight plan would not have taken her even close to the Marianas or the Carolinas.

The Marianas had been mandated to Japan by the Versailles Peace Treaty of 1919 which ended World War One. But they

were forbidden to fortify the islands. However, that is just what they were doing in those years.

Taylor extensively quotes various sources who say Earhart was a spy for President F.D. Roosevelt, who had secretly commissioned her to fly "off course" over the Marianas to have a look at what was going on.

He repeats many of the theories advanced during the past 50 years about where Earhart and Noonan crashed and how they died, but he comes no closer to an answer than everyone before him. The question still remains: "What happened to Amelia Earhart and Fred Noonan?"



Fig. 1

The new year has brought me some new wings. It has also unearthed some older wings. Let's start with the new ones:

American Airlines has joined the stick-em-on group by doing away with its traditional type wing. It has put out a wing sans pin instead. It is silver and gray (Fig. 1).

Surely, the reason for eliminating the pin must be the worry about law suits arising from youngsters sticking themselves. However, I really think the companies which adopt the pin-less wings are cheating themselves. To me, one of the cheapest forms of advertising is to see a child wearing a kiddie wing. I know parents are always appreciative of a memento of their trip and the children really seem to enjoy it.

Now, with the stick-em-on type, the wing can't be worn for more than a day or two and it is then relegated to the top dresser drawer. What a shame!

One of the cutest kiddie wings I have ever seen has just been put out by CSA of Czechoslovakia. It is round, has a pin-back for wear and is in red, white, blue and gold (Fig. 2). It shows an air hostess with a cup of coffee in her right hand and a drink in the left.

British Airways has a new cloth badge (Fig. 3) which shows that the wearer is a member of the Junior Jet Club. Their Flight Rider Club has put out a new wing. The reproduction here is poor because I have only a photocopy of a photocopy to work with. However, the shape is obviously quite different from the Flight Rider wing which I have in my own collection (Fig. 4). I hope to have details on the colors of the new (to me at least) Flight Rider Club wing in the next issue.

After many years, Lufthansa has changed wings. Instead of



Fig. 2



Fig. 4



Fig. 5



Fig. 6



Fig. 7

the familiar metal issue, they have gone to plastic wings, pin-back but still colored in the familiar dark blue and gold (Fig. 5).

These are the only airline issues I have come across recently, but several miscellaneous wings have come my way as well.

First a couple of oldies but goodies. The first one was said to have been given to newspaper boys by the Hearst newspaper company during World War 2 (Fig. 6). It is made of metal, colored red, white and blue (naturally) and the white letters stand out in relief. The text reads: Junior Victory Army.

A similar wing is shown in Fig. 7. It is also of metal, probably put out in WW2 as well, and has a decal in the



Fig. 3

center shaped much like the early United Air Lines wings. The text says: American Boy Junior Pilot - Keep Em Flying. Wasn't American Boy a magazine published during the war?

Next is another cute wing. This appears to have been put out by a movie house to publicize a motion picture (Fig. 8). It is dark blue with gray wings and the text says: Honorary Airplane II The Sequal Space Cadet.

Next, in the more traditional Stoffel types, is a Wings & Wheels wing put out a few years ago (Fig. 9). It has gold and red lettering. Wings & Wheels was a tourist attraction near Orlando, Florida. It must have issued this wing.



Fig. 8

Cordova DC-3 N91314, c/n 4538 (formerly USAAF C-47-DL 41-38589) at Cordova, Alaska, early 1950s. Titles and cheatline red on bare metal. Registration white on red band. This is the only known color photo of a Cordova DC-3. (Photo Ron Suttell Collection)



## Cordova Airlines

Cordova Air Service was founded in 1934 by M.D. Kirkpatrick, in Cordova, southeast of Anchorage, Alaska.

During its first 12 years Cordova flew small aircraft, mainly in support of mining camps in the interior.

Kirkpatrick was killed in a crash while landing during a snowstorm, in 1938, and Merle ("Mudhole") Smith, became president.

A Lockheed L-10E went onto the Anchorage-Cordova scheduled service in 1946. It was the first all-weather, twin-engine type on the route and increased the frequency from four to six days a week. But it was sold after only one year. Smith bought a DC-3 because everybody knew there would be a steamship strike.

The DC-3, bigger than any aircraft ever used around Cordova, flew three Seattle-Cordova "grocery ferry" returns a week for the 69 days of the strike, carrying 3.5 tons of food on each trip. After the strike ended, Smith sold the DC-3 because it was too big for traffic out of Cordova.

In 1951 Cordova had 10 aircraft, including three twins, and served 18 communities, including Anchorage.

Another DC-3 joined in 1952 for services to a lodge at McCarthy from Cordova, Valdez and Seward. A second came in 1954 to support oil drilling operations at Icy Bay.

1953-55 saw Cordova expand into more scheduled services and the name Cordova Airlines was adopted in FEB 56.

By 1964 Cordova was flying to Yakutat and Juneau, Dawson City in the Canadian Yukon and to the Kenai Peninsula. Two DC-3s and two C-46s plus several smaller aircraft made up the fleet.

A route to Juneau, capital of the territory, in the Alaska panhandle was awarded in 1964. Since Cordova already operated to Anchorage, it now had scheduled service between Alaska's capital and its largest city and main port. Service started in August with two CV-240s.

That was the route Alaska Airlines was after when it took over Cordova in 1968.

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Now to a couple of real finds. A fellow collector sent me some pictures of wings in his collection and I spotted a wing I had never seen before. After some negotiations, the collector was willing to part with it because it had no sentimental value to him, but it certainly did to me. A Northwest Airlines wing like NAL-1 and EAL-4, which is similar to a military wing, but in plastic, with the wing in gold color and the logo in red and blue. This is the logo used during the Boeing 377 Stratocruiser period, so I place the wing in the mid-1950s (Fig. 10).

Along with this trade, I received a United Air Lines wing which I had never seen before and which is not listed in my book. This wing (Fig. 11) is in plastic, pin-back with a Jr. Stewardess label. The plastic is solid blue with

red highlighting for the wing, logo and name.

Has anyone ever seen this wing before and can you tell me something about it?

Another United kiddie wing was brought to my attention. It is exactly the same as UAL 19 (a plastic, stick-on Future Flight Attendant wing), only this one is in gold color, rather than silver.

That is it for now. Please keep sending in any new finds and we will keep our group of collectors real happy. This article would not have been possible without the help of B.J. Whitehead, Don Sullivan, Alan Brill & John Collentine. Thank you very much!

Happy Collecting!



Fig. 10



Fig. 9



Fig. 11

# STICKER CHATTER

by DON THOMAS

Mini-conventions are becoming popular since our yearly WAHS conventions are always so successful. Several are scheduled for 1988.

The dates for the next "Airliner Expo," Atlanta are 14 MAY and 29 OCT at the Sheraton-Atlanta Airport Hotel, 1-800-325-3535. Convention room rate \$55 for up to four in a room. Tables \$18. For information, write Bryant Pettit, 3756 Windsor Circle, Clarkston, GA 30021.

By the time you read this, the mini-convention in Dallas and one in California, both on 27 FEB, will be history. Miami also has another mini-convention or two coming up in 1988. Call Don Levine at (305) 681-6187 for information.

I would also like to mention the new quarterly "Airliners" magazine. The first issue was due for January and more information can be had from World Air Transport Press, Inc., Box 52-1238, Miami, FL 33152-1238.

I wonder whether or not any of you ordered the "Airline Handbook" from Rhode Island a year or two ago? When I revised the North American volume of the Air Transport Label Catalog last year, I had some difficulty getting information on some of the new airlines. I was depending on the 1986-87 edition of the Handbook for some help. Several letters in 1985 expressed regrets about the delay in publication. Finally, last May, a postcard came advising the book would not be printed and that refund cheques could be expected in about 90 days or sooner. Am still waiting for that to happen.

I am illustrating a Delta label (#1) which I picked up at the Miami convention in OCT 87. It says "Jet Delta Direct to LONDON". The fairly common one is similar but says "Jet Delta to LONDON" and the scarce one says "Jet Delta Nonstop to LONDON." Three labels, almost the same. Now maybe some of you Delta guys can come up with a roll of this latest find. I have only seen the one, so maybe it should be called rare.



#1



#2



#3



#4



#5

Airbus Industrie has a new A300 label, with the text "AIRBUS A300" at the top and "AIRBUS INDUSTRIE" at the bottom, in heavy blue lettering on silver, with the airplane on a white background, as usual. Another new A300 label is for Viasa of Venezuela. The airplane is on a light-blue background.

Dave Rowe in England sent in a great assortment of new stickers: three Aeroflot showing the IL-62 (#2), IL-86 and TU-154; a new Cathay Pacific of Hong Kong (#3), a Japan Air Lines "Tokyo Nonstop" from London (#4), a new Delta Airlines "Delta to the U.S.A." (#5), also distributed in London; new pictorials in large and small sizes for Iberia of Spain, showing Chicago and Los Angeles, a new DC-9 label of the same airline, and, most-unusual of all, 18 new labels celebrating the 60th anniversary of Iberia. Each shows a different aircraft operated by Iberia in the past 60 years - Junkers G-24, Rohrbach Roland, Caravelle, Dragon Rapide (#6), Bristol 170, CV-440, Ford (#7), Fokker F-27 (#8), F-28, Boeing 727, 747, Airbus A300B, DC-2 (#9), DC-3, DC-4, DC-8F, DC-9 and DC-10. What a great collection! Iberia also has Disney characters on stickers for the children.

Transtar Airlines, whose BIL was illustrated in the APR 87 LOG, has ceased operating due to financial losses and lack of business, according to a JUL 87 pressreport. It was the former Muse Air and lately it was a subsidiary of Southwest Airlines Co.

Lee Bachar of Chicago sent in a new label from Varig of Brazil (#10) and a BIL from Challenge International Airlines (#11). I understand that Challenge is no longer operating. Their timetable for 04 FEB 85 shows daily flights to Tegucigalpa and San Pedro Sula in Honduras, and to San Salvador in El Salvador.

Also from Lee came some new labels from Korean Air, Air Midwest, Midwest Express (#12), Wardair, Ecuatoriana and the Luxair 25th anniversary label (#13). This latter label has spectacular colors - silver, yellow, blue, green, red, pink and white. Lee also

sent in a British Air Ferries-Guernsey Airlines label (#14) which looks almost the same as a previous one. The one shown says "We're routing for you" and the previous one stated "We are routing for you". It pays to closely examine all new additions to your collection. The airlines sometimes change the type or design of their productions every time they print up a new batch. Incidentally, there are dozens of these BAF labels, with new ones coming out all the time. The latest ones (at least at the time of writing) are: Viscount Holidays (#15), Open Day Aberdeen Airport, ABTA Toronto, I (love) Zebra Holidays, and so on. There are small labels also. Rotterdam-Gatwick (#16) is one of these.

Frank Hines sent us some Delta labels. Delta's new Walt Disney World label is nice - it shows the famous castle of this Florida tourist attraction (#17). Delta now replaces Eastern as the official airline of Walt Disney World. Another new Delta label from Frank says: DELTA We Love To Fly And It Shows (#18).

Pat McCollam sent in a pennant-shaped label in shocking pink from Stateswest Swiftway Express (#19). Pat also says L.A. Helicopter, which I said may be out of business soon, is really doing very well and any financial troubles were short-lived.

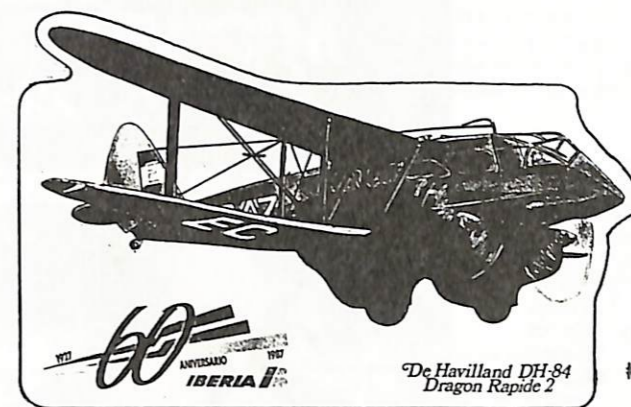
We also mention the ATR 42 labels of Pan Am Express (#20) and Northwest Air Link (#21). Avions de Transport Regional of France is supplying this aircraft to many lines which need an airplane for shorter routes. Some of France's (former) colonies in the West Indies and the Pacific region are using them, and have similar labels, supplied by ATR.

From Bill Gawchik of Pan Am we received a white-on-brown label "The Pan Am Shuttle" (#22) and a few other ones, including Midwest Express and Trans Air.

Tony Schneider sent us a nice United Parcel Service label showing their new Boeing 757 package freighter (#23). Just what they need.

From Bill Demarest we received a label from Hispania, a new Spanish airline (#24). The label is mainly red on yellow.

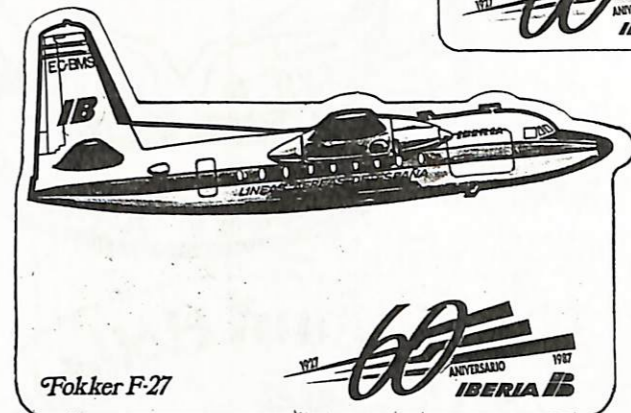
Also shown here are a new Canadian Airlines International label (#25) and a new one from Hawaiian (#26). The latter shows the familiar girl and hibiscus flower with their L-1011 below.



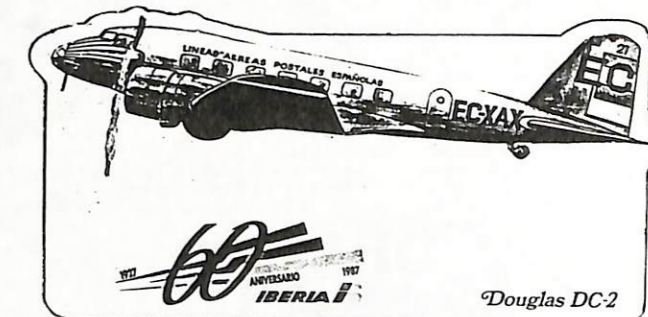
#6



#7



#8



#9



#10

#11

**CHALLENGE**

Nombre \_\_\_\_\_  
 Name \_\_\_\_\_  
 Direccion \_\_\_\_\_  
 Address \_\_\_\_\_  
 Ciudad \_\_\_\_\_  
 City \_\_\_\_\_  
 Pais \_\_\_\_\_  
 Country \_\_\_\_\_

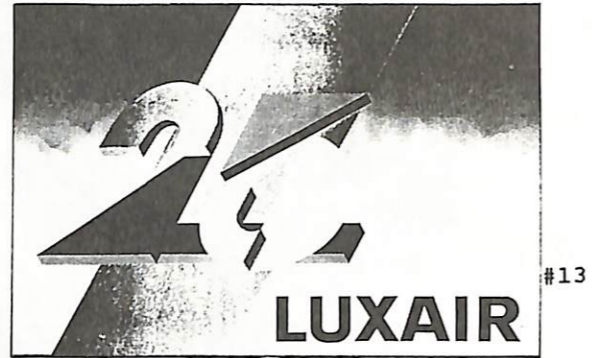
TWA's oval labels "Now the Bear flies" (#27) come in two sizes - 85mm wide and 165mm wide. Now, can someone explain the meaning of this "Bear" thing?

Last but certainly not least, someone sent in a batch of BILs from small airlines, which we were delighted to get, but although I acknowledged receipt, I can't now recall who it was, as so many different batches of labels were received this month from our devoted followers. These new ones include Rocky Mountain Airways, Newair Flight Inc., Trans-central Airlines, Trans-Colorado Airlines, Skyway Commuter, Mid-South Airlines and a photocopy of a Pompano Airways BIL. Thank you!

A letter from Steve Heath, 1261 Sandpiper, San Antonio, TX 78233, says he has a roll of "DELTA STUTTGART" and "DELTA MUNICH" stickers and some "Delta to Hawaii" and "Delta is My Airline" bumper stickers if anyone is interested in trading.



#12



#13



#24



#22



#20



#21



#14



#16



#26



#18



#15



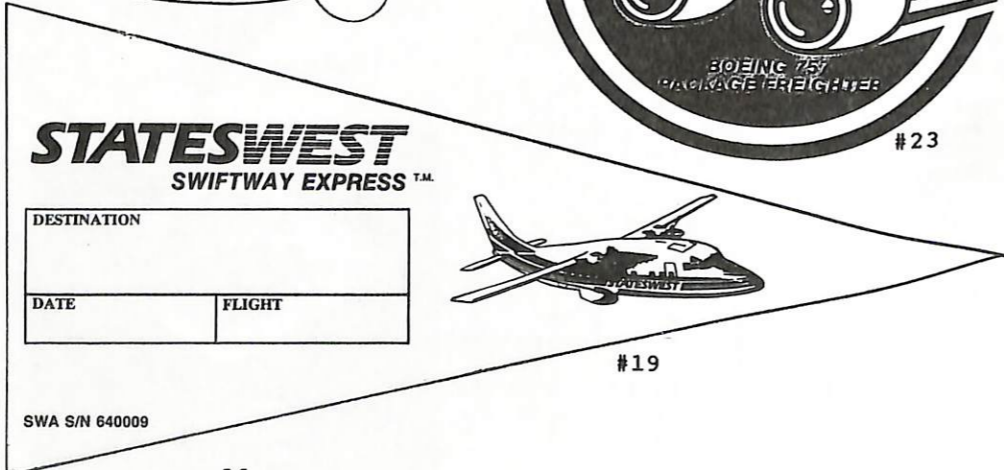
#23



#25



#17



#19



#27

For Mr. Thomas's reviews of new books by WAHS members Ron Davies and George Cearley Jr., see Bookcase, this issue.

#1. Diam. 92mm. Top half light-red with white text, Union Jack at bottom in red, white and royal blue.  
 #2. Dia. 83mm. White & blue-grey background; all text & 'loop' around IL-62 text in dark blue; a/c in white & dark blue; white & red 'fish hook' below IL-62 text; red flag on tail (only a small triangle visible).  
 #3. 120 x 112mm. Circle diam. 119mm. Text around rim & balloon's registr. in black; airline name inside balloon in red, balloon green & white, bottom right script in silver.  
 #4. 26 x 38mm. White text and logo, black arches, all on red background. Narrow blue border around red field, wide white border all around.  
 #5. Diam. 50mm. White background, black text, blue (top) and red (bottom) Delta logo, red, white, blue U.S. flag.  
 #6-9. Width ranging from 127mm (Ford) to 135mm (F-27). White background, black text. Anniversary logo: 60 and other text in black, lightning flashes (top to bottom) brown, orange and ochre. Iberia name in orange. Logo: I in orange and B in ochre.  
 #10. 84 x 78mm. Dark green background, light-blue ball in yellow parallelogram, white and black logo with black airline name inside light-blue circle in bottom left corner, black text in white band around ball, white stars in ball, white text under narrow white line at bottom.  
 #11. 75 x 49mm. Green printing on white.  
 #12. 89 x 32mm. Brass ringlet at one end. A) White text under red band on dark-blue background. B) Blue printing on white.  
 #13. 118 x 80mm. Blue sky, white clouds, LUXAIR in blue. 25 in red, blue, green, pink, yellow, on blue bar against silver diagonal.  
 #14. 98 x 71mm. White background, royal blue border, red text, royal blue a/c & airline name on left, light-green a/c & name on right. Top cheetline

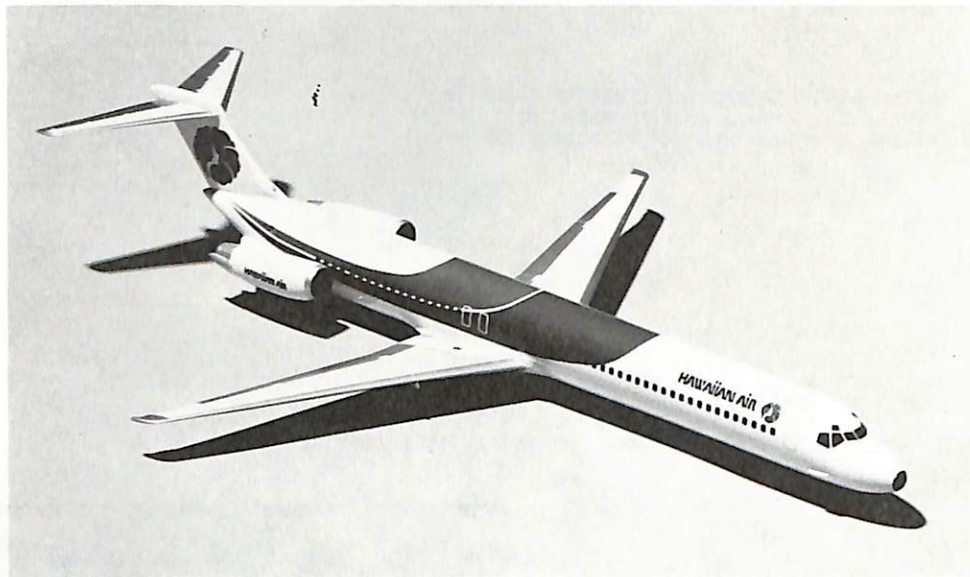
on both a/c is red.  
 #15. 104 x 72 mm. White background, royal blue text at top, airline name, BAF & a/c. Top cheetline, crown & bottom text in red.  
 #16. 53 x 31mm. White background, red top and bottom text, red top cheetline on a/c, 'British air' in blue, 'ferries' & small British flag in red.  
 #17. Diam. 88mm. Black text on white. Blue & red Delta logo. Multi-colored scenic picture in centre.  
 #18. Diam. 88mm. White background, blue and red logo, text in black.  
 #19. 122 x 100mm. Harsh pink pennant, all printing black.  
 #20. 180 x 108 mm. White background. Printing light blue.  
 #21. 180 x 108 mm. Royal blue outer border, white center, red a/c name, airline title and a/c tail. A/c in silver & white, royal blue cheetline on rear fuselage.  
 #22. 76 x 76mm. White text on reddish-brown background.  
 #23. Diam. 102mm. Background, UPS tail logo and 'speedstrakes' behind aircraft all in gold; outer border, a/c trim and text all very dark brown, nearly black. Inner border, a/c fuselage, engines and wings in white.  
 #24. 74 x 103mm. Background in sunshine yellow. 'H' & airline name in red, bottom text line black, quarter sun in bottom of 'H' and all sunrays in white.  
 #25. 89 x 64mm. White background, all printing in dark blue, except red for cheetline under windows, < in tail logo and inside Canadian. Five bars in logo on tail and in name are in light blue-gray.  
 #26. 91 x 91 mm, diam. 70 mm. White square. Circle: light-blue sky fading to white toward bottom, a/c off-white, name in purple, hibiscus flower in red, white and purple (girl's hair), text under name in red.  
 #27. 84 x 52mm. White background. Top text and bear in black. TWA, two strakes and inside border in red.



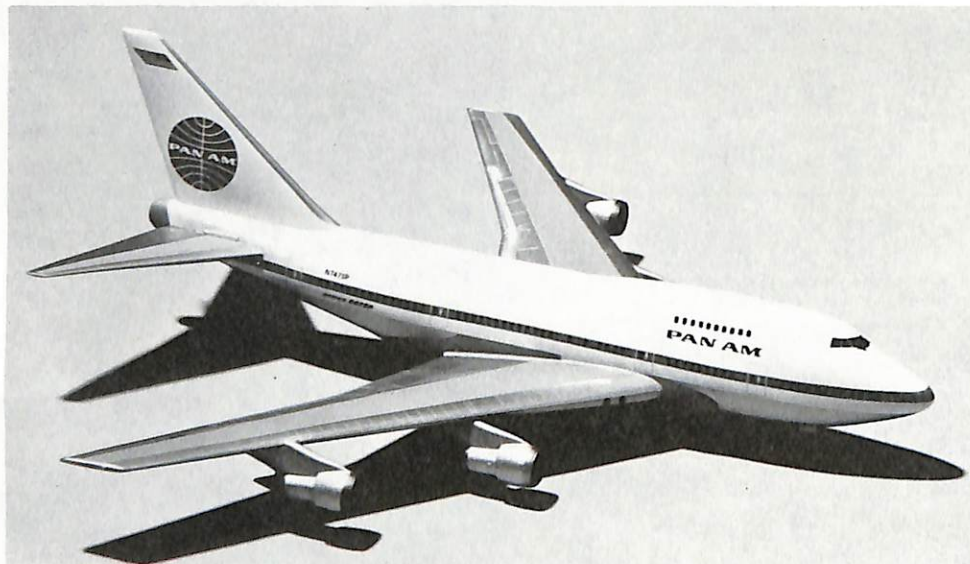


# AIRLINE MODELING

by GERRY COLE



MD-80 kit by Allen Hess



Boeing 747SP kit by Allen Hess

It is always nice to see the return of a good thing, especially when you missed it the first time around. That is especially true when the good thing has been improved upon.

I have admired the modeling of Allen Hess for a long time, particularly the exceptionally clean finishes on his airliners. I have managed to accumulate some of the conversion kits he has manufactured. Unfortunately, Allen has been away from kit production for awhile and his products have become rare collectors' items.

Good news! Not only are his

conversion kits again available, but the molds and molding resin have been improved. He has added an MD-80 (\$20) to his line-up of a 747SP (\$20), a DC-9-10 (\$7) and an L-1011-500 Tristar (\$17). These conversion kits, all in 1/144 scale, are designed to fit the Airfix DC-9, Revell 747 and Otaki Tristar kits. All but the Tristar are from new molds and are cast using a white resin which is both lightweight and has a very smooth surface finish. I should stress that these are conversion kits and require the suggested base kits for a number

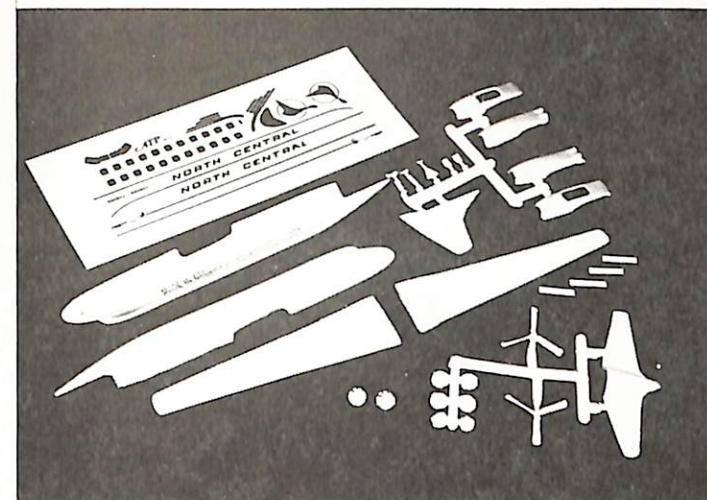
of parts. Kits are available only direct from Allen at 15116 Florwood Ave., Lawndale, CA 90260, USA. Allow at least a month for production and delivery when you live in the U.S. and Canada, longer for surface delivery overseas. Add \$3 postage and handling for the first kit you order, \$1 extra for each additional kit in the same order.

(Note to modelers outside the U.S.: all prices in this column are in U.S. dollars. Ask first about overseas shipping charges before ordering.)

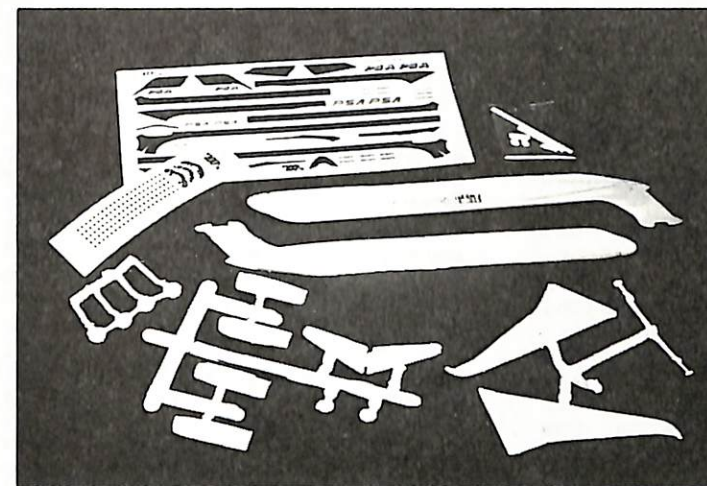
Rodger Cook and Dan Slaybaugh of Sasquatch Models have two new releases. The first is a Convair CV-340 in 1/144 scale, using a hollow two-piece resin casting for the fuselage, with injection molded styrene for the remainder of the parts. Kits with AA/ATP decals to provide either North Central or United liveries are available. Sasquatch also has a new 1/200 scale MD-80 kit, using the same general materials mix as in the Convair. The MD-80 kit is at present available only with AA/ATP decals for PSA's livery, but will soon also be issued with TWA markings. The Convair kits are listed at \$20, the MD-80 at \$12. Both are available from ATP at 3014 Abelia Court, San Jose, CA 95121, USA.

I did receive a note from WAHS member Robert Scheffield, recommending the line of pre-painted airliner kits produced by K.V. Wooster, Unit 'N', Shelton Road, Willowbrook Industrial Estate, Corby, Northants NN17 1XH, England. I must say I was skeptical at first, as pre-painted models which slip together without glue just aren't my idea of model building. What did impress me, however, is the variety of model types available in 1/200 scale. The Boeing 707, 737-300 and 757 are particularly interesting, as they are not readily available in this scale from other sources.

In spite of my reservations I did buy a Boeing 757 kit at the IPMS Nationals. My initial impressions are mixed because while the model is accurate in outline and shape, the level of detail is far below that of Airfix and Hasegawa. Worse yet, the sides of the fuselage



Sasquatch Models  
1/144 scale Convair CV-340 kit.  
(Cole photo)



Sasquatch Models  
1/200 scale MD-80 kit.  
(Cole photo)

have a wide flat area at the window level where the model's top and bottom moldings are joined. This alteration to the proper fuselage cross section is very noticeable and spoils the otherwise good printing of windows, stripes and door outlines. By using engine nacelles and detail parts from Hasegawa kits, and with careful seamwork, paint application and the use of top-quality decals, the models could look very good.

I have since also bought a Wooster Air Europe 737-300 kit from a U.S. supplier, Aero Gem Models, P.O. Box 290445, Davie, FL 33329. They offer the Wooster line at \$11.95 per model, plus \$1.07 postage for the 1/200 scale kits.

The quality of the 737-300 is on par with the 757 described above. It also has the same flat spot on the fuselage side. The -300's engine nacelles will require some work, but are usable. I keep looking at the Air Europe lettering and stripes and keep wishing they were decals. If it were

not for that terrible flat fuselage side ... Ah well, such are the frustrations of the airline modeler.

Hasegawa has produced a 1/200 scale Boeing 747-312 'Big Top' in the new gold, orange and blue scheme of Singapore Airlines. This has got to be one of the prettiest 747 liveries around, and Hasegawa has done well to capture it so quickly. There may be a minor problem, however, in the color Hasegawa selected for the 'Big Top' text on the front fuselage. Kit decals are for aircraft N124KK with 'Big Top' letters in grey. A sister ship I photographed recently at LAX, 9V-SKA, has the lettering in black. Either way, it is a beautiful decal sheet. Hasegawa is the only kit decal maker which attempts to reproduce door and window exit red warning markings and handle details, and they are particularly well done on this sheet.

Hasegawa has followed their Singapore 747 with a stretched upper deck 747 in KLM livery. This is a GE-engined aircraft

with the fleet name Hudson. There is one definite problem with the decal sheet which will take some effort to correct. The modeler is expected to paint the unique KLM light blue crown on the fuselage, which is a good way to go. But the decal for the upper deck windows and emergency exit doors is printed on a light blue rectangular background. This color is not a good match for the KLM blue available from AA/ATP, nor does it match color photos of the real KLM 747s. Why, Hasegawa, didn't you print the upper deck decal on a clear background?

We shouldn't leave Hasegawa without mentioning their 1/200 scale Lockheed Hercules kit. While not issued yet with civil markings, it will make a good companion to the Loveliners range. The kit is excellent, with scribed panel lines and particularly good props, spinners and landing gear for this scale. Conversions to a stretched variant would be similar to that for the 1/140 or 1/72 scale kits. An article by John Kelly on converting two Revell C-130 kits to the Transamerica L-100-30 Hercules, for example, appeared in the No. 38 issue of "Pri-Fly", the chapter newsletter of the IPMS-Washington, DC, chapter. The issue is now out of print, but a reprint of just the article may be available. For information, send an SSAE to the chapter's subscription manager, Carol Fleckenstein, 13816 Choptank Court, Centreville, VA 22020, USA.

Clint Groves of Airliners America/ATP has several new decals for us. The Piedmont jet sheet in 1/144 scale has been reprinted, this time including parts for the 737-300 and 767-200ER, as well as the Dash-7, 727-200 and 737-200. The reprinted decal is listed at \$5, direct from ATP. For the Pan Am fan, four new billboard lettering sheets are available (at \$2 each). These sheets augment the old-style ATP sheets for the 747, 727-200, 737 and A300 in 1/144 scale and the 727-200 in 1/200 scale. ATP also has an F-27/FH-227 window sheet with door outlines and de-icer boots in 1/144 scale for \$2.

At the 1987 IPMS national convention in Washington, DC, Jim Hurley entered a 1/72 scale DC-6 in Delta markings. Jim now has this decal sheet for sale via Plastic Military Models, 16769 Bernardo Center Drive #14, San Diego, CA



Wooster Boeing 757 in 1/200 scale.  
(Cole photo)

92128, for \$7.95, including postage and handling. As befits the large Heller kit for which it is intended, this is a large decal sheet of excellent quality. Either a white crown or all-natural metal fuselage livery may be had using this decal and the excellent instruction sheet with is provided. Jim even includes photos of the prototype DC-6 and conversion details required for the Delta bird. If this project is successful, Jim may do a 1/72 scale Delta DC-3.

In LOG 13/3, I reviewed the new airliner vacuforms and decals from Welsh Models in England. Since only a limited number of each decal sheet will be produced, availability outside the U.K. could be a problem. Not to worry! Bruce and Marita Johnson of Precision Enterprises Unlimited, P.O. Box 97F, Springfield, VT 05156 will carry all the new Welsh airliners. I have known these people for a long time and I can recommend their mail order service.

I have received a catalog mailing and initial order form from Fred Alsina of Jet Set Systems. They are now located at C-23 W38 Villa del Carmen, Ponce, PR 00731, USA. Don't send mail to the old address, as it may not be forwarded. They hope to deliver four new decal releases in 1988 and still have many of their old decals available. While a few of these decals have problems with tinted clearcoat (the TAP 727 sheet, for example) and imperfect colors (Air Gabon parrot green should be darker), they have a wide variety of decals ranging in quality from quite good to excellent. Their emphasis on non-US car-



Jim Hurley's DC-6 in Delta markings.  
(Cole photo)

riers is a good contrast to AA/ATP's tendency toward US fleets. Jet Set Systems will accept COD orders with a \$5 deposit. If you give them a try, mention the WAHS, please.

I started this new-products review with the return of a veteran and I end it with new decals from two new manufacturers. Flight Designs, or Jim Childs from Portland, Oregon, has decals for the Hughes Airwest 727-200 'Banana' in 1/144 scale for the Airfix kit, and of the NorOntair Twin Otter kit in both 1/72 scale for the Matchbox kit and 1/144 scale for the Sasquatch kit. The decal quality is excellent, with instruction sheets, paint matching suggestions and model building hints far above average. There will be no registration problems with these decals, as each color is printed separately. All three sheets are available from ATP, at \$4, \$4 and \$2 respectively. Rumor has it that Jim has some other products in mind and if these first three sheets are good indicators of his product quality and subject selection, he is on the right track.

The other newcomer is Airline Hobby Supplies, operated by Russell Brown of Markham, Ontario, Canada. Russell must like Worldways Canada, as he has done six sheets on their aircraft in 1/144 and 1/200 scale. They decal the DC-8-61, 707-320C and L-1011. The decals are printed in well-registered two-tone blue, with appropriate emergency exit markings. You will need to buy your own window decals, if you use them, as they are not provided. The price range from \$3.50 to \$5 and all are available from ATP.

Worldways decals are also available in 1/100 scale for the old Nitto (Entex) kits. However, they are expensive. (The large 707 decal alone costs about U.S. \$14.) They are available from Hobby House, 89 Montreal Rd, Vanier, Ontario, Canada K1L 6E8. Your best bet is to send your VISA or MC number and give them time to order from the manufacturer.

#### FROM THE DEPARTURE LOUNGE

I am amazed at the variety of airline modeling items discussed above, and by the number of new manufacturers which have entered the airline model market in the past year or so. Not everything described will suit every modeler, as we all have our favorite eras and aircraft types. But the health of our hobby appears excellent. Now that Airfix has released its 1/144 scale airliners again, the future will perhaps see even more improvements.

With increased airport security and apparent restrictions on commercial airliner photography, airline modeling may soon be the only way many of us can express our love of airliners. Using the variety of available kits, aftermarket decals and custom dry transfers, we can provide a replica of almost any aircraft in almost any era we desire. Furthermore, we can photograph it from any angle without fear of prosecution.

Please continue to send me your model airliner photos, your model reviews, your helpful hints and anything else you believe may benefit your fellow modelers.

Have a good flight!.

# POST CARD CORNER

by WILLIAM DEMAREST

With the chilling Chicago winds blowing outside, this is the perfect time to tap out a listing of new, not-so-new and just unusual aircraft postcards.

Since the previous issue focused on the Boeing 707, we'll cover a broader spectrum of aircraft this time around for people with other interests.

The airline-issue postcards listed here are new to me and hopefully to you as well. Remember, what may be new to me may not be to you. If you come across a new airline-issued postcard, please drop me a note, a photocopy or the actual card.

Here are a few comments on with some of the cards listed below:

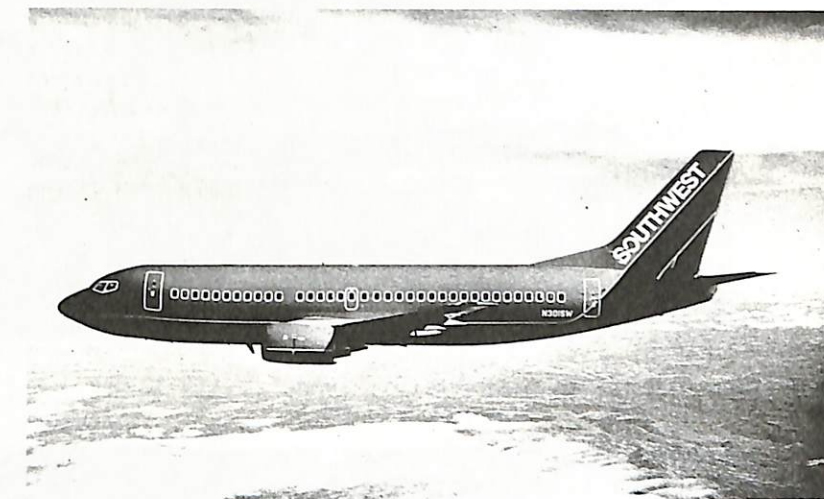
Cathay Pacific conveniently dates and numbers its postcards, which makes tracking them very easy.

Both Cal Air International DC-10 cards were printed by Elmutt Clifton Ltd. Since Cal Air's parent company, British Caledonian, has been bought by British Airways, these cards would be good additions to your collection at this time.

Many people have asked whether or not I plan to republish the International Airline Postcard Catalog Series of catalogs which were produced by Aviation World a few years back. At some point I would like to update them and publish new catalogs, showing all known postcards of specific aircraft, but time and financial constraints prevent me from doing so in the immediate future. However, other people are filling this void in our hobby. Wolfgang Woerner has published an excellent catalog featuring several hundred Airbus postcards. For additional information, contact him at P.O. Box 10 33 24, D-6800 Mannheim 1, West-Germany.

Special thanks to the following people for providing cards and information: Chai Peng Kong, Bill Stubkjaer, Lineu Saraiva, Jon Proctor, Bob Soraparu, Michel Patry, Allan Van Wickler, Joe Wolf, Mary Jayne Rowe, Vladimir Vokalek, Graham Alliance and Howard Grant.

Several WAHS members have started publishing their own cards recently. The Midway Chapter of the WAHS just released a very nice take-off



Southwest  
737-3H4  
c/n 22941  
(Airline  
issue)

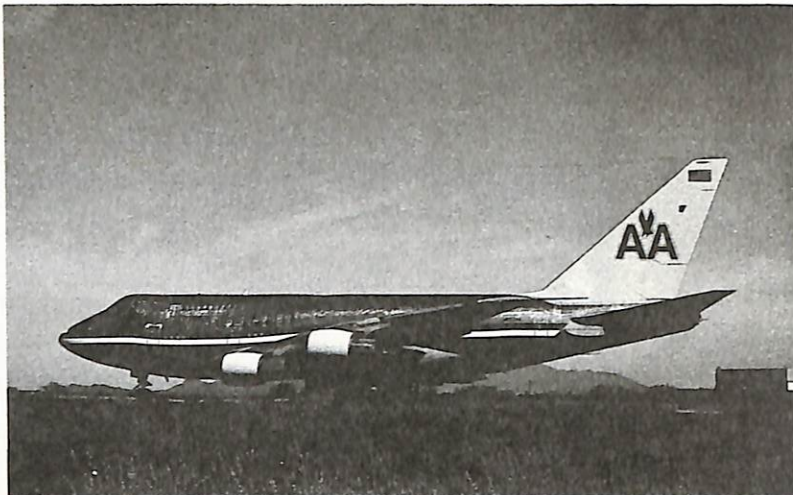


Canadian  
C-PPWW  
c/n 20670  
(WAP issue)



Hispania  
737-2L9 Adv.  
c/n 22407  
(Airline  
issue) 45





American 747SP-31, N602AA c/n 21963 (Flite Line)



Sabena Boeing 747-429 (Airline issue).

Garuda Indonesia 747-2U3B, PK-GSA c/n22246  
(Airline issue)



shot of a Midway Airlines DC-9 at Midway Airport.

As mentioned in the previous issue, Charles Skilton & Fry Ltd. has ceased publishing postcards. The last issues include:

619 British AW L-1011 new cols  
621 Cal Air DC-10  
622 American Airlines 767 (See LOG 13/3)

We'll miss this publisher of many magnificent airliner postcards.

#### NEW ISSUES

Legend: IF - in flight;  
Gr - groundshot;  
a/i - artist's impression;  
nc/s - new color scheme;  
t/o - taking off.

#### NEW ISSUES

##### AIRLINE ISSUES:

Air India A310  
All Nippon 747 (at least two different cards), 767, L-1011 Asahi Commuter (Japan)  
Bandeirante (3-card set)  
Balkan Bulgarian YAK-40, nc/s, Gr at Burgas  
Cal Air Intern. DC-10-10, two IF cards  
Cathay Pacific L-1011 Gr, card # CX7562  
Cathay Pacific 747-300 Gr, card # CX7564  
Cayman AW 727-200 N271AF, Gr, oversized card  
CCAir (Piedmont Commuter)  
Jetstream 31 N161PC, IF  
Shorts 360, IF, (issued by Avion Photo for CCAir)

El Al 767 IF  
Finnaviation Falcon, t/o  
Fred Olsen Fan Jet Falcon multi-view card  
Garuda Indonesia 747, new c/s, IF over island  
Hispania (Spain) 737-200 EX-DXV, Gr, pebble-textured card surface  
Indian Airlines A320 (model)  
NFD (W.Germ.) ATR-42, IF  
Northwest AirlinK (Mesaba) F.27 IF  
Norving (Norway) Cessna single-engined ski plane with bear  
LA Helicopter AStar, multi-view card  
LIAT Dash-8, IF  
Oman Aviation F.27 (two different cards)  
RFG (W.Germ.) ATR-42, IF, t/o  
Royal Brunei 737 IF & interior shot  
Sabena 747-300 a/i, IF  
Saudia A300-600 in flight, sticker card  
Southwest AL (U.S.) 737-300, IF, 1986 issue  
Singapore Airlines A310, 757 & 747 SUD

Southwest A.L. (Japan) 737-200 IF & t/o  
Sterling 727-200 sticker card and t/o shot  
Varig 767-200ER IF

Pan Am A310, IF, sticker card by Coloco Combicard, W.Germany with "Berlin-New York" text.

I have been told Sun Country has a DC-10, Gr, available, but I have been unable to obtain a copy yet.

#### COMMERCIAL PUBLISHERS:

##### Aerogem

Fall 87 releases include:  
1101 Airborne Express DC-8-62  
1102 Alaska L-1649A Starliner  
1103 American BAE 146  
1104 American 737-200  
1105 Canadian 737-200  
1106 Canadian DC-10-30  
1107 CF Air Freight 707-321C  
1108 Continental 747-200B  
1109 Delta 747-100  
1110 MGM Grand Air 727-100  
1111 Northwest DC-9-51  
1112 Pan Am 737-200  
1113 Pan Am A310  
1114 U.S. Postal Serv 727-100F  
1115 USAir 727-200

##### Aerohobby

A new publisher from Brazil which has released:  
AH-01 Transbrasil 727-76, PT-TYQ, Gr at Sao Paulo, green & yellow colors

Aeroprint Sweden  
976030 SAS DC-10-30  
# 113 Conair A300  
# 114 SAS MD-81

Air Pictorials International  
(Published by Michel Moskal Postcards)

153 Aviogenex 737-2K3 /API 042  
154 Piedmont 767-201 /API 043  
155 Air 2000 757-28A /API 044  
156 Delta Air Transp. F-28  
157 Sobelair 737-329 /API 045

Air Pictorials International  
API 050 Martinair 747-200

Airshop International, West-Germany

Atlantis DC-8-33  
Sudflug DC-8-32  
Capitol DC-8-63F  
Aer Turas DC-8-63CF  
Air Berlin USA 707-123B  
Aeroamerica 707-123B  
Modern Air CV-990A  
Swissair CV-990-30A  
Aeroamerica 720-027  
Spantax CV990-30A original c/s  
Spantax CV990-30A partial nc/s  
American Airlines 707-323C  
Air France Viscount 708  
Lufthansa Viscount 814 1st c/s  
Lufthansa Visc. 814 last c/s  
British European Viscount 806

##### Avimage France

9 Air Guadeloupe ATR-42  
10 Air Mauritius ATR-42

11 Arkia 707-458  
12 Dragonair 737  
13 TMA Lebanon 707-327C  
14 Trans-Union DC-6A  
15 UAT Comet 1A

#### Aviation Hobby Shop

##### AHS

96 Varig 767-205  
97 KLM DC-3  
98 Guernsey AL Viscount  
99 Emirates A310  
100 Air France L-749A  
101 Alitalia 747-243B  
102 RANSA 377 Stratocruiser  
102 CSA TU-124A  
104 British AW VC-10  
105 B.K.S. AS 57 Ambassador  
106 Highland Expr. 747-123  
107 Autair Int'l BAC 1-11  
108 Kuwait AW 747-269B  
109 Dan Air Comet 4C  
110 Dan Air DC-7BF  
111 Air Zimbabwe 720-025

#### Flite-Line Fotocards

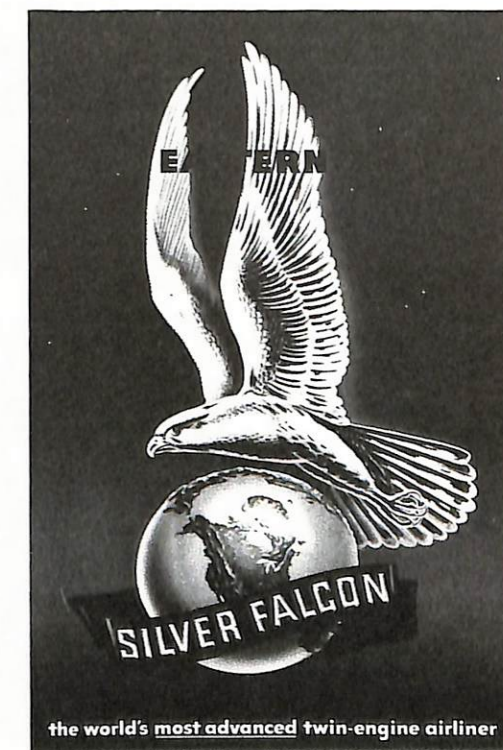
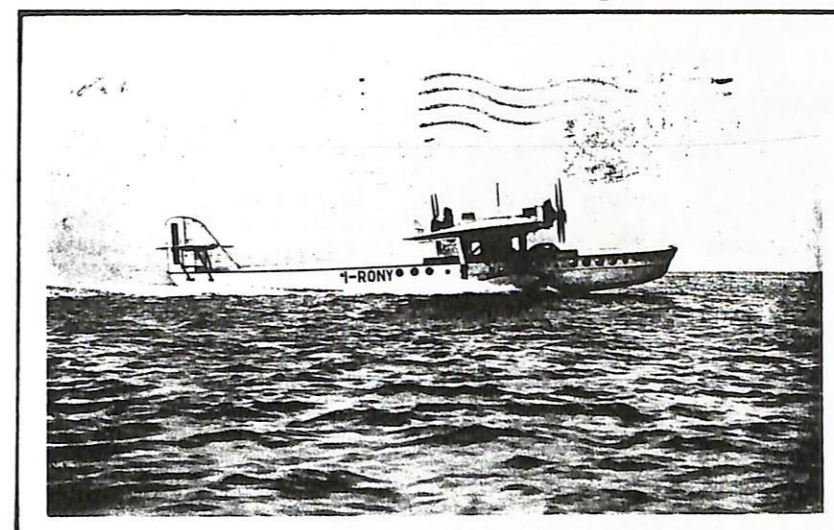
Latest sales list has these new exiting issues:

FLF  
054 Evergreen/U.S. Postal Service 727-100F  
055 Braniff 707-227  
056 Braniff BAC One-Eleven  
057 Qantas 747-200B new c/s  
065 TWA 747-200B  
059 Canadian Pacific CV-240  
060 Air Canada Vanguard Cargoliner  
061 TWA L-1011 original c/s  
062 TWA DC-9-32

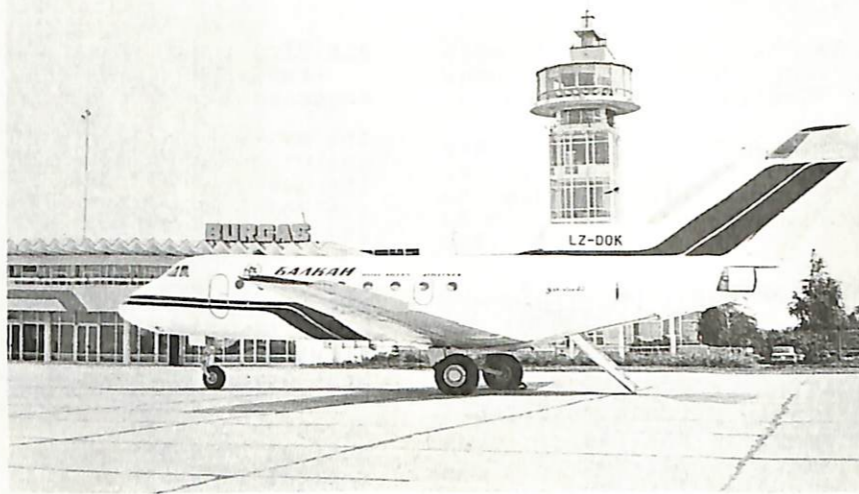
NOSTALGIA CORNER: Two historic postcards from my collection.

BELOW: Dornier Do R4 Super Wal I-RONY, c/n 170, of SANA which operated on the airline's domestic Italian and Mediterranean services in the late 1920s and early 1930s. Card was mailed from New York to Petersham, Massachusetts in 1939 and carries a 1 cent postage stamp. How times have changed!

RIGHT: Eastern Air Lines card issued after the introduction of the Martin 4-0-4. The back of this card proclaims, "The SILVER FALCON was built for Eastern by the Glenn L. Martin Company to bring you the highest degree of dependability."



- 063 Norcanair F-28-100 (in Canadian colors)
- 064 United Parcel Service 757-24APF
- 065 Independent Air 707-331B
- 066 Braniff 727-227 Ultra/bourgundy
- 067 Braniff 727-227 ultra/chocolate brown
- 068 Braniff 707-138B pastel/blue
- 069 Texas Int'l DC-9-31
- 070 Braniff DC-8-62 two-tone/green
- 071 United DC-10-10 4-star c/s
- 072 Eastern Express DC-3
- 073 Pan Am Express ATR-42
- 074 Western Express Metro III
- 075 USAir DC-9-31 test c/s
- 076 ONA DC-8-21 Confederate colors
- 077 LTU Sud 757-2G5 nc/s
- 078 National DC-7B



Balkan YAK-40, LZ-DOK c/n9620247 (Airline issue).  
Pan Am Airbus A310-221, F-WZEC (N801PA) c/n 288 "Clipper Berlin" (Coloco Combicard).



International Airline World Publishing Co.

- Collector Series Set #10
- HC-396 Southwest DC-3
  - HC-397 United 737, 1st livery
  - HC-398 Air Cal 737
  - HC-400 Eastern L-188
  - HC-401 Northwest 727, RC c/s
  - HC-402 Salair DC-3
  - HC-403 Cavanagh 720
  - HC-405 Mid-Pacific YS-11
  - HC-406 Air Florida 737
  - HC-407 Air Florida DC-9
  - HC-408 Flying Tigers 707
  - HC-409 Northwest DC-3
  - HC-410 American Int'l MD-80
  - HC-411 American DC-6A
  - HC-412 Wien DC-3
  - HC-413 Braniff DC-8 in Panagra colors

Mary Jayne's Railroad Specialties

- (All FEB 88 releases):
- MJ699 Aerolineas Argentinas 747-287B
  - MJ700 Atlantic Southeast DHC-7
  - MJ701 Colgan AW Be.1900C
  - MJ702 Dominicana 727-173C
  - MJ703 Empire AL Metro II
  - MJ704 Hemet Exploration DC-3C
  - MJ705 Jet 24 DC-10-40
  - MJ706 Ketchum DHC-2 Beaver
  - MJ707 LAN-Chile 727-116C
  - MJ708 Piedmont Commuter S.340A
  - MJ709 Simmons A.L. Shorts 360
  - MJ710 VIASA DC-8-53

PePeter Rentzsch

The following are new from West-Germany, all continental size with a white border

- Air Commerz 707-138B
- General Air CV-440
- Singapore Airlines A310

Skyliner Postcards

This card publisher in The Netherlands just released:

- 08 Cook Islands Int. 767-277
- 09 Great Barrier Airlines DHA-3 Drover 3

- 10 Air Anglia DC-3
  - 11 Aviaco F-27
  - 12 Sterling Philippine DC-843
- Future releases will include:
- Aerosucre C-46
  - Virgin Islands DC-3

World Aviation Productions

- WAP 02 USAF/Texas ANG KC-97L
- WAP 04 US Navy/Keflavik C-118B
- WAP 09 Petroloem A.S. Dash-7
- WAP 10 Air France Caravelle
- WAP 11 Air Gabon DC-6
- WAP 12 Air Algerie L-1011 (ATA colors)
- WAP 13 Faucett DC-4
- WAP 14 KLM 737-300
- WAP 15 Pakistan Int'l A300

- WAP 16 Surinam AW DC-8
- WAP 17 Air Guinee 707
- WAP 18 Trans Arabian A.T. DC-8
- WAP 19 Scanair DC-10
- WAP 20 CTA Espana DC-8
- WAP 21 Garuda F-28
- WAP 22 Ontario World Air 707
- WAP 23 Bagladesh Biman DC-8
- WAP 24 Intercont.'1 AW DC-8
- WAP 15 Thai Airways 737
- WAP 26 Thai Airways A310
- WAP 27 Royal Jordanian L-1011
- WAP 28 Malaysian Airl. A300
- WAP 29 Qantas 747 nc/s
- WAP 30 DHL World Wide 727-100F
- WAP 31 Pacific East Air DC-8
- WAP 32 Conifair L-749
- WAP 33 Canadian 737
- WAP 34 Canada West Air CV-440
- WAP 35 DHC-6 on floats
- WAP 36 Martinair A310



LEFT, top to bottom:  
Air 2000 Boeing 575-28A, G-000B c/n 23822 (API)  
Air Florida (707) 'Welcome Aboard' } (All airline issues)  
Iran Air 707-386C EP-IRL, c/n 20287  
Air Vietnam 707-331 XV-NJD, c/n 17683



RIGHT, top to bottom:  
Malaysia-Singapore 707-312B 9V-BBA, c/n 19737  
TAP (Portugal) 707-382B CS-TBA, c/n 18961  
Aeroamerica 720-027 N730T, c/n 18154  
(All airline issues)



# BOOKCASE

## REBELS AND REFORMERS OF THE AIRWAYS, by R.E.G. Davies

If airline founders are madmen who go against conventional wisdom and economic reason, it holds true for the 25 men Ron Davies has selected as his subjects.

Men like Walter T. Varney and Ralph O'Neill of before World War 2 have their counterparts in Ed Daly, Freddie Laker, Max Ward of the post-WW2 years. They are "members of a special breed" and were "either rebels or reformers, or they were both," the author says. "They broke the rules, kicked over the traces and fought for the Freedom of the Skies." For some it seemed almost a sport to see how they could get around government policy to get their way.

Rebels and Reformers does more than tell how these 25 men built airlines in defiance of everything thrown in their paths. It exposes government politics and favoritism which often had more to do with deciding which airline would go under and which one would survive, than did operational expertise.

Davies has interviewed several of the surviving people he writes about, and has talked with close relatives of the others.

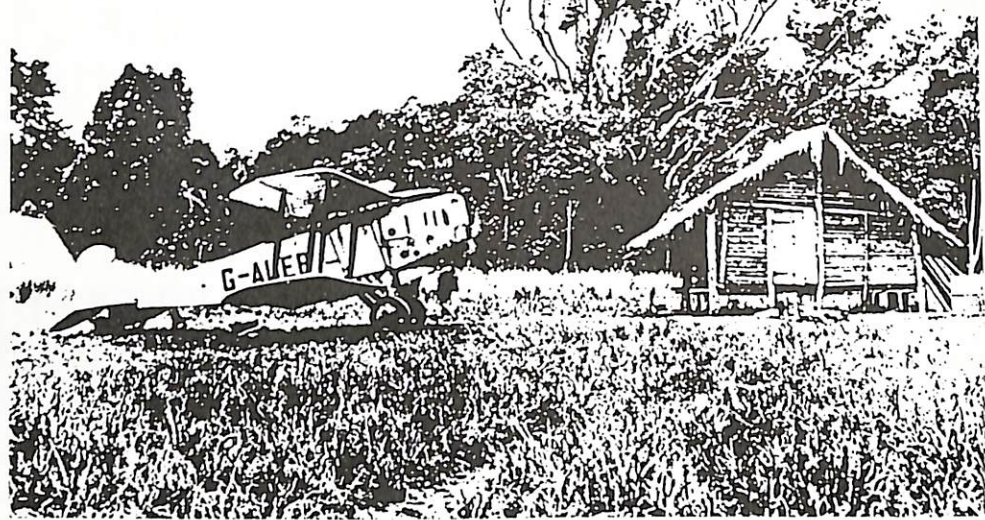
Of the 25 people, seven are Americans, five British, three Latin Americans, two Canadians and the others from France, Iceland, Asia and Australia. They have one thing in common: they dared to do it their own way, and the regulators or experts be damned. Some came out on top and others fell a long way before they were back where they had started.

Interwoven with the tales of how these men did it, are the histories of the airlines they founded and guided, because the two are inseparable.

Probably the most-unlikely and most-remarkable of the 25 was His Highness, the Prince Varanand of Air Siam. He believed so much in his airline, he put up his entire personal fortune of \$50 million, only to lose every penny of it, literally going from prince to pauper.

This is not a book about Howard Hughes' girl friends, Bob Six's prowess with pistols or Sir Freddie Laker's yachts and racehorses. But it

## "Ray Parer, the Battler from Bulolo" (REBELS AND REFORMERS OF THE AIRWAYS)



definitely is about the inner forces shaping the airline industry in which we all have such an intense interest.

Rebels and Reformers confirms Ron Davies' position as the pre-eminent airline historian of today. It belongs on the bookshelf of every WAHS member and everyone else even remotely connected with the airline industry. -JG

**PUBLISHER:** Smithsonian Institution Press, Washington, D.C. Available from Sm. I.P., P.O. Box 4866, Hampden Stn., Baltimore, MD 21211, 1987. Hardcover, 440 pages, 36 photographs, seven maps by the author. \$22.50 U.S. plus \$1.75 postage and handling.

## WESTERN AIRLINES - AMERICA'S OLDEST AIRLINE, George W. Cearley Jr.

Our schedule editor, George Cearley, Jr. has now in print this new volume in his series of illustrated histories of major U.S. airlines.

The 120 pages are jammed full of pictures of the aircraft, personnel, timetables, maps, labels and other publicity items, covering the entire history of the airline. Also included are histories of WA predecessor Western Air Express and the airlines which were absorbed by WAE and by Western Air Lines, such as Pacific Marine Airways, Standard Air Lines, West Coast Air Transport, Wyoming Air Service, Inland Air Lines, National Parks Airways and Pacific Northern Airlines. The

photographs on each page are so numerous, you wonder how the author managed to include the descriptive text. Highly recommended! -Don Thomas

**Publisher:** George Cearley, P.O. Box 12711, Dallas, TX 75225. **BOOK IS SOLD OUT!!!** \$16 U.S. plus postage and handling (\$7 overseas). Soft-cover.

## PAN AM - AN AIRLINE AND ITS AIRCRAFT, R.E.G. Davies.

This is the latest book by our member Ron Davies, curator of air transport at the National Air & Space Museum at the Smithsonian in Washington.

It is a lavishly illustrated review of all the aircraft ever operated by Pan Am, from Fokkers and flying boats to the latest jets, shown on a page each with full details of each type. The facing page has a history of each type's use by the airline. The blue and silver color of Pan Am is on the cover and there are more than 130 illustrations by Mike Machat which alone are worth gold to aircraft and airline enthusiasts, historians, and model builders. An absolute must for every WAHS member.

-Don Thomas

**Publisher:** Crown Publishers, 225 Park Avenue S., New York, NY 10003, 1987. Hardcover, 96 pages, 32 color scale drawings, 100 B&W photos, 20 maps. \$24.94 U.S. (\$34.95 Can. in Canada). Add \$1.65 U.S. for postage and handling.

## NOSTALGIA PANAMERICANA, by Don Thomas

"To the Land of Enchantment" says a poster reproduced in this book. And that is just where this book takes us.

Mere words are not enough to describe the joy derived from absorbing the illustrations in this book. Compiled, written, produced and published by our label editor Don Thomas, it is packed full of glorious full-color reproductions of old brochures, time tables and baggage labels.

The operations of the St. Petersburg-Tampa Airboat Line, Atlantic Coast Airways, Aero-Marine Airways, Sindicato Condor, SCADTA and many other flying boat operators of the first hour, besides Pan Am, come to live again in these pictures. And if anybody had any doubt about it, those 1920s and 1930s timetables etc. were works of art compared to today's utilitarian material.

The author says in his introduction that "this book is in no way a history of an airline or airlines." But Smithsonian curator of air transport Ron Davies, an airline historian of great reputation himself, differs. He says in his forward that "Don Thomas's book can take its place in the annals of history with as much justification as some of the scholarly works that adorn library bookshelves. These are consulted for reference and enlightenment but seldom perused for pleasure. I guarantee that this book will not be consigned to such a fate."

Don Thomas's book is about the romance of the early years of commercial air transport. As such this is a book for everyone who remembers and longs back to those days and for everyone who born too late to have been part of it. -JG

**Publisher:** Don Thomas, 1801 Oak Creek Dr., Dunedin, FL 34698, 1987. Soft cover, 62 pages. U.S.\$16 plus \$1 postage & handling.

## PASSENGER AIRLINERS OF THE UNITED STATES 1926-1986 - A Pictorial History, by Myron J. Smith, Jr.

If you have ever bought an airline ticket on a U.S. airline to fly from A to B in the past 60 years, you have flown in an aircraft described in this book.

From the Stout 2-AT and Curtiss Lark of 1926 to the ATR 42 and Airbus A310 of 1986, this is easily the most-



comprehensive guide to all American- and foreign- built airliners ever operated with U.S. airlines.

The book starts off with an overview of the growth of U.S. commercial air transport from the air mail contracts of 1918 to the 1980s jet commuters. After that, Mr. Smith presents from one to several (B&W) photographs, the basic technical details and a short description for each of about 150 different types of aircraft. The number of photographs and the length of the descriptive text depend on the importance of the type in question.

True to its title, dedicated cargo types such as the Canadair CL-44 (Flying Tigers, Slick A.W.) and a few others are not included, and that is a pity.

Of particular interest is the paragraph 'Selected List of U.S. Operating Airlines' at the end of each description.

I have found a small number of inaccuracies in the text, but despite this, Mr. Smith's book is an ideal quick-reference for all who neither need nor want any more information, and for those who want to use it as a quick entry into fur-

ther research. It deserves widespread circulation. -JG

**Publisher:** Pictorial Histories Publishing Comp., 713 South Third West, Missoula, Montana 59801, 1986. Soft cover, 200 pages, 430+ photos. \$12.95.

## CONTINENTAL AIRLINES, The First Fifty Years, 1934-1984, by R.E.G. Davies.

The history of Continental, one of America's great airlines, is told by Ron Davies in his familiar, thorough and accurate way, full of attention to detail. The airline started life as Varney Speed Lines (Southwest Division), flying mail between Denver and El Paso in wooden Lockheed Vegas in 1934. It was bought by Robert F. Six and renamed Continental Airlines in 1937.

The author tells of the struggle for survival in the late 1930s, the World War 2 activities and the strife between Six and his deputy, Terry Drinkwater, right after the war.

Beginning in 1951, the airline slowly expanded from its southwestern territory, on the one hand by taking over Pioneer Air Lines (formerly Essair), the first local service airline, and on the other hand through CAB route awards, such as the Denver Case of 1955, which put Continental into the big leagues. It began trans-Pacific service and also operated Air Micronesia under contract.

Things were looking up in the 1960s and 70s, but then President Jimmy Carter signed the Deregulation Act in 1978 "and nothing was ever the same again," the author says.

Rapid domestic expansion and increased competition on prime routes quickly led to financial disaster and in JUL 82 once-proud Continental merged with Frank Lorenzo's Texas Air as the only way to survive.

The author also details the infamous Chapter 11 bankruptcy of 24 SEP 83, the clash with the unions and the airline's rebirth as today's no-frills, no-union, low-cost airline.

Also told are the histories of Pioneer Airlines and Texas International. TI was born in 1940 as Aviation Enterprises, renamed Trans-Texas Airways in 1947 when intra-Texas DC-3 services started and became Texas International in 1967 to reflect its Mexican services.

The author explains the takeover of TI by Jet Capital Corporation (the company of Frank Lorenzo and Robert J.

Carney) in 1971 and he tells of Lorenzo's failed 1978 bid to take over National A.L. This book was sponsored by Continental/Texas Air and many of their suppliers. Short histories of those companies are included: Pratt & Whitney, McDonnell Douglas, Phillips Petroleum, General Electric and many makers of equipment.

27 fabulous sideviews (most in color) of CO, TX and Pioneer aircraft by Mike Machat and 21 route maps by the author supplement the many photographs of aircraft, schedules and personalities. -JG

**PUBLISHER:** Pioneer Publications, Inc, The Woodland, TX 77387. Hard cover, 192 pages

**THE AIRLINE THAT PRIDE ALMOST BOUGHT,** Michael E. Murphy.

This is the story of how the employees of Continental Airlines in 1981 very nearly succeeded in fending off a hostile takeover of their airline by Frank Lorenzo's Texas Air Corporation.

Led by Capt. Paul Eckel, they devised an Employee Stock Ownership Plan/ESOP to thwart Texas Air's takeover bid.

The author tells how Continental president Al Feldman, skeptical at first, becomes a committed supporter. He is so consumed by the struggle to maintain his airline's independence, he takes his own life when he realizes the plan will fail.

The book gives brief histories of Continental and Texas International before going into the takeover struggle. Epilogues tell of the events at Continental after the takeover, including the infamous Chapter 11 bankruptcy in 1983 and the airline's rebirth as a low-cost, low-fare carrier.

Murphy also tells of later events in the lives of those behind the ESOP, including Capt. Eckel, who organized employee-owned Pride Air, which briefly became a reality. Ironically, the author says, many airlines now have employee stock ownership plans, including Continental, in substantially watered down form.

One minor word of warning: Mr. Murphy's background is in corporate law, not airline industry, so while common airline jargon is carefully explained, there are some financial and legal passages that may not be clear to someone unfamiliar with those terms.

This is an engrossing account of events and people. It

is uplifting, heroic and ultimately, heartbreaking.

- Michael Adkins  
**Publisher:** Franlin Watts, New York & Toronto, 1986.

**AIR DISASTER,** Stanley Stewart.

Don't be misled by the title - this book is NOT sensationalist or exploitative in any way. It is a sober, scholarly, yet quite readable and informative account of 12 significant air crashes since 1930. In each case the author reconstructs the events leading up to the crash, often using actual radio transmissions from the aircraft, in a style that lets the reader feel he is right there in the cockpit. In each case the after-crash investigation is studied in detail, as are the lessons learned.

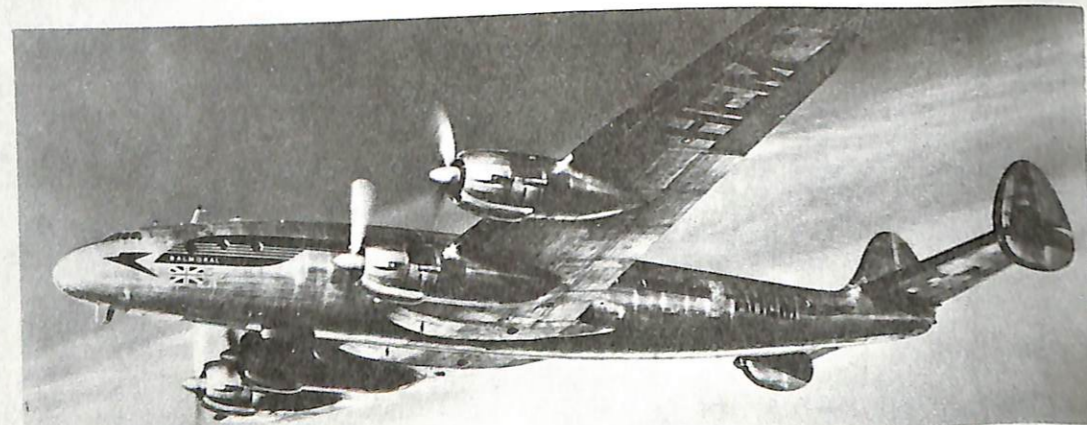
Readers in North America should keep in mind this is a British book and some of the cases studied are probably not well-known to most of them. A mid-air collision between a British Airways Trident and an Inex-Adria DC-9 over Yugoslavia is recounted, but not the TWA-United collisions over the Grand Canyon and New York, or the PSA-private aircraft collision over San Diego.

Other examples are better known: the Paris and Chicago DC-10 crashes, KAL 007 and the Comet disasters.

This is a fascinating, informative book. Almost anyone with an interest in commercial aviation will learn something they did not previously know, such as how an experienced Air New Zealand crew through a seemingly minor problem flew a perfectly operating DC-10 into an Antarctic mountain.

A well-researched, factual, highly-recommended book.

- Michael Adkins  
**Publisher:** Ian Allen Ltd., London, 1986. Available in most aviation book stores.



**LOCKHEED CONSTELLATION,** (Classic Civil Aircraft #1), by Kenneth E. Wixey

This richly illustrated book tells in great detail the story of the design, development, production, technical aspects and world-wide operations of the Constellation, Super Constellation and Starliner.

The author first shows how the Vega, Orion, L-10, L-14, L-18, their military variants, and the abandoned L-44 Excalibur project led to the L-49. Howard Hughes' influence on the L-49 design is told.

Connie operations with major and many smaller airlines are detailed and one chapter profiles the military models of the series.

The author discusses the turbo-compound engines of the Super Connie and Starliner, and proposed civil propjet and other unbuilt models. He also takes us inside "the battle of the giants" between Lockheed and Douglas for market supremacy with their Connie and DC-6/7 series respectively.

appendices list the differences between the models (built and unbuilt) and which models were operated by 10 principal airlines.

This is a book for all airline and airliner historians and registration enthusiasts (aircraft registrations are quoted throughout). Latin America enthusiasts will like the chapter about new and second-hand Connies on that continent. Model builders will find the clear photographs of much interest, even though they are all in B&W (except for the three dustjacket photos). -JG

**PUBLISHER:** Ian Allan Ltd., London, 1987. Hard cover, 112 pages on glossy paper, 140 photographs.

From: LOCKHEED CONSTELLATION, Classic Civil Aircraft #1.

The following mini-conventions and other meetings have been scheduled:

**AIRLINE COLLECTABLES SHOW & SALE**

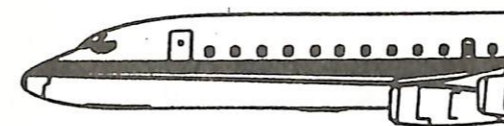


**BAY AREA AIRLINE HISTORICAL SOCIETY**

**APRIL 23, 1988**  
**Saturday 10 a.m. - 4 p.m.**  
**SHERATON AIRPORT HOTEL**  
1177 Airport Blvd.  
Burlingame, CA 94010

Admission - \$3 (with card - \$2.50)  
Children under 12 (with parent) FREE

For more information call:  
Thomas G. Dragges (415) 574-8111 after 6:00 p.m.



**HISTORIC TWA UNIFORMS**

These three historic TWA stewardess uniforms were modeled at a "Save A Connie" exhibit at Hancock Airport, Syracuse, N.Y. in AUG 87.

Publication here seems appropriate because of the articles about the International Stewardess Uniforms Collection and the Kansas City airports history in this issue. The Super Connie is being restored at Kansas City.

The uniforms from left to right, are Fall 1938 (modeled by Julie Boley); Summer 1938 (Charlene Thibaudeau) and Summer 1955 (Patty Burke).

(Photo by Joseph Nilo, Saratota, N.Y.)

**23 APR 88 (Saturday)**

1200 - 2000 hrs  
**4th AREO HOBBY MEET**  
Many collectables!  
Hannover Airport, HANNOVER, W.Germany, 'Genf' Room, 4th floor main terminal building. 1800 hrs: slide show.  
For spotters: Room looks out over ramp. Hannover Messe will bring in many charters.

**14 MAY 88 (Saturday)**

& **29 OCT 88 (Saturday)**  
**AIRLINER EXPO 88**  
Sheraton Airport Hotel, ATLANTA, Georgia, USA  
For info, write Bryant Pettit, 3756 Windsor Circle, Clarkston, GA, USA 30021.

**05 NOV 88 (Saturday)**

1030 - 1600 hrs  
**AVIATION PHOTO SHOW**  
Skyline Hotel (Toronto & Vancouver Rooms), 655 Dixon Rd., just east of Toronto Int'l Airport, TORONTO, Ontario, Canada.  
For info, write OAES, Box 72, Mississauga, Ontario, Canada, L4T 3B5, or phone Brian Dunn, (416) 793-0941

**20 JUL - 23 JUL 89**

All day  
**AIRLINERS INTERNATIONAL '89**  
Skyline Hotel, Toronto, Ontario, Canada  
Hosted by Ontario Aviation Enthusiasts Society (OAES), Box 72, MISSISSAUGA, Ont., Canada, L4T 3B5.



**DENVER '88**  
AIRLINERS INTERNATIONAL

**23 - 25 JUN 88 (Thurs-Sat)**

All day  
**AIRLINERS INTERNATIONAL '88**  
Clarion Hotel, DENVER, Colorado, USA  
Hosted by Colorado Airliners Int'l, P.O.Box 440713, AURORA, CO, 80044-0713, USA

**AN INVITATION**

We would like to publish in the CAPTAIN'S LOG the place, time, etc. of your airliner mini-conventions, swap meets, slide shows, model contests and the like, for the benefit of WAHS members who would like to participate if they only knew of the event. Publication of place, date, etc. is free of charge

The following deadlines **must** be observed:

- For JAN-MAR meetings - 15 OCT
- APR-JUN meetings - 01 FEB
- JUL-SEP meetings - 01 MAY
- OCT-DEC meetings - 01 AUG

We publish only four times a year and because we are an all-volunteer hobby organization, our production time is longer than that for a commercial magazine with paid staff.

Meeting these deadlines should be possible, because airliner meetings require advance planning and booking of space months in advance.

Meeting information will not be published in the LOG if that issue is likely to come out after the event.

If you wish, you may send details even earlier and we'll try to get it in the two or more issues preceding the event.

Please send details to the main editorial address in Welland, Ontario, Canada. If you want flyers included with the LOG, please contact Paul Collins. -JG



# AirlinerExpo Atlanta '88

North America's Largest One Day Airliner Show

Show Dates  
For 1988

May 14  
October 29



- ★ TWICE THE FLOOR SPACE OF PREVIOUS SHOWS
- ★ TRADING/BUYING/SELLING OF AIRLINE MEMORABILIA
- ★ SLIDE SHOWS OF AIRLINERS PAST AND PRESENT
- ★ DISPLAYS OF AIRLINE MODELS AND COLLECTIBLES
- ★ AIRLINE TRIVIA CONTEST
- ★ DOOR PRIZES ALL DAY INCLUDING:

AT THE:

**Sheraton Atlanta Airport Hotel** 1325 VIRGINIA AVE., ATLANTA, GA 30337  
(404) 768-6860  
SPECIAL CONVENTION ROOM RATE \$55  
(Up to Four in a Room)

CALL TOLL FREE 1-(800)-325-3535 AND REQUEST AIRLINER EXPO RATE  
REGULAR RATE WILL BE QUOTED (CONVENTION RATE GIVEN ON CHECK-IN)  
**FREE AIRPORT SHUTTLE**

If you have an interest in the airline industry whether as a professional or as a hobbyist -- this is the meet for you! On display and for sale or trade will be airliner books, pictures, color slides, t-shirts, postcards, model kits, playing cards, dining service items, stickers, schedules, pilots wings and many other items. So break out your collectibles for a great swap meet and a chance to meet your fellow aviation enthusiasts.

**ADMISSION:** Adults - \$3.00 Children 6-12 - \$1.00 Under 6 Free!  
**DISPLAY/SALE/TRADE TABLES:** \$18.00 (6 FT.) INCLUDES 2 FREE ADMISSIONS  
FOR MORE INFORMATION OR TABLE RESERVATIONS CALL  
**BRYANT PETITT (404) 292-6969 (DAYS)**  
**JOHN JOINER (404) 487-3732 (NIGHTS)**  
OR WRITE: BRYANT PETITT, 3756 WINDSOR CIRCLE, CLARKSTON, GA 30021

## TRI-STATE AIRLINE HISTORICAL SOCIETY



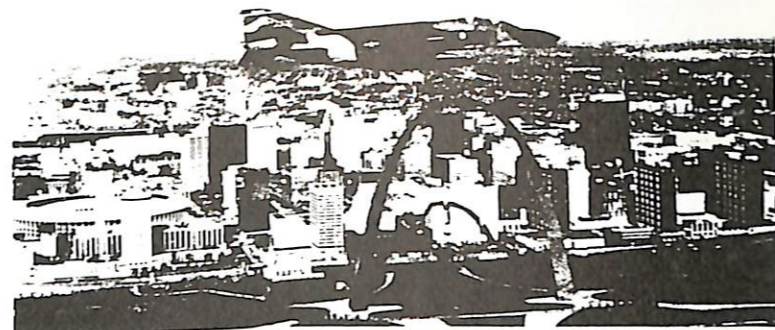
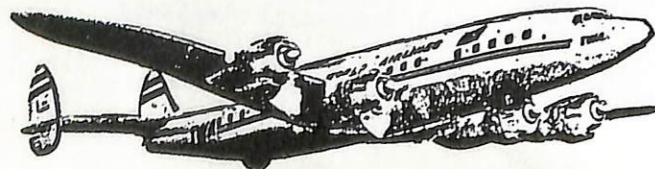
- Special Hotel Rates \$55/night up to 4 to a room
- Large (3100 sq ft) Display / AT Trade Area
- Shuttle To/From Airport
- Coffee Shops and Restaurants located in and around hotel
- Slide Shows
- Surprise's Throughout The Day

SEPTEMBER 9 & 10, 1988

**NEWARK INTL.  
VISTA HOTEL**

Friday, September 9th.  
Get Together Party, Slide Show  
7:00 pm --- ???  
Saturday, September 10th.  
Show opens 9:30 am.  
Show Closes 5:00 pm.  
(Dealer set-up 7:00 am.)

We at the Tri-State Airline Historical Society are proud to announce the first Mini Convention for the airliner buff to be held in the New York area. Whether you are interested in the airline industry as a professional or as a hobbyist this convention will be the place to be. Airline memorabilia such as; books, photos, slides, timetables, models, postcards, pilot wings, stickers, posters and so on will be on display, for sale, and for trade. So come on, join your fellow enthusiasts for what is sure to be a great show. Once we receive the completed form below we will put you on our mailing list for updates and we will send you a hotel registration card for you to fill out and return to the hotel. Make sure you indicate you are with the T S A H S airline convention.



F-4 PHAN CON 88  
St. Louis, Missouri  
May 5, 6, 7 1988  
Stouffer Concourse Hotel

The F-4 PHANTOM SOCIETY, in association with the McDonnell Douglas Corporation and the 131 TFW/110 TFS of the Missouri Air National Guard, presents F-4 PHAN CON 88. This gathering of friends of the F-4 Phantom II is for the purpose of celebrating the 30th Anniversary of the first flight of this magnificent fighting machine. It was also the first international meeting of members of the F-4 PHANTOM SOCIETY. The activities at the Stouffer Concourse Hotel, however, will be open to all those interested in the F-4 Phantom II.



The 131 TFW/110 TFS of the Missouri Air National Guard will host a very special ceremony on Saturday, May 7, 1988 honoring the 30th Anniversary of the first flight of the F-4. This ceremony can be attended by invitation from McDonnell Douglas or by being registered at the F-4 PHAN CON 88 meeting.



Stouffer Concourse Hotel will be the meeting site of the F-4 PHAN CON 88. The Hotel is located very near the Lambert International Airport and provides complimentary shuttle service to and from the airport. Rooms booked for the meeting will face the airport and give you a very good view of activities at this very important aviation hub.

SOUTHERN FLORIDA AIRLINE HISTORICAL ASSOCIATION



Miami Int'l Airport

## HANGAR SALE

(AIRLINER SHOW)

INCLUDING  
**MEMORABILIA  
& COLLECTABLES**

SATURDAY  
**MARCH 26, 1988**

9:30 a.m. to 4:30 p.m.

at

The Playhouse at the **VISCOUNT HOTEL**

5301 N.W. 36th Street - Miami, Florida 33166 - (305) 871-6000

Airport shuttle - Blue and White van leaves the hotel on the hour.

- ★ Ramp bus tour
- ★ Model airliner contest
- ★ Photo and slide contests
- ★ Trading/buying/selling for anything the airliner enthusiast could ever want
- ★ Trivia Contest

The Southern Florida Airline Historical Association (SFAHA) is an all-volunteer association of friends. Open to anyone with an airline hobby or professional interest in the industry, past and present. Interests include airline and/or airline histories, routes, photography, exhibits and the collectibles of all materials associated with the industry (photographs old and new, postcards, shirts, timetables, books, model kits and memorabilia). Break out your collectibles and bring them out and share your memories with your fellow collectors.

**ADMISSION:** Adults-\$2.50 Children under 12 with an adult-FREE

**DISPLAY/SALE/TRADE TABLES:** All Tables-\$20.00

Call **DON** or **LINDA LEVINE** at 935-1791 or 935-2922 for Table Reservation and Information.

Send Checks and/or Request for Information to:

1836 N.E. 213 LANE  
NORTH MIAMI BEACH, FL 33179

Ellen or Dave Jones - Model Contest Coordinator 963-1043



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

by

Paul F. Collins

Year 14! Yes, we are now entering our 14th year of operations. It seems just like yesterday that I was trying to find something to put in the first issue of the LOG. Since that first issue, a lot of airline stories have appeared in the pages of the magazine that holds this organization together. The content and quality of the LOG has increased so much over the years and a lot of the credit for the improvement goes to our current Editor and his fine staff of contributing editors. I can see no let-down in this continued improvement in the magazine and look forward to many more years of continued success and growth.

Along with the beginning of year 14 of the Society, it will soon be time to head for Denver and the 12th edition of Airliners International. Al and his crew have been working hard to show us a good time in the "Mile-High" city and I am looking forward to meeting, once again, with old friends and meeting some new ones. If you have not received your convention registration material by the time you read this, please see the advertisement on the back cover of this issue of the LOG and write to the address shown and request all the necessary information.

With regards to the convention this year, the World Airline Historical Society will sponsor the first ever post card contest. I am not quite sure how this will work out, but if your interested in showing off some of your cards, please bring them to Denver. The rules for the contest will be sent along with all the other material that you will be receiving from the convention committee. We will be looking forward to seeing some super cards!

We are now out of the Airliners Int'l 87 pin. We have about 15 of the Society pins left along with 5 copies of WINGS TO THE ORIENT and 7 copies of the history of Hawaiian Airlines. When these are gone there will be no more, so if your interested in any of these items, get your order in as quick as you can.

I would like to thank you for getting your registrations in on time this year. I held off as long as I could on laying out the roster so as many of you as possible could be listed. If you sent in your renewal in late February, your listing will not show up until the up-date in the new issue of the LOG. This year the membership up-dates will be on separate insert sheets. We will try this, just for this year, and see what response we receive from members. I advise that you get a notebooks and place your roster in it. By doing the roster this way, it will give our Editor a few more pages to use for the "more important" material. At least that is what he tells me!

For those that might be interested, our sister organization, the F-4 Phantom Society, will be holding their first-ever get-together in St. Louis in early May. If your interested in military aircraft, you may want to take in this meeting. See advert for meeting in back section of this issue of the LOG.

While I have not been sending out any jacket order forms, I have a number of jackets on hand if anyone is interested in purchasing one. The jacket is silver nylon with cotton lining. On the back of the jacket is the Society logo in color and black. It is a very nice jacket and one that you would be proud to wear. The price is \$30.00 which includes postage and handling. For overseas orders please add an additional \$5.00. Also on hand are a number of Society hats. The price on these is \$5.00 plus \$1.50 for postage and handling. Limited back issues of the CAPTAIN'S LOG are available for \$3.00 each. These include all of Vol X, XI, XII and XIII. If your interested in any of the above, please contact Society HQ.

We will probably get another issue of the LOG out before the convention. If we don't, I really look forward to seeing all of you once more. Please plan on attending the business meeting at the convention this year because we do have a few items to discuss. Nothing that will shake the earth, but a few things that we need to talk over. Until the next issue, or Denver, whichever occurs first....Happy collecting!!

*Paul*



# AIRLINER KITS, DECALS AND COLOR SLIDES!

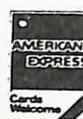


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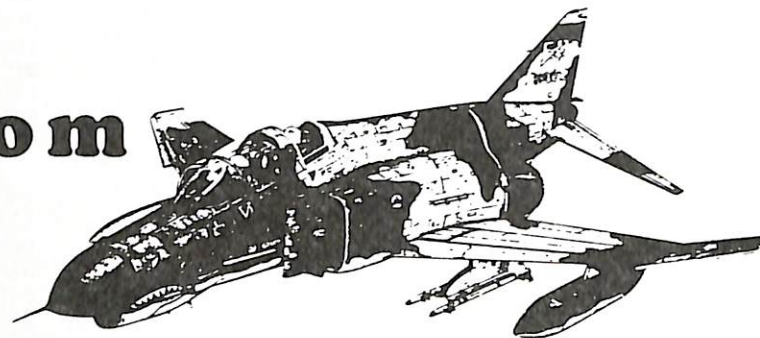
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(408) 629-2121



## F-4 Phantom Society



### F-4 PHAN CON 88!!!

On Thursday, Friday and Saturday, May 5, 6 and 7, 1988, the sister organization to the World Airline Historical Society, the F-4 Phantom Society, will host its first-ever meeting. This historical event will take place in St. Louis at the STOFFER CONCOURSE HOTEL, located at Lambert Int'l Airport. Along with being the first-ever Phantom Society meeting, the organization will be celebrating the 30th Anniversary of the first flight of the F-4 Phantom II. A very special ceremony will be held on Saturday, May 7 on the grounds of the 131 TFW/110 TFS of the MISSOURI ANG. This ceremony will give due recognition to an aircraft that has faithfully served its country and a number of allies as well. During this special ceremony there are plans to have a number of different Phantoms on display.

During the course of PHAN CON 88 there will be a vendor area, where those attending can purchase all types of Phantom memorabilia, and a display area where there will be model, patch and art work on review. During the course of the several days, there will be slides shows and movies of our beloved F-4.

If you would like additional information about F-4 PHAN CON 88 and/or the F-4 Phantom Society, please write to Society HQ at 3381 Apple Tree Lane, Erlanger, KY 41018. If you are a PHANTOM PHANATIC, then you need to belong to this organization!!!



### NEW CARDS FOR THE COLLECTOR

The International Airline World Publishing Co has produced several hundred Historical Collector Post Cards. Only 500 copies of each of these cards is being printed. The cards represent many aircraft and color schemes never before printed as post cards. If your interested in getting in on purchasing this attractive set of cards, write to the address below for additional details and their current listing of cards.

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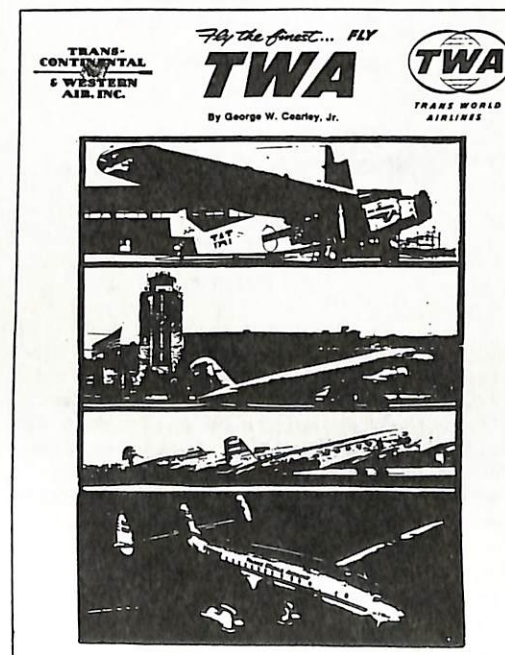
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**THE LARGEST  
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OF 1988**

Early Registration,  
Welcome Party & Limited Shows  
**Thursday, June 23<sup>rd</sup>**

Main Trade, Sales, Displays, Contests & Tours  
**Friday, June 24<sup>th</sup>**  
**Saturday, June 25<sup>th</sup>**

Banquet & Featured Speaker  
**Saturday Evening, June 25<sup>th</sup>**

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