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JUNE '88



CAPTAIN'S LOG

Airline and Airliner quarterly



DOUGLAS
HISTORICAL
FOUNDATION

DC-2 N1934D, restored by the Douglas Historical Foundation, on takeoff for its 'second first flight'. The real first flight was in MAR 35, the second one was 52 years later: on 25 APR 87, from the Long Beach Airport, where it was built. Inside this issue we feature DC-2 and DC-3 restoration projects in the USA and Holland.
(Douglas Historical Foundation photo via Harry Gann)



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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.

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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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Thank you

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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

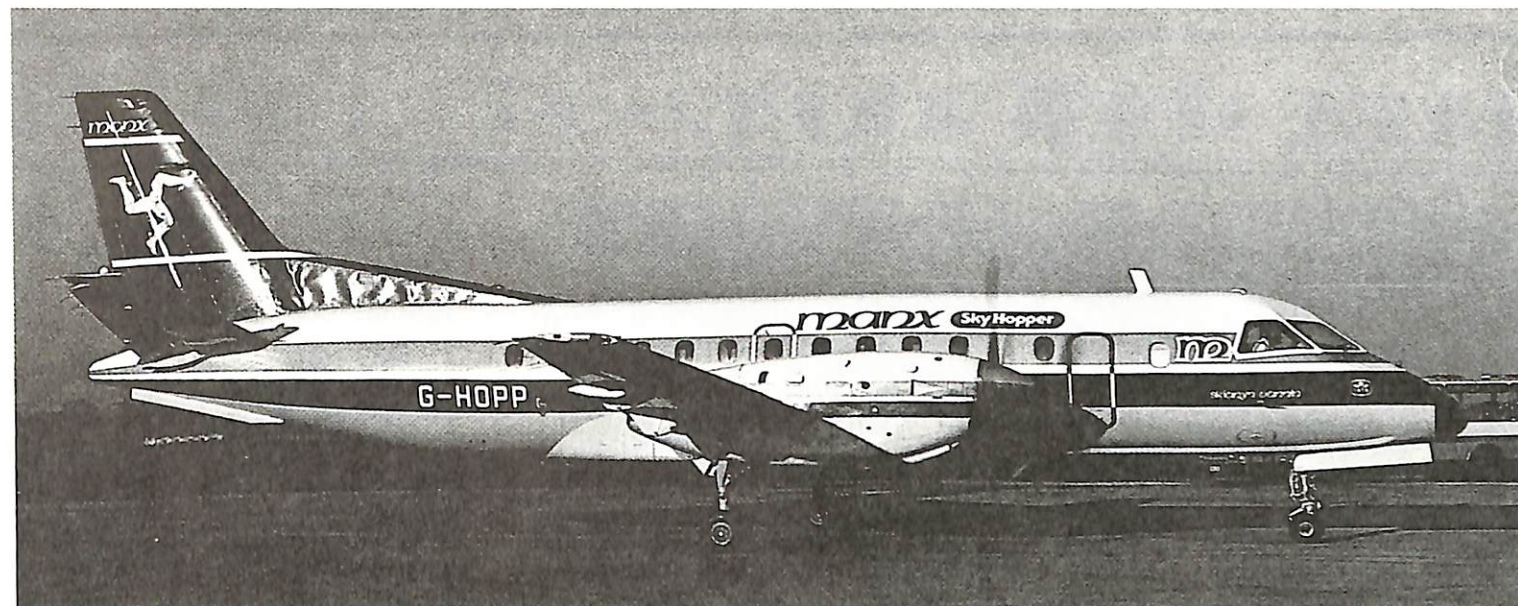
The CAPTAIN'S LOG is mailed quarterly to all members of the WAHS. Our deadlines are 01 FEB, 01 MAY, 01 AUG and 15 OCT. The issues are mailed out approximately 4-6 weeks later. The CAPTAIN'S LOG is mailed by permit mail in the U.S. so please allow ample time for delivery. Members outside the U.S. who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

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SAAB 340 G-HOPP, c/n 009, of U.K. carrier Manx Airlines Skyhopper service, photographed at Liverpool, England, spring 1987. (Andreas Saase photo, U.S. Publications Airborne postcard No. 103.)

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

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FLIGHT MANIFEST

- 2. TAKE-OFF TALK
- 3. MIDWAY IS 60 BOB SORAPARU
- 10. DC-3 OPERATIONS Mexican style JAN KOPPEN & MARGRIET HODGEWERF
- 13. DC-3/2000 JOOP GERRITSMA
- 14. POSTCARD CORNER BILL DEMAREST
- 16. STICKER CHATTER DON THOMAS
- 20. WINGS & THINGS RICHARD KORAN
- 24. JUNIOR CREW INSIGNIA STAN BAUMWALD
- 25. AIRLINE MODELING GERRY COLE
- 28. WORLD OF AIRLINE SCHEDULES GEORGE CEARLEY JR.
- 33. AIRLINE DINNERWARE RICHARD W. LUCKIN
- 35. THE SLIDE COLLECTOR RICHARD FEDORCO II
- 37. READERS SAY
- 38. PRESERVATION: JOOP GERRITSMA
- 38. DUTCH DAKOTA ASSOCIATION
- 42. PH-TCB RETURNS
- 43. A DC-2 IS REBORN
- 45. ALASKA AIRLINES RESTORES A DC-3
- 46. AIRLINE PLAYING CARDS THOMAS DRAGGES
- 47. BOOKCASE
- 49. F-27 FRIENDSHIP ASSOCIATION
- 50. PRESERVATION: DH-104 ASSOCIATION ... JOOP GERRITSMA
- 51. MEETINGS & CONVENTIONS
- 52. THE CONVENTION ALAN MINICH
- 53. MEMBERSHIP NEWS PAUL COLLINS

TAKE-OFF TALK

Our major feature in this issue is a report on Chicago Midway Airport, which observed its 60th anniversary of scheduled services last December. But for several years before that there already was some modest aviation activity at the field.

Midway was for many years the busiest commercial airport in the world. Our story was written by Bob Soraparau of Chicago at the request of our regular airports editor, JET Thompson.

Besides this and the columns of most of our regular editors, this issue of the LOG also contains quite a bit of DC-2 and DC-3 material. It is the balance of the information, copy and photos about these two types I had received in the past couple of years from several members.

With this out of the way, we will turn to other subjects in the next issues. Several histories of airlines and aircraft from WAHS members are already in hand and others are being prepared ... stay tuned!

Returning for a moment to the DC-3, the old gal is full of surprises. Everytime you think the final chapter in her history has been written, another plan surfaces to prolong the life of this, the world's most versatile airliner ever. See page 20 for the story on the DC-3/2000.

Recently I received a letter from WAHS member Roger Braatz of Owatonna, Mn.

Roger says Scot F. Kirk, a distributor of various aviation magazines, declared bankruptcy in February. Roger enclosed a copy of an attorney's statement with his letter. Filed in Bankruptcy Court for the Middle District of Pennsylvania by Robert F. Knapp, attorney for Kirk, the statement lists 19 creditors, including individuals and companies. Amounts owing by Kirk ranged from a low of \$15.95 to a high of \$161.80.

HELP NEEDED

Some time ago Mike Adkins of Tucson, AZ, sent me a manuscript and photos re Go Air/Royal American. I had hoped to publish this material about four or five issues ago. How-

ever, attempts by Mike to contact company owner Ron Clark and get updated information, have failed. Mike's copy stops in JAN 83. Go Air has since then suspended services, but there was talk of starting up again.

Does anyone of you know of the activities or otherwise of this airline after JAN 83? If you do, please drop me a line.

The company was unique in operating, or at least owning, a large Vickers Viscount fleet at a time when the type had all but disappeared from North American skies.

CORRECTION

We continue to experience difficulties with the printer transposing pictures. In the previous issue, 14/1, the two Kansas City airport postcards on page 24 are in the wrong place. The top picture shows MCI and should have gone at the bottom. The picture at the bottom shows KCK and should have gone at the top.

Again, the easiest way to solve it is to make a Xerox copy of the page, cut out the two captions, and paste them under the right photos.

I do apologize to our readers for the error, and to author Terry Anderson.

Another WAHS member - whom I shall not name here - sent me a letter to complain about us running the article on Hans Mulder's stewardess uniform collection in 14/1. He said this collection is not nearly the largest in the world (I

Condor DC-10-30 in 1/200 scale, by Walt Fink. It is published here because there was no space in the Airline Model pages (p.37).



never said it is!). He said there are at least two collections in the USA which are larger and which also cover a greater range of time: both include pre-World War 2 uniforms.

That is true, of course, and I will respond to the letter directly to the sender. However, the point I want to make here is that Mr. Mulder sent me a pile of information about his collection, and the other two people did NOT. I cannot publish information I do not have.

The lesson is that if any of you has a collection of something related to the airline industry which is unique for one reason or another, or even if you have only a few pieces which are remarkable or interesting, don't hide or hoard it. Send us an article, or raw information for us to cast into words, and we'll gladly publish it.

I hope this issue of the LOG will be in the hands of at least our North American readers and those overseas readers with an airmail membership, before the convention in Denver in June. I hope to meet many old friends there and hope to make many new ones.

Happy landings, and see you then.

Joe

REPORT FROM THE FIELD

CHICAGO'S MIDWAY AIRPORT
THE BIRTHPLACE OF
MODERN MUNICIPAL AVIATION

By BOB SORAPARU

Chicago's Midway Airport celebrated its 60th anniversary of scheduled services on 08 DEC 87. This popularity during all those years has been in part due to location: just 10 miles southwest of Chicago's 'Loop' and much closer than O'Hare. From 1932 through 1960, MDW held the title 'The World's Busiest Air Terminal.'

The field was originally known as Chicago Air Park and was dedicated by the City Aeronautical Bureau on 01 OCT 22. The following year, using an unclaimed army surplus canvas hangar purchased for use by the U.S. Mail Service, the James Levy Aircraft Company began operations on the field. The company sold airplanes - the Canadian Curtiss Jenny - to sportsmen and adventurers. Customers who bought the airplanes also learned to fly there. Many hoped they could make money by flying passengers on sightseeing trips.

In 1924 another early pioneer, Philip G. Kemp, began an airborne sightseeing and civilian flight instruction business at the field. He built a brick and steel hangar at the Cicero Avenue end of the main northwest/southeast runway for his operations.

Instrumental to the success of the airport was the signing by President Calvin Coolidge on 02 FEB 25 of the Kelly Act. This turned air mail carriage over from the U.S. Post Office to private contractors on a low-bid basis. This act basically created the modern airlines in the USA.

On 01 APR 25 Chicago city council unanimously approved an ordinance, introduced by Alderman Dorsey Crowe, to authorize the city to sign a 25-year lease with the Board of Education for the new airport at 63rd Street and



'The hub of American aviation.' A northeastward view of Chicago Municipal Airport, from which 84 scheduled airplanes departed daily when this photo was taken in 1929. 63rd Street is in the foreground and Cicero Avenue in at the top of the photo. The two aircraft at the left are Ford Trimotors of Stout Air Services (NC9688) and Northwest Airways (C7739). Also on the field are an unidentified Ryan and (in center of photo) two Northwest Airways Hamilton Metalplanes. (Chicago Aerial Survey photo via Bob Soraparau)

MIDWAY is 60

Cicero Avenue. This original lease was for 300 acres, approximately one-half of a square-mile section bisected by east/west railroad tracks running across the field.

At the outset only about 120 acres were developed with improved runways, although the western half of the leased land was intended for use as a turf landing field during dry weather.

The Chicago Municipal Airport, at 59th Street and Cicero Avenue, was officially opened on 08 MAY 26. It boasted two cinder-lined runways, 1,200 ft (366 m) and 1,500 ft (458 m) long and both 90 ft (27.5 m) wide. The first airplane, a Curtiss Carrier Pigeon of National Air Transport (NAT), touched down and taxied toward a group of smiling people who had gathered to greet it after its short flight from neighboring Maywood Field. It was truly an historic occasion as the vi-

brating exhaust pipes stopped spitting flames and the wooden propeller jerked to a halt.

However, all the fanfare was for nothing as the airport returned to the near-deserted state which had characterized it since 1922.

But that changed on 08 DEC 27, when Boeing Air Transport landed the first airmail run into the new airport from Omaha, Nebraska. The pilot of the airplane, Ira O. Biffle, is said to have taught Charles Lindberg to fly.

This first airmail flight signalled the transfer of all scheduled operations from Maywood Field to Municipal. Four days later, 12 DEC 27, the airport was officially dedicated by Mayor William Hale Thompson.

The year also saw John A. Casey become superintendent (airport manager - a title he held until 1958).

During the late 1920s, air

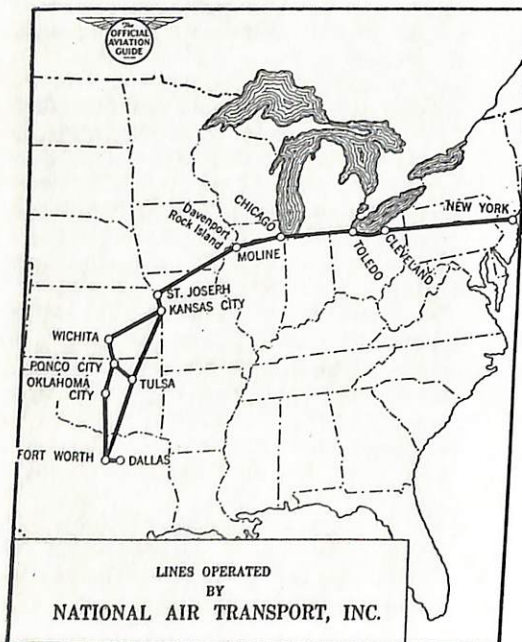
travel remained a precarious adventure, reserved for the wealthy elite. At the end of 1928, the first full year of operations, seven air carriers were transporting mail and passengers on 16 daily flights and Municipal had become the busiest airport in the nation. That year, 14,498 passengers used the airport and airplane operations numbered 41,660. It is obvious from these numbers that the bulk of the payload in those days consisted of air mail.

The seven carriers using the field that year were Embry-Riddle, NAT, Northwest, Stout, Universal, Interstate and Boeing Air Transport.

Lights were added to the airport in 1928 and a traffic controller with a flag was added the following year. His duties were to view flying regulations and add new ones if necessary, and he was to station himself at the takeoff end of the runway-in-use to give the all-clear to pilots when it was all right to take off.

Chicago's first scheduled commuter service began in the summer of 1929. Curtiss Flying Service of the Middle West provided service between the Chicago Loop, at 8th Street on Lake Michigan, and Municipal. They used eight- and four-passenger Sikorsky S-38 and Ireland N-2-B amphibians. Braniff began service from Municipal to Kansas City on 25 FEB 31.

A new terminal building at 62nd Street and Cicero Avenue was officially dedicated by Mayor Anton J. Cermak on 15 DEC 31. This first terminal, built at a cost of \$150,000,



stood on the site of the canvas hangar erected in 1923 by the James Levy Aircraft Co.

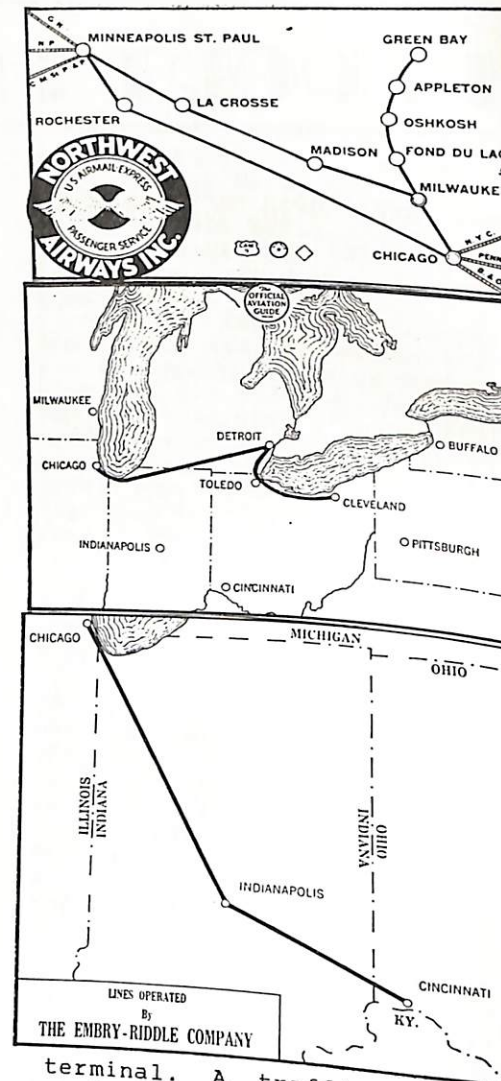
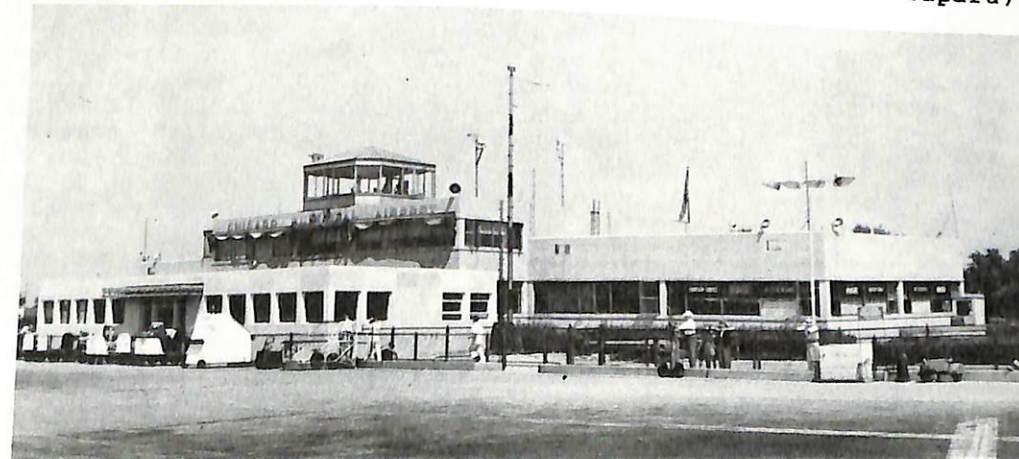
Through this terminal would pass more passengers, and from it would depart more regularly-scheduled passenger and air mail aircraft than at any other airport in the world.

During Chicago's Century of Progress Exposition in 1933-34, passengers flew into the airport on such great airplanes as the 14-seat Douglas DC-2, the Curtiss Condor 32, Ford 5-AT Trimotor, Stinson SM-6000, Lockheed 10 Electra and Boeing 247, the world's first modern airliner when it entered service in MAR 33.

Eastern Air Lines began mail and express service from Municipal to Indianapolis on 12 JUL 34.

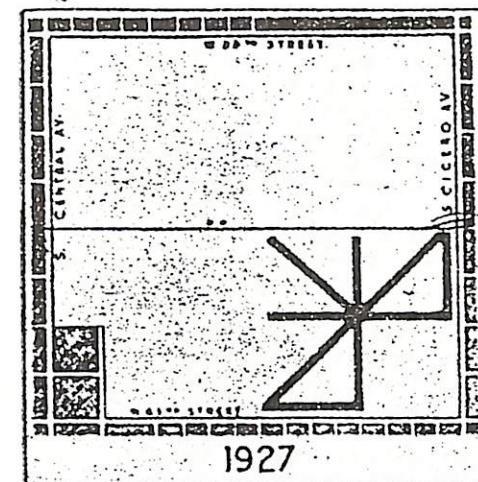
By 1932 Municipal had become the busiest airport in the world. That year it handled 100,847 passengers on 60,947 flights. An airway control tower, station WGEN, was added to the terminal in 1934. At the same time the ground flagmen were replaced by a system of stop and go lights atop the terminal building to control traffic. The 14-inch, 500-watt lights were in operation 24 hours a day and could be seen by pilots both during the day and the night. With this new system, devised by airport superintendent John A. Casey, airplanes would wait for a green flash before taxiing or taking off. A red signal was an order to stand by and flashing red and green lights meant the airplane was to return to the

The first terminal and administration building at Chicago Municipal, completed in 1931, and the expansion added to the front in 1943. Expansion was designed by architects for United Airlines, lines and was considered by the city to be equal to five years of pre-paid rent. The space they vacated in the main terminal, was taken over by Braniff, Northwest and Chicago & Southern. (Chicago Times photo via Bob Soraparu)



terminal. A traffic manager could control the movement of all airplanes on the field just by operating the light switches.

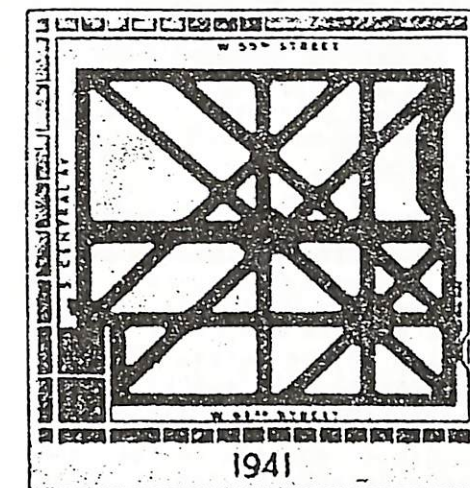
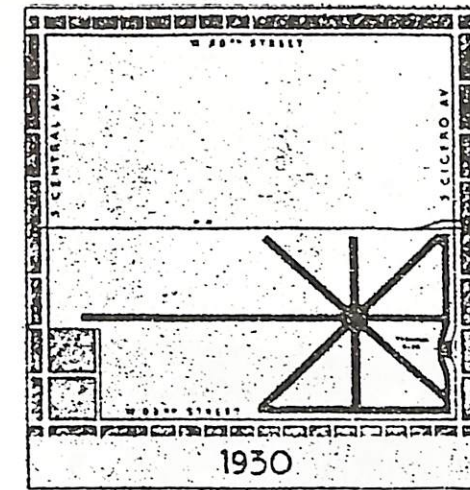
CHICAGO MIDWAY AIRPORT



As the Great Depression of the 1930s took hold, the city moved to lease additional land from the Board of Education to enlarge the airport to its present size of one square mile. A \$450,000 bond issue was floated to pay for paving and lengthening the east-west runway to 4,900 ft (1,495 m), long enough to accommodate the larger aircraft then being built. As a result, the 1930s saw Municipal grow and rise to prominence. TWA started non-stop New York City service in FEB 35. The flight by DC-2 took just over four hours.

Between 1935 and 1939 runways were extended from the northeast corner to the southwest corner and from the southeast corner to the northwest corner. This was done without regard for the fact a big percentage of the nation's transcontinental rail freight east to west. The runway expansion, however, was carried out with an eye to the future, when the Chicago Belt Railway tracks would be removed. The runway expansion project called for an expenditure of \$2,138,000 for grading, lighting, drainage, surfacing and enlarging of runways, as well as general landscaping.

When the Chicago Meadows Golf Course on the adjacent northern half of the airport went out of business, the city quickly acted to unite the two halves of the field. Removal



and relocation of the railway tracks was started on 15 JUN 38 and completed on 29 JUN 41. The cost of this project alone was more than \$1 million.

Another airline, Pennsylvania Central, began service to Grand Rapids on 15 June 38 with Boeing 247Ds.

On 30 JUN 41 Chicago Municipal Airport's complete new facilities were rededicated in ceremonies which included an air show. With the exception of 20 acres in the southwest corner, occupied by the Hale Elementary School, the airport expansion of one square mile had ended. There were now eight sets of parallel runways ranging in length from 5,275 ft to 7,438 ft (1,600 to 2,270 m). This allowed simultaneous operations from each set of runways.

On 28 MAY 45, ground was broken for the construction of a new airport terminal building with 15 gates centered on the west side of 57th Street and Cicero Avenue. Plans called for a building 1,300 ft (396 m) long with a restaurant, coffee shop and indivi-

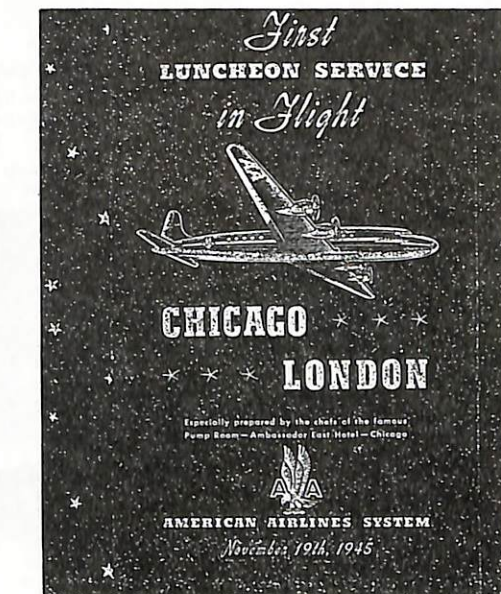
dual airline waiting rooms. There was also a large automobile parking lot on the adjacent east side of the planned terminal. The building cost \$1.8 million.

In 1945 the Civil Aeronautics Board allowed American Overseas, TWA and Pan American to begin foreign operations from Municipal to Europe and on 19 NOV 45 mayor Edward J. Kelly boarded the first flight to London on an American Overseas DC-4. It was his intention, by making the trip, to promote Chicago as the ideal site for the new United Nations organization.

Delta Air Lines began operations from Chicago Municipal to Cincinnati on 01 DEC 45 and Trans-Canada Air Lines started Canadian services with DC-3s on 01 JUL 46.

The new terminal building, started in 1945, officially opened to the public on 09 JAN 48. Marshall Field's famous Cloud Room Restaurant opened on the second floor, offering diners a panoramic view of the airport and all its activities. A coffee shop and western Union telegraph office were also opened on the first floor. All control tower operations were transferred to the new tower, located atop the terminal building. The following month, on 24 FEB 48, Wisconsin Central began service to the airport. Nonstop Los Angeles service (LAX) also

Front cover of the menu used on the first scheduled overseas flight out of Chicago Municipal - by American Overseas Airlines to London, 19 NOV 45. (via Bob Soraparu)





Chicago Municipal Airport. Boeing Stratocruiser of Northwest Airlines and DC-4 of Chicago & Southern Air Lines date this Freeman Studios postcard in 1949-1951. (via Bob Soraparu)

began in the late 1940s.

The original administration and passenger terminal was converted and enlarged into an international arrivals building and renamed the South terminal. The U.S. Customs Service and U.S. Weather Bureau had offices here and there were a restaurant and numerous airline ticket counters.

In 1947 Chicago was the second U.S. city (after Philadelphia in 1939) to receive rotary wing airline service. In May United Airlines carried out demonstration flights from Municipal with a four-seat Sikorsky S-51. The airline had applied with the CAB in JUL 46 for authority to operate five routes from Municipal to Chicago suburbs and other communities in the area. However, the MAY 47 trials showed operating costs were too high and the experiment was halted.

But 20 AUG 49, another company, Helicopter Air Services, started shuttle services between Municipal and the main Chicago post office with three-seat Bell 47D helicopters. Chicago was only the second U.S. city with scheduled airline helicopter services. (Los Angeles was first in 1947.)

(Below) Chicago Helicopter Airways put Sikorsky S-55 in service from Midway Airport on 12 NOV 56. (Right) Chicago Helicopter layout map of the airlines in the North Terminal at Midway in 1959. (map via Bob Soraparu)



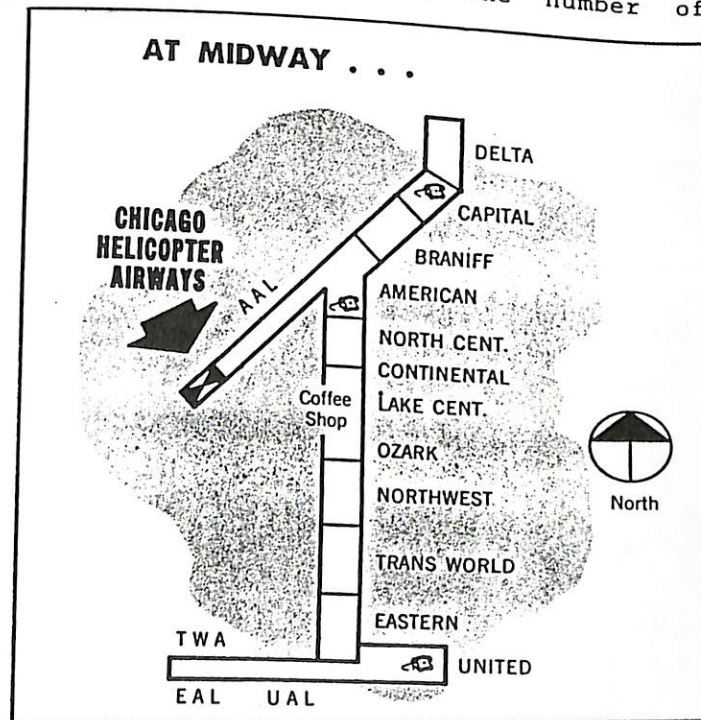
HAS had authority from the CAB to serve 54 area post offices in a 50-mile (80 km) radius from Municipal. By the end of 1949, three routes were operated on a scheduled basis.

On 12 DEC 49 city council changed the name Chicago Municipal Airport to Chicago Midway Airport in honor of the World War 2 battle of Midway in the South Pacific and also to show its central location in the United States. By 1953, with the construction of more concourses, the MDW gate total increased to 28.

Air France introduced its new 'Parisian' service to Paris from MDW on 25 OCT 53. Flying 56-passenger Lockheed L-1049C Super Constellations, the airline boasted the fastest-available transportation to Europe from the Midwest. Another foreign carrier, BOAC, began service to London on 01 MAY 54. Its Boeing Stratocruisers operated the service in 19.5 hours, with intermediate stops at Montreal and Prestwick. Gander, in Newfoundland, was often used as a refueling stop on the service, depending on the prevailing wind over the Atlantic.

On 20 AUG 56, HAS changed its name to Chicago Helicopter Airways and on 12 NOV introduced the larger S-55 into service. This was the first "real" passenger helicopter. It carried seven passengers and CHA placed it on its new service out of O'Hare (ORD).

As the number of airlines at MDW continued to increase, and with it the number of



flights, the already crowded field became even more congested. It became apparent to the city that another airport was needed.

After much debate, American, Delta, Northwest, TWA and United reluctantly transferred a small percentage of their flights to O'Hare Field.

In JUN 57 CHA placed the 12-seat S-58 in service, and none too soon. The transfer of airline services was a boon to CHA. Demand for fast transportation between the two airports was big during the many months it took the airlines to transfer their operations, and CHA doubled its traffic twice in two years.

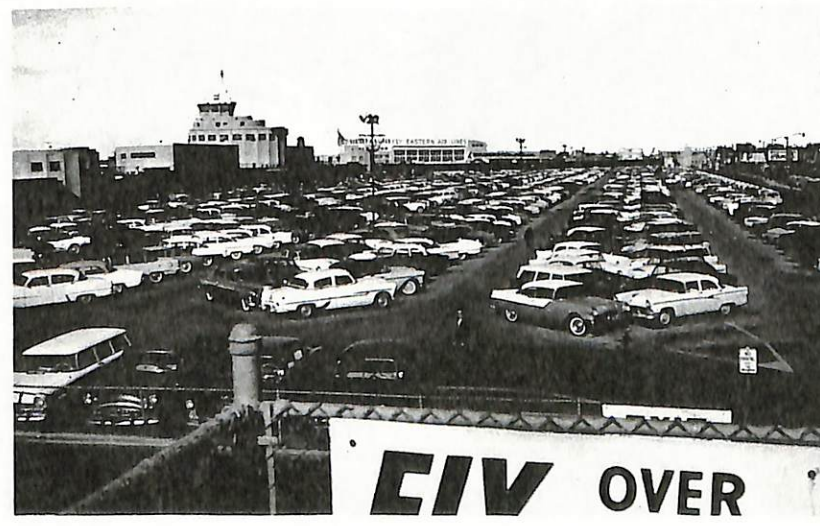
But once the transfer was completed, traffic dropped as fast as it had risen. Introduction of the 28-seat S-61L turbine-powered helicopter failed to save CHA, and it halted all services in DEC 65.

Hale Elementary School was demolished in NOV 55 and the final 20 acres of land were added to the airport. It completed the expansion to the present square mile.

Continental Airlines began service into MDW on 28 APR 57, even before they could get a proper ticket counter. Until one was built, they used a temporary counter on rollers. Unable as well to get gate space at the main terminal for their aircraft, Continental used buses, painted in their distinctive colors, to transport their passengers to a parking apron at the South Terminal.

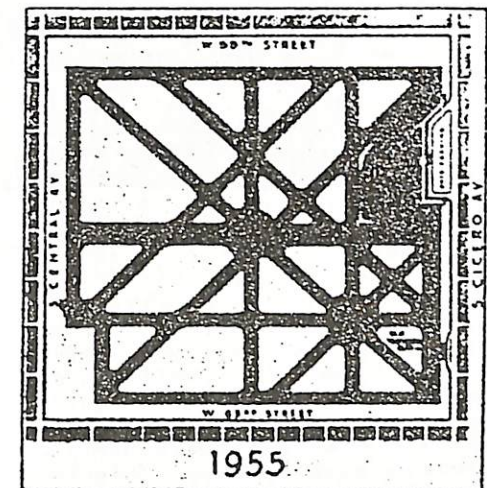
Another foreign carrier,

North Terminal shot of the crowded parking lot in the mid-1950s. Back of this Cameo Greetings postcard says Midway "has one of the best automobile parking facilities in the country). (Via Bob Soraparu)



Mexicana, began nonstop DC-7C service to Mexico City on 15 OCT 57.

By 1959, 19 airlines operated into MDW. They carried 10,040,353 passengers on 431,400 flights that year. MDW had hit its peak - a level never again reached at the airport. Almost right after, with the advent of the early jets, MDW began a rapid de-



cline. By mid-1960 all foreign operations had transferred to ORD. Things were not looking up.

By 09 MAY 62 only United, Braniff and Delta provided service into the airport. United soon became the last carrier to discontinue its service here. Its last flight, operated to Toledo, departed MDW on 09 JUL 62. It marked the completion of the transfer of all airline operations to ORD.

During the next two years, only non-sched, supplemental airlines operated from the South Terminal to provide service from MDW. Outside of occasional rent-a-car business, the North terminal had become a ghost town. Not surprisingly, as the airways over the airport became uncrowded, general aviation traffic increased.

FIRST SCHEDULED JET SERVICE

Since United had been the last scheduled airline to leave MDW, it was only fitting they would be the first to return. Flying new Boeing 727 jets on flights to LaGuardia, United resumed MDW operations on 05 JUL 64. It was the first scheduled jet service in MDW's history.

To prepare for this increase in air traffic, the city spent more than \$10 million in 1967 to completely rehabilitate the North Terminal. Three new concourses were built, providing a total of 28 gates, each with its own departure lounge and three new ticket counter areas were built. Each concourse had its own baggage claim area. Mayor Richard J. Daley presided at the rededication ceremony of the airport on 15 DEC 67.

The revival of the airport really took off in early 1968, when American, Delta, Eastern, Northwest, Ozark and TWA followed United's lead and returned to MDW. By the end of the year, 1,663,074 passengers had used the airport on 275,062 flights. In contrast, only 659,649 passengers on 107,788 flights used MDW in 1962.

With the easing of route expansion control over the local service carriers, the Civil Aeronautics Board awarded numerous routes into MDW between 1969 and 1971. Among the new carriers were Northeast, Piedmont, Frontier, Southern and Mohawk. Allegheny and North Central also began service during this time.

Mayor Daley played an active role in promoting the airport in 1971. He was a staunch supporter of airline service into MDW and he proclaimed August as 'Midway Month'. The festivities centering on the airport culminated on 04 SEP when 500,000 visitors attended 'Midway Day'. People could board and inspect numerous commercial and military jet aircraft. Among the aircraft on display

was a United DC-8-61, especially brought in for the day. It was the largest aircraft ever to have flown into MDW until then. Sight-seeing trips were offered to the public by the airlines at the airport. The festivities also marked the opening of Shipwreck Kelly's Restaurant in the terminal.

MASSIVE FINANCIAL LOSSES

Passenger traffic held at more than one million a year through 1973. But a fuel crisis at the end of the year brought on an economic depression which severely curtailed airline operations at MDW once more. Massive financial losses by the airlines in their MDW operations, estimated at more than \$35 million during the three years then ending, added to the decline. American alone lost \$5 million at MDW, and their average boarding figure in 1973 was only 28.1 passengers.

Some of the blame for these losses rested with the airlines. Much of their MDW service was strictly token, operated only to appease the demands of the mayor. Passengers were not attracted to such low frequencies of service. Ironically, in 1974 a new air traffic control tower was completed at a cost of \$1 million. It was built over the eastern end of the B-concourse and went into operation on 13 DEC 74.

In 1975 every airline except one was back at ORD. Delta provided the only service with two daily flights to St. Louis (STL). Late that year, however, the Chicago department of Aviation told the airlines the city wanted 232 flights a day shifted from ORD to MDW. The airlines protested. Determined to avoid another money-losing operation, they told the city they did not want to return to MDW. However, under heavy pressure from the mayor, they agreed to meet to discuss the matter. The untimely death of Mayor Daley on 20 DEC 76 proved the end for any return of MDW service soon. MDW had again become a ghost town. The State of Illinois even considered building a prison on the site.

MDW's luck began to change on 01 NOV 79 when the first airline created after deregulation, Midway Airlines, began service. It seemed almost an immediate shot in the arm, as other airlines began to take

notice. With ML's intrusion into their market, Northwest resumed service at MDW to Minneapolis-St. Paul (MSP) on 23 JUN 80.

On 13 MAY 81 Mayor Jane M. Byrne announced a \$200-million 'Midway Development Program'. This masterplan called for improvements in three major areas: general aviation facilities, domestic airline passenger facilities and airfield development. Growing corporate needs would be met through the construction of 12 new hangars and scattered aircraft apron areas. A new passenger terminal with up to 50 gates, would be built just east of the present terminal. Airfield development, planned to separate general aviation aircraft from the larger airliners, would include the construction of a new replacement runway and three new taxiways. Removal of numerous obstructions was also included in the plan. These obstructions tended to limit the effective length of the two main runways. This resulted in weight restrictions for the aircraft for takeoff, limiting their nonstop range out of MDW.

To carry out the plan, the city on 28 FEB 82 bought the acreage of the square-mile airport from the Board of Education for \$16 million. The purchase ensured the long-term existence of the airport and set the masterplan into motion.

Seeing the potential for service at MDW, two airlines unsuccessfully attempted to

start operations. Air Chicago had planned to begin Boeing 727-100 service on 01 OCT 81. The plans failed because of inadequate funding. Another proposed MDW-based carrier, Jet Express (JP) had plans to operate Boeing 727-200s to the West Coast. They had even accepted a proposal to buy two new Boeing 757-200s with the help of Rolls-Royce. Again, inadequate financing cancelled the plans.

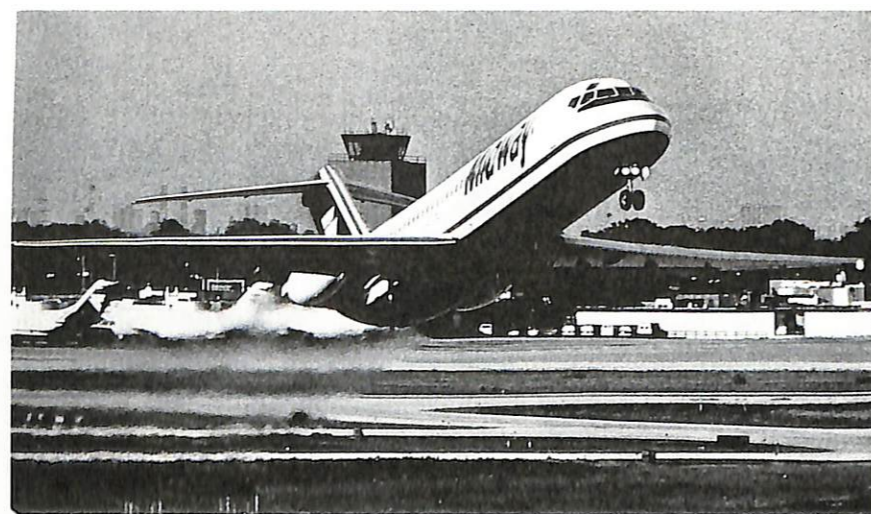
A number of smaller airlines had operated and failed at MDW. Among them were Air Illinois, Air Great Lakes, Air Lincoln, Air Midwest, Alliance, American Central, Burlington Air, Chicago Air, Liberty and Swift Air. Most of these carriers ran into financial problems as a result of light passenger loads and ceased operating.

Among the larger carriers which were trying to find a niche at MDW were Air Florida, American International and Northeastern International. Of these three, only Air Florida was resurrected after it failed in bankruptcy. Service officially resumed, under the Midway Express name, on 15 OCT 84, after they had been bought by Midway.

For a time it appeared ML would for the most part go it alone at MDW, with a network of relatively short flights. However, as the word spread to the travelling public of MDW's uncrowded concourses and the convenience of close-in parking, MDW popularity increased. Established carriers again de-

Midway Airlines was the first post-deregulation airline in the U.S. Taking off from its MDW base is one of its red & white liveried DC-9-30s.

(Midway Airlines photo)



This undated postcard by Aero Distributing paints a light-hearted view of the way future tourists might arrive at MDW. But then, who knows? How many people believed Orville and Wilbur were really going to fly? (via Bob Soraparu)

cidied a presence at MDW was not only feasible, but desirable, and the airport regained some of its prominence which once was its sole preserve.

Two more airlines began service into MDW in 1986. America West started nonstop service to Phoenix (PHX) on 15 JUL 86 with Boeing 737-300 and Continental, after an absence of 25 years, resumed MDW operations on 20 NOV 86 with nonstop flights to Denver (DEN).

In 1987 two other major carriers came back to MDW. United returned in a big way on 05 APR 87 with 12 flights per day - three each to Dulles International (IAD) at Washington, DC., Denver (DEN), Los Angeles (LAX), and San Francisco (SFO). TWA resumed MDW service, to their hub in St. Louis (STL) on 14 SEP 87.

US Air had nearly started MDW service in 1984 as a response to American International's invasion of their Pittsburgh (PIT) hub. When AIA went bankrupt, the plans were scrapped. But on 01 JUN 88 US Air began nonstop flights from MDW to PIT, joining their Allegheny Commuter affiliate Air Kentucky at MDW. Air Kentucky had started MDW service to Indianapolis (IND) on 15 MAR 88.

MDW's rebirth as a major airport can be attributed to the emergence of ML as a major force in Chicago. of a total of nearly six million passengers at MDW in 1987, ML carried close to 3.5 million, nearly 60%. In that year, growth at MDW was 38.7%, second only to that of IAD. Aircraft opera-

main runways, 13R-31L at 6,519 ft (1,988 m) and 4R-22L at 6,102 ft (1,860 m). Two shorter parallel runways, 13L-31R at 5,078 ft (1,549 m) and 4L-22R at 5,509 ft (1,680 m) are used mainly for general aviation. All four are 150 ft (46 m) wide. A new, narrower NE/SW general aviation runway built in 1985, is not operational. It was built as part of the airport's master plan, but was found to be too close to the main runway, 13L-31R.

AIRLINES AND AIRCRAFT AT MDW

Ten airlines now operate out of MDW: five majors - Continental, Northwest, TWA, US Air and United; two nationals - Midway and Southwest, and three commuters - Air Kentucky (an Allegheny commuter), Iowa Airways (Midway Commuter) and Midstate. Midway alone operates more than 70% of all services at MDW.

Airliners operating from MDW include all series of the Boeing 727, 737 and McDonnell Douglas DC-9, and the EMB-110 Bandeirante and Swearingen Metro. The airport is also home to a number of fixed-base operators (FBOs), including Aero Services Int'l., Aviation Red Carpet Services, Butler Aviation and Monarch Air Services. They provide fuel, ground handling and aircraft maintenance, mainly for corporate and business aircraft, but some services are provided for the scheduled carriers.

MDW has been on official U.S. Port of Entry since 1954. A U.S. Customs Office is in operation nearby to clear inbound cargo shipments at the airport.

MDW is an important link in the Chicago Airport system. Not only was it the city's first airport, but also, for more than 30 years, it was the world's busiest. A recent study of the airport by the city concluded MDW can safely handle 323,000 aircraft operations per year. This level would be sufficient to serve, once again, more than 10 million passengers a year.

In connection with the overall development of the airport, the city has embarked on a \$496 million rapid transit project which will link MDW with downtown Chicago.

Midway Airport is truly 'The Birthplace of Modern Municipal Aviation'.

The future has taken off today.

DC-3 operations, Mexican style

By JAN KOPPEN &
MARGRIET HOOGEWERF



FLYING ON A SCHEDULED DC-3 PASSENGER SERVICE HAS BECOME A RARE TREAT IN MOST PARTS OF THE WORLD. SO RARE, SOME PEOPLE ARE PREPARED TO TRAVEL THOUSANDS OF MILES FOR A CHANCE TO DO IT. JAN KOPPEN AND HIS WIFE DID JUST THAT: IN EARLY 1987, THEY VISITED MEXICO AND FOUND THAT NOT ONLY IS THE DC-3 STILL IN PASSENGER SERVICE THERE, BUT ALSO THAT FORMALITIES ARE MUCH MORE RELAXED AND INFORMAL THAN AT THE WORLD'S MAJOR AIRPORTS. HERE IS THEIR REPORT.

ceived permission from the airport authorities to go onto the ramp.

Without a doubt the best-looking of all was XA-JOI (c/n 4992). Built in 1943 and once operated by American Airlines and TWA, this DC-3-454 looked to be in superb condition. It sported the beautiful white-red-orange livery of Aerolinas de Monte Alban, named after the famous Monte Alban ruins. A large painting just behind the cockpit windows on both sides of the fuselage symbolized a high-priest of the Zapotec culture.

In January and February, 1987, my wife and I travelled to sunny Mexico for a vacation from the snow in Holland. Beside seeing the sights, I intended to give myself another treat: a flight on a DC-3.

Once plentiful in Holland and elsewhere in Europe, the DC-3 now is a very rare bird indeed on the continent.

After a 13 1/2-hour flight on a Cubana IL-62M from Brussels through Zurich and Gander, we landed at Havana's Jose Marti International Airport. Highlight of the flight, but not listed on Cubana's in-flight entertainment schedule, was an intercept over France by a French Air Force Mirage fighter.

Following a nightstop in Havana, we continued to Mexico City on a Cubana TU-154B2. From there we would travel to our ultimate destination, Guatemala and Belize, with some airport stops on the way.

Approximately 300 mi (500 km) southeast of Mexico City we visited the district capital Oaxaca. This town, with a large Indian population, is famous for its colorful markets and lies in the warm Oaxaca Valley at an altitude of 7,287 ft (1,546 m). The town has a modern airport, well-known for its DC-3 operations. We requested and re-

ceived permission from the airport authorities to go onto the ramp.

Without a doubt the best-looking of all was XA-JOI (c/n 4992). Built in 1943 and once operated by American Airlines and TWA, this DC-3-454 looked to be in superb condition. It sported the beautiful white-red-orange livery of Aerolinas de Monte Alban, named after the famous Monte Alban ruins. A large painting just behind the cockpit windows on both sides of the fuselage symbolized a high-priest of the Zapotec culture.

Unfortunately XA-JOI had only a brief career with the airline. The company was not able to pay its airport charges and after some time the DC-3 was impounded by the airport authorities. She was inactive at the time of our visit, standing in high grass beside the ramp, guarded by Mexican military police and awaiting a decision by a judge about her fate. We hope this beautiful DC-3 has not become a home for the local rattle snakes. Another smart-looking DC-3 on the hot ramp was XB-DPN (c/n ?). She carried a fantastic art work on both sides of her vertical fin, resembling an Indian dancer. The aircraft's fuselage was painted white with a dark blue cheatline below the window line. The name 'Usila' was carried below the cockpit windows. XB-DPN was in active service, flying ad-hoc freight charters, mostly loads of cement for the C.A.P.C.E. cement factory. At the time of our visit XB-DPN was undergoing maintenance, but the mechanics were paying more attention to my wife than to the aircraft's Pratt & Whitney engines. One of the mechanics was hanging in a hammock, strung between the undercarriage legs. Surely not a practice approved by the FAA.

TOP OF PAGE: DC-3 XA-JII (c/n 20416) 'Monte Alban' of Aerovias Oaxaquenas S.A., on which the authors departed from Oaxaca "in grand style". **BELOW:** XA-JIH (c/n9904) 'Mitla', of the same airline, at Oaxaca. Her engines rested nearby, on some old aircraft tires.

(All photos by the authors)



Next was XA-ION (c/n 4225), its engines missing, carrying the name 'Ciudad de Oaxaca'. This former Spanish Air Force C-47 was delivered to Lineas Aereas Oaxaquenas S.A. at Oaxaca a few years ago. The airline, unfortunately, had ceased operations some time before our visit.

Another DC-3 receiving overhaul was XA-JIH (c/n 9904) 'Mitla'. This aircraft was operated by Aerovias Oaxaquenas S.A. and once was PH-TBP of KLM and PJ-ALT of KLM (West Indies). It had arrived in Oaxaca sometime after JAN 80 via the U.S., where it was known to be with Basler Flight Services of Oshkosh, Wisconsin in the late 1970s.

Both her engines had been removed and were resting nearby on old aircraft tires. The oil-splattered ramp looked like a deserted junk yard, but the local Aerovias Oaxaquenas duty officer assured us the aircraft would be ready for flying duty the next. We had our doubts about this ...!

Aerovias Oaxaquenas was founded in NOV 79 by a group of businessmen who wanted to make 'big money'. It operated two 28-passenger Dakotas for daily scheduled services to Puerto Escondido and Salina Cruz.

Puerto Escondido, also called 'the next Acapulco', is a tourist resort on a beautiful bay on the Pacific coast. It can be reached by road from Oaxaca. But this is a gruelling 13-hour journey, partly along dirt roads and air transport is recommended.

The other port of call, Salina Cruz, is a booming and evil-smelling port city with a naval base, extensive oil storage installations and an oil refinery. Normally only oil workers and businessmen travel on the Aerovias flights from Oaxaca. The airline's time table lists the following services:

* Ruta regular: *

| * Vuelo | * Destino | * Salida | * Frecuencia | * Precio |
|---------|------------------|----------|---------------------------------|---------------|
| * 100 | * Pto. Escondido | * 6.30 | * Lunes a Sabado (Mon. to Sat.) | * 26000 pesos |
| * 110 | * " | * 11.00 | * " | * " |
| * 115 | * " | * 8.30 | * Domingo | * " |
| * 117 | * " | * 10.30 | * " | * " |
| * 104 | * Salina Cruz | * 8.30 | * Lunes a Sabado | * 26500 pesos |

We wanted to depart from Oaxaca in 'grand style' and we decided to sample the service on one of the early-morning flights to Salina Cruz. We arrived at the airport at the crack of dawn and confirmed our flight at the Aerovias check-in desk in the modern terminal building. I introduced myself to the desk clerk as the flying reporter from Holland who would ride the Mexican DC-3.

A few minutes later I met Captain Jose Manuel Galicia Galan, 33, who had started flying when he was 17 and had been a C-47 pilot with the Mexican Air Force. He had amassed 6,800 hours on a number of transport aircraft, but he had never mastered the English language. He insisted I stay in the cockpit during the flight.

Co-pilot, Gustavo Ortega Berdoso, with 3,000 hours on the DC-3, had one advantage over his captain ... he did speak some English, but 'yes' and 'no' were the only words I understood. Happily my Spanish lessons were paying off and communicating was no problem.

However, when EDT ('Estimated Time of Departure') came, the DC-3 was not yet ready. She was still taking on fuel from a bright yellow fuel truck and nobody seemed to be in a hurry.

Half an hour later the aircraft was ready to board her eight passengers, who had been waiting patiently.

This DC-3, XA-JII (c/n 20416) was delivered to the USAF in 1944 and was converted by Remmert Werner of Florida in 1963 for executive use. It made its way to Mexico sometime in the 1970s.

The cabin still had the luxurious interior of her corporate flying days in the USA. Pairs of comfortable seats with green upholstery lined the cabin. The cloakroom at the rear of the cabin featured gold-colored handgrips and the side- and ceiling panels of

the cabin were stylishly decorated. The interior lighting created a special atmosphere. It was hard to believe this was a vintage airliner which had seen wartime service.

While my wife enjoyed the view from the cabin through one of the large, panoramic windows, my ride in the cockpit was somewhat less comfortable, but no less enjoyable. There was no jump seat for me to sit on during take-off and I was told just to lean on the counter in the very spacious pantry area right behind the cockpit, with no wall separating the two.

At 9:15 a.m., 45 minutes behind schedule, XA-JII thundered down the runway and lifted off into the clear and hot morning air to climb slowly to her assigned altitude of 8,000 ft (2,500 m).

Somewhat unnerving was that Capt. Galan and his co-pilot were more interested in the aviation magazines I had taken along than in the close proximity of the peaks of the Sierra Madre del Sur mountain range which were passing by the cockpit windows every few minutes. They really could not understand why anybody was interested in prop aviation, let alone in the faithful DC-3!

Cruising along at 160 knots (290 km/h) we reached Salina Cruz after about 50 minutes and XA-JII started its descent with a wide left turn out over the Pacific for a straight-in approach to the single runway, low over the city's centre. After exactly 55 minutes flying time and with a firm thud, Capt. Galan set his DC-3 down on one of the most-neglected airstrips in all Mexico. With steady braking, XA-JII stopped in time for a seemingly unperturbed herd of weary looking goats crossing the runway ... not unusual for every day life in Mexico.

Parked on the ramp a few minutes later we jumped out ... into vegetation so thick, it reminded me of a botanic garden. I wondered how the crew had managed to taxi the aircraft through it all.

After thanking Capt. Galan and co-pilot Berdoso for their hospitality and the enjoyable trip, we walked to a public road where we were soon picked up by the most-dilapidated, prehistoric bus I have ever seen. It was missing a lot of essential parts, such as back rests for the seats. Highly unpleasant for long trips. We soon wished we were back in the DC-3.

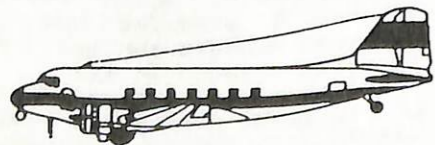
Aero Express operated its DC-3, N49454, > c/n 10177 on ad-hoc freight charters with in Guatemala. The former Brazilian Air Force livery was still basically intact, the BRAF type designation C-47 was still on the fin and number '45' (from FAB 2045) was on the nose, but no other titles or names were visible.

This C-47 had been converted to a DC-3C -S4C4G on 06 SEP 83 somewhere in Florida, USA, according to the c/n plate which I checked inside. She was seen at Miami several times in 1986 and she was La Aurora Airport, Guatemala on 28, 29 & 30 JAN and on 01 and 02 FEB 87 when I saw her there. She still had

small plastic inserts in some side windows, an indication she may have been or was to be used as a gunship at some time during her past.

During our visit to La Aurora Airport a new factory-type conveyor belt, to discharge cargo quickly by paratropping, was being installed. Local mechanics were not too cooperative in answering my questions about why and for whom they were installing the equipment.

The reason became clear later, when this DC-3 was shot down over Honduras on 10 MAR 87 when the crew did not respond to questions by Honduran ATC. All on board were killed. (See the Associated Press report published in the Toronto Globe & Mail newspaper of 11 MAR 87 reproduced here -JG)



Two DC-3s, unknown identities but probably ex-Aviateca, derelict at Santa Elena Airport, Flores, Guatemala, in late JAN/early FEB 87. See next page.



Plane is shot down by Honduras

Associated Press
TEGUCIGALPA

Toronto
Globe & Mail,
11 MAR 87

An unidentified plane was shot down by the Honduran Air Force after it entered Honduran airspace apparently from neighboring Nicaragua, the armed forces said yesterday.

In Washington, U.S. Government sources said the plane may have been involved in drug smuggling. The Pentagon said no U.S. military aircraft were operating in the area.

In Managua, an official at the headquarters of the Nicaraguan Air Force said no Nicaraguan planes had been shot down. Nicaraguan Defence Ministry officials were out of the capital and not available for comment.

The Honduran statement did not say how many people were aboard

the plane or whether there were survivors.

It said the plane was shot down at 11:30 p.m. on Monday, about 150 kilometres west of Tegucigalpa. U.S. sources identified the aircraft as a C-47 transport plane.

"The crew of the plane did not identify itself," the Honduran statement said. "Because of that, with all peaceful procedures exhausted, the air force carried out warning shots and then shot down the plane."

Colonel Manuel Suarez, director of the armed forces' public relations office, said the plane entered Honduras from the southeast, passing over El Paraiso province bordering Nicaragua and over an area south of Tegucigalpa. It was shot down in Copan province near the Guatemalan border.

Tensions are high along the bor-

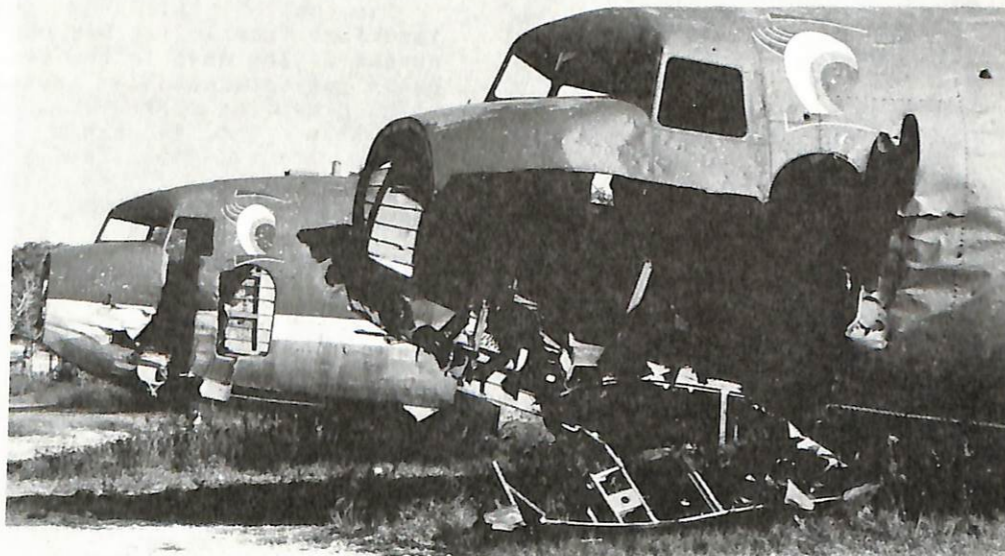
der between Honduras and Nicaragua because U.S.-supported Nicaraguan rebels, or contras, operate from bases in southern Honduras.

In Washington, a Pentagon source said the plane was "not one of ours, and there's no indication it was a plane operating in support of the contras."

"It supposedly was monitored coming out of Nicaragua," another source said.

Pentagon spokesman Robert Sims said he was not familiar with the report, but added: "The U.S., to our knowledge, had no planes, no military planes, involved in any shootdown or crash."

A source said it would not be unusual for such an aircraft to be used by drug runners. "We have our suspicions that this might have involved a drug operation," he said.



One of the two derelict DC-3s seen at Santa Elena Airport, Flores, Guatemala. Can any reader tell us what the title FYDEP means, or what the initials stand for?

We spotted the following Dakotas on our trip to Mexico and Guatemala:

At OAXACA Airport:

XA-JIH, DC-3C, c/n 9904 & XA-JII, DC-3C, c/n 20416, both active with Aerovias Oaxaquenas S.A.

XA-JOI, DC-3A, c/n 4992, stored, Aerolineas de Monte Alban. In very good condition. Aircraft impounded by airport authorities for airline's failure to pay landing fees and other charges.

XB-DPN, active, owner unknown. Aircraft named 'Usila'. Flies cement for C.A.P.C.E. factory.

XA-ION, DC-3C, c/n 4225, stored in reasonably good condition without engines, blue cheatline. Ex-Lineas Aereas Oaxaquenas S.A., named 'Ciudad de Oaxaca'.

At Flores - Santa Elena Airport, Guatemala:

Two DC-3s, identities unknown, derelict fuselages only. Both painted all-red and wearing large FYDEP titles.

For years DC-3s have been under threat of being grounded permanently for lack of parts for their 1200 hp Pratt & Whitney R-1830 Twin Wasps.

Propjets to extend the life of the DC-3 have proved too expensive for commercial use.

A Canadian aircraft modification firm believes it can prolong the lives of the approximately 1,000 Dakotas still in civil and military service in the world.

On 06 MAY 87 Airtech Canada

DC-3/2000 with Polish engines.



Faded Aviateca colors still visible. Both aircraft are in a children's playground on the west side of the airport.

(0961), C-47, Guatemalan Air Force. Preserved, wings and engines only, as monument in memory of her crew, killed in crash on 27 OCT 51.

550, C-47, c/n 26286, stored without engines, Fuerza Aerea Guatemala colors.

520 & 525, C-47 of F.A.G., both active.

At La Aurora Airport, Ciudad de Guatemala, Guatemala:

N49454, DC-3C, c/n 10177, active with Aero Express at time of our visit. Later shot down - see separate story.

510, C-47, F.A.G., stored. 530, 540, 555 (c/n 33499), 560 & 575, all C-47, all active with F.A.G.

(TG-TAG), DC-3, c/n 2250, preserved in reasonable condition, used as focal point in front of a restaurant, all-red color. Located close to the airport, on Plaza Berlin, Zona 14, No registration visible.

At Chetumel Naval Base, Mexico N18944, DC-3A, c/n 2017, stored in very good condition, green cheatline, no titles.

(N61723), C-47, c/n 26536, blue cheatline, N-registration not visible.

Unidentified DC-3, stored in reasonable condition, orange cheatline, beige top, dummy radar above cockpit, panoramic windows.

All three DC-3s at Chetumel were at the Federal Police ramp. All had been impounded for drug smuggling.

DC-3/2000

By JOOP GERRITSMa

of Peterborough, Ontario first flew a Dakota with nine-cyl. Polish PZL ASz-621R engines.

This DC-3/2000, C-GJDM, c/n 20721, operated with the Spanish Air Force as T3-34 until withdrawn after an accident on 21 DEC 76. It was sold to Aces High, Britain as G-BLFK until sold to Airtech in JAN 87.

The Polish engine is the only large radial piston aircraft engine manufactured anywhere in the world today.

Its PZL AW-2 four-bladed propeller has been modified by PZL to give full feathering capability.

The ASz-621R engines are rated at 1,000 hp, against 1,200 hp for the Twin Wasps they replace. But Airtech says they provide greater static thrust, resulting in approximately equal cruise and climb performance.

Airtech has specialized since 1980 in retrofitting DHC Beavers and Otters with Polish PZL radials. Both conversions of the Canadian bush aircraft fly under Canadian and U.S. certification.

Interestingly, the Polish engine is a Soviet development of the Wright R-1820 Cyclone, another of the engines which powered the DC-3. Several variants of the Cyclone clone were built by the Soviets for many years before production was transferred to Poland in 1959. Since then Polish production has exceeded 20,000.

POST CARD CORNER

by WILLIAM DEMAREST



Air Jamaica A300, 6Y-JMJ (model) - Airline issue

Once again it is time to bring forth another exciting array of new and not so new postcards. Despite the economic woes which plague many airlines, new postcards continue to appear at a rapid pace.

One exciting aspect of the airline industry is its constant state of change. Old airlines disappear and new ones emerge. The same for color schemes. For us it means plenty of new postcards for our collections.

I must apologize in advance for the lack of a comprehensive listing of the issues by the various private publishers. Since April I have been living in Chicago and working on the east coast, which has taken away lots of my free time.

I think you'll enjoy this latest offering.

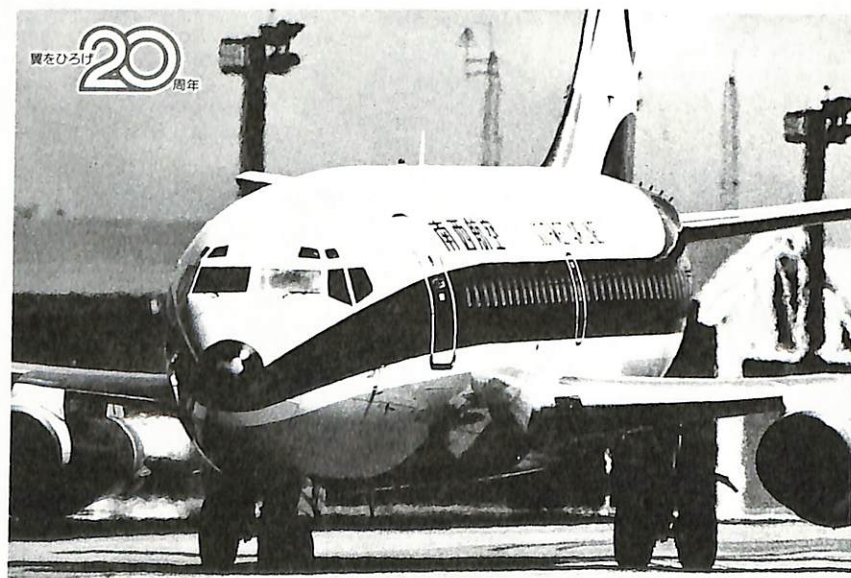
Codes:

ab - airbrush
fr, fl - facing right, left
gr - on the ground
ho - head-on
if - in flight
ml - model

1. Airline issues:

Air Jamaica A.300 if/fr/ml
Air Nippon 737-200 gr/fl
DLT Fokker 50 if/fr/ml
DLT DHC-8 gr/fr
DLT EMB-120, D-CEMB if/fl
El Al 757 if/fl/ab
Germania 727, 737-300
Indian AL A.310 if/fl
Kuwait AW 727-200 9K-AFA if/fr
Kuwait AW 747-200 9K-ADA if/fr

Southwest
(Japan)
737-200
Airline
issue



- 20 Emirates A310-304, A6-EKA
- 21 Gamair 707-348C, JY-AEB
- 22 Hispania 737-3Z9, EC-EBX
- 23 Intercargo Service
Vanguard 953, F-GEJF
- 24 Kar-Air A-300-B4-203 OH-LAB
- 25 Linhas Aereas de Macambique
IL-62M, C-9-BAE
- 26 Orion AW A300-B4-203 G-BMZX
- 27 Talair DHC-8-102

4. Editions PI:

- 484 - Royal Jordanian
747-2D3B, JY-AFS
- 487 - Royal Jordanian
A310-300, F-ODVD
- 488 Classic Air DC-3, HB-ISC
- Dan-Air London A300-B4-230,
G-BMNB
- 490 Air Portugal L-1011-500,
CS-TED
- 493 Air France/Europe Air
SF-340, F-GELG
- 494 Aeroflot TU-134 CCCP-65921
- 499 Tunis Air 727-200, TS-JHR
- 505 TAT Metroliner, F-GFGE
- 503 ATI DC-9-31, I-DIKS

5. Flite-Line Fotocards:

- FLF-079 Western DC-6B N93117

6. Len Wallis photo:

- LWP-1 Tempus Air Metroliner,
C-GIZG gr/fr
- LWP-2 Nordair Metro
CV-580, C-GNMQ gr

7. Mercator (Brazil):

- Cruzeiro 737-200 PP-CJN at
Navegantes

8. Skyliner Cards:

- 013 Aero Virgin Islands DC-3
N25651
- 014 Aerosucre C-46 HK-1322

9. U.S. Publications

- 95 Sun Coast AL 727-027 N803SC
- 96 Continental Express
BAe146-200 N406XV
- 97 Sunworld International
DC-9-15 N2892Q
- 98 SAETA 727-95 HC-BJL
- 99 Delta AL MD-88 N902DL
- 100 Lufthansa 707-458 D-ABOC

- 101 Hercules AL Bristol 170
ZK-EPD
- 102 RFG ATR-42 F-ODSG
- 103 Manx AL SF-340 G-HOPP
- 104 Northwest 757-2S7 N601RC
- 105 Delta AL DC-10-10 N908WA
- 106 Norcanair F-28-100 C-GTUU
- 107 Republique Populaire du
Congo 727-2M7 TN-AEB

- 108 United AL 737-322 N301UA
- 109 Chaperal Charters DC-3C
C-FTAS

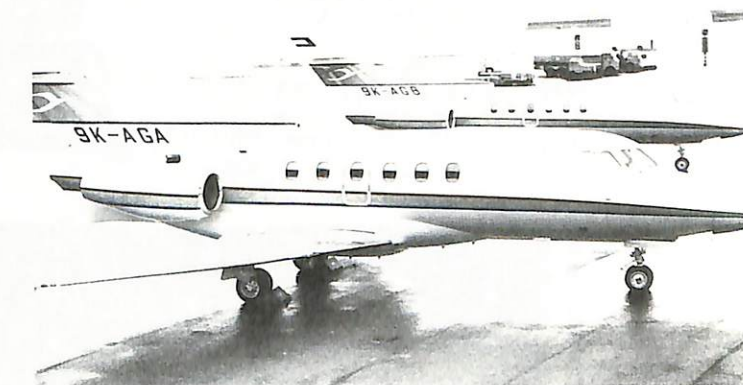
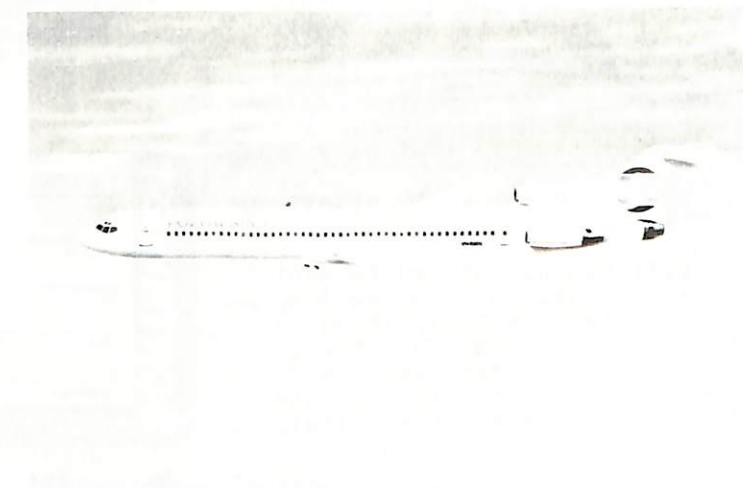
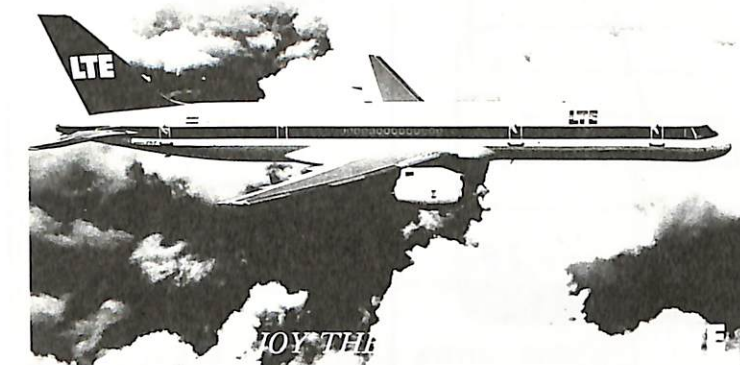
Before too long, the Air-liners International Convention '88 will be upon us in Denver. This year, for the first time, you'll be able to display your postcard collection in a contest. Contact the convention planners for more information.

In a later issue I will attempt to discuss various ways of storing and displaying your postcard collections, various means of finding additions to you collection, and 'oddball' or unique aircraft which have appeared on postcards.

See you in Denver!



LEFT: DLT Fokker 50 (model)
LTE Boeing 757, EC-000
Aerosucre C-46A-60-CK, HK-1322
RIGHT: Polynesian 727-200 (model)
British Aerospace BAe 125-700B air taxi



STICKER CHATTER

by DON THOMAS



2a



1



2b

The Miami mini-convention in March was a success, as was the Atlanta one in May. Now comes another, held by the Tri-State Airline Historical Society at the Newark Vista Int'l Hotel. It is not until 09 & 10 SEP, so you have plenty of notice. Display tables are \$15. We can hope this is a prelude to a national Airliners convention in that city.

Now on to the new sticker issues.

Bill Gawchik of Pan Am sent in a big one - six inches (153 mm) in diameter (#1). It says: "America's Going To Europe This Summer on Pan Am." However, with the decline of the dollar it looks more likely that Europe is coming to America this summer.

From Lee Bachar we received some new Southwest Airlines hearts with cute sayings on them (#2a & b). Two are green, two red and two silver. He also sent a BIL from Skyworld Airlines of Denver (#3), a BIL from Time Air, Alberta, Canada (#4) and two new Northwest Airlines BILs (#5a & b).

From member Henk Heiden of The Netherlands came some new labels: a beautiful one from

NORTHWEST

Name _____

Address _____

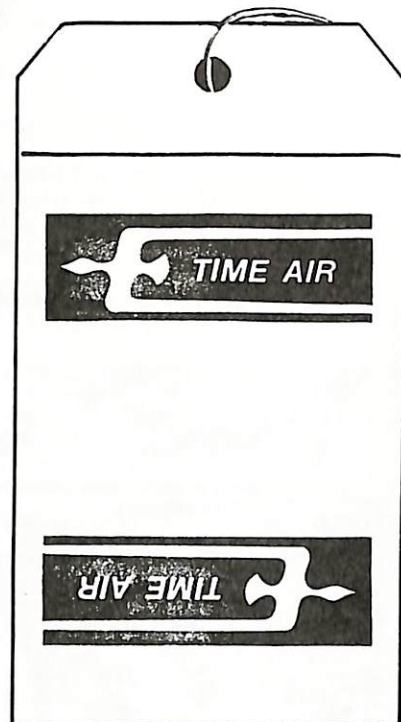
City _____

State _____ Zip _____

Telephone _____

NORTHWEST AIRLINES

5a



4



5b

BAGGAGE I. D. TAG

SKYWORLD AIRLINES

2121 VALENTIA STREET • DENVER, COLORADO 80220 (DENO0FC)

Name _____

Address _____

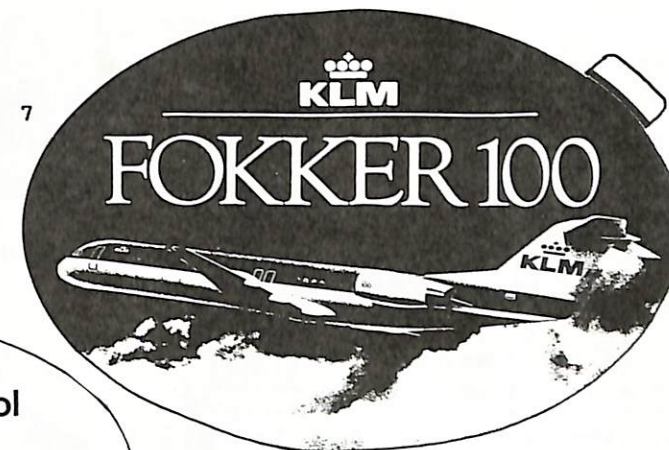
City/State _____

Telephone _____

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6



7



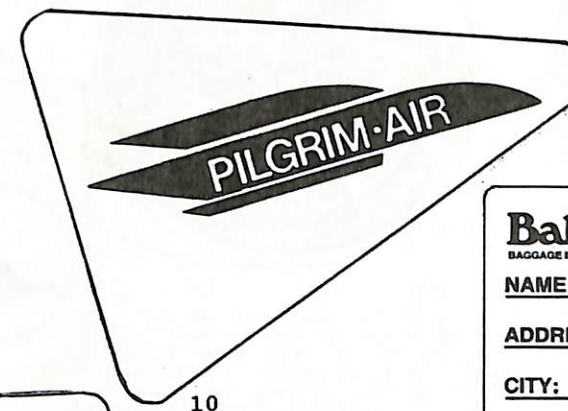
8



13



9



10

Bahamasair

BAGGAGE IDENTIFICATION LABEL

NAME: _____

ADDRESS: _____

CITY: _____

COUNTRY: _____ ZIP CODE _____

12



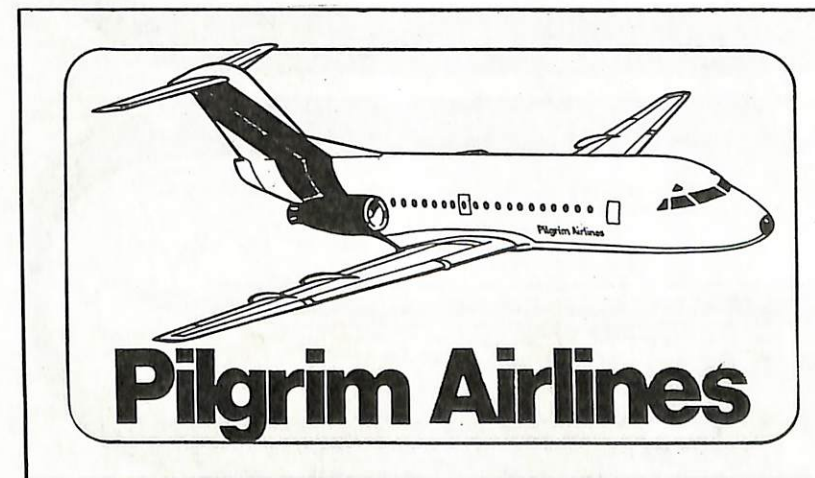
11

TAP, Portugal (#6). "Girassol" stands for sunflower in Portuguese. Henk also sent in the new KLM "Fokker 100" label (#7) and one from Schiphol Airport, Amsterdam (#8).

Pilgrim Air is a new Italian charter airline which issued labels #9 & 10. The Air Seychelles label (#11) is in blue, red and green on white. Also new are the Bahamas Airways BIL (#12) and the "Delta to the U.S.A." label (#13).

Thanks, Henk. Hope to see you again at the convention this year.

The former Pilgrim Airlines of Connecticut had an F-28 label (#14). Pilgrim was purchased by and integrated into Business Express in MAR 86.



14

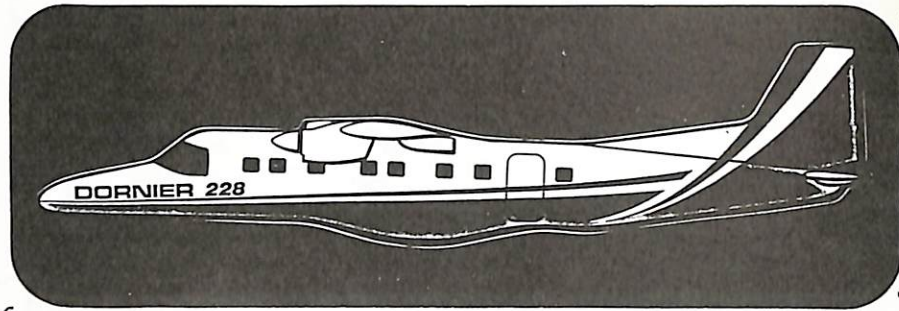
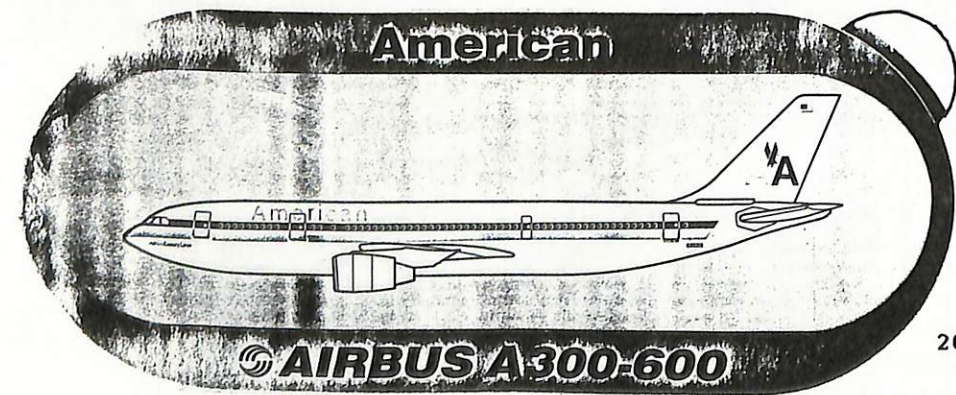
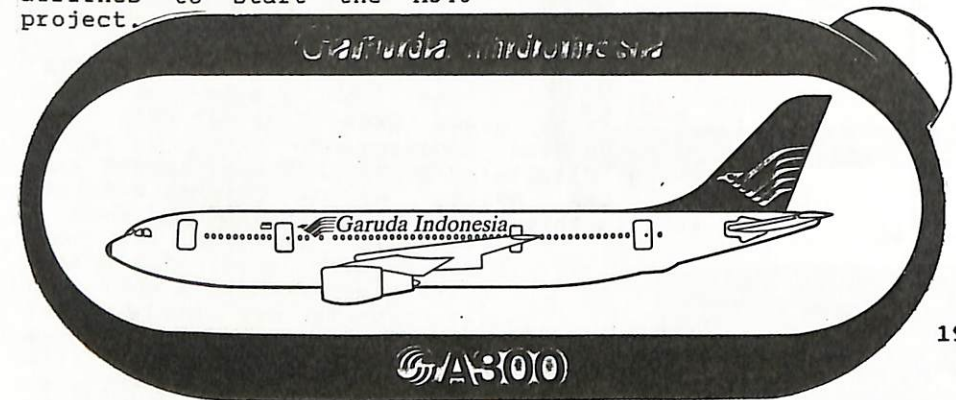
The label of Wings Airways of Blue Bell, Pennsylvania (#15) was sent in by Frank Blumenthal, editor of the Airport Journal. Used at Dulles Airport, Washington, D.C.

From Al Van Wickler we received a nice Dornier 228 label (#16), and similar ones for Eastern Express and Northwest Orient Air Line. Al also sent in three new labels from Tarom, the Rumanian airline (#17a, b & c).

At the Miami show I picked up a new Delta sticker which says "Delta is the official airline of the U.S. Ski Team" (#18). It comes in rolls.

Don't miss these mini-conventions: you never know what you will find. How about seven new Airbus labels? Most unusual is the Garuda Indonesia A300 with blue border instead of the usual silver (#19), and most surprising is one for the American Airlines A300-600 on a red background instead of white (#20). Also new ones for the Air France A320, Air Portugal A310, Korean Air A300-600, Hapag-Lloyd Flug A310-200 and Airbus Industrie A320. A colorful lot of stickers.

There are now Lufthansa labels for the A300, the A310 and also one marked only "Airbus Industrie." According to the New York Times, Lufthansa will buy the Airbus A340, not yet in production. Airbus Industrie needs orders from five airlines to start the A340 project.



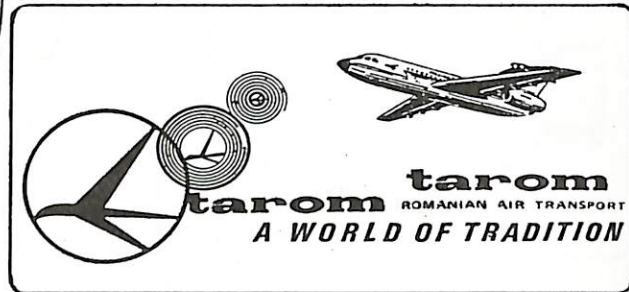
16



15



17a



17c



17b



18

18



21

Air New Zealand isn't bashful about listing its destinations - see their new sticker (#21). Eastern Airlines uses a cardboard-type BIL for its El Inter Americano service (#22).

Kent Kistler sent a strange Boeing label from CAAC, the Red Chinese airline (#23) and CAAC's new BIL, green on white (#24).

Besides the fine aviation books featured in BOOKCASE in the previous Captain's Log and again in this issue, I can highly recommend another new book, because I am the author. Called "LINDBERGH and COMMERCIAL AVIATION", it should be in print in June and I hope you will receive flyers about it by then, if I get them in time.

This book will be similar to "NOSTALGIA PANAMERICANA", size 9 x 12 in, 40 pages in original color, with a minimum of descriptive text. It will cover Col. Lindbergh's association with TAT, TAT-Maddux, TWA and Pan American Airways as technical adviser. Lindbergh was invaluable to those airlines in that capacity. Seldom-published photographs will be featured, plus many flight covers originally carried on survey flights with these airlines. There are also colorful early baggage labels and other memorabilia. The price is \$17, postpaid in the U.S. and Canada; \$19 overseas and \$23 overseas by air mail, from Don Thomas, 1801 Oak Creek Drive, Dunedin, FLA 34698, USA.

I have just received a great book, and I mean great. Called "Great Airports MIAMI", this pictorial history is reviewed in BOOKCASE in this issue of the LOG.

Available: a big box of more than 40 Travel Guides published by Pan American Airways, 1963-73, including nine New Horizon World Guides, 1963-72, and other guides to the USA, Caribbean, Latin America, Asia, Europe and individual areas. Also guides to living abroad, maps, etc. Contact Clayton Keehn, 2117 Barcelona Drive, Clearwater, FLA 34624, USA. Phone (813) 531-4807.



22

23



24

- #1. 153 mm dia.; red, white & blue borders, from outside in; white center, hat in U.S. flag colors & design; text in black; Pan Am timetables light blue; suit jacket deep purple, nearly black; vest red with white ruffles.
- #2. 51 x 42 mm; (a) red text on silver; (b) white text on green.
- #3. 230 x 32 mm; white on blue (left half) & blue on white (right).
- #4. 63 x 121 mm; all printing red on white.
- #5. (a) 91 x 51 mm, (b) 149 x 48 mm; both burgundy red on white.
- #6. 90 mm dia.; white border, white airline name; brown & yellow sunflower colors; "Girassol" in red, orange, yellow, white & blue (from top of letters down); all on a dark blue-gray center.
- #7. 143 x 112 mm; white text; deep blue sky; F.100 in two-tone KLM blue.
- #8. 111 x 79 mm; black text on white in top half; white text on deep blue bottom half, separated by airport buildings silhouetted in black; black airplane; orange sun.
- #9. 85 mm dia. circle inside 100 x 100 mm white square; Circle: white & black border, light blue sky, dark blue "fuselage" & orange "wings" all bordered in white, in logo; white airline name; lion's uniform & cap blue; lion's head with brown manes, orange face, brown-gray nose, pink tongue; white cheeks and beard.
- #10. 89 x 69 mm; white background; blue "fuselage" and red "wings" in logo; white text.
- #11. 101 x 44 mm; white background; logo red (top) & green (bottom); blue text.
- #12. 89 x 49 mm; all printing light blue on white, except for orange of bottom half of triangle.
- #13. 51 mm dia.; white background; black text; blue & red Delta logo; red, white & blue U.S. flag.
- #14. 127 x 76 mm; narrow orange border; aircraft outline in green; Pilgrim green; Airlines orange (same for name on

- forward fuselage); tail logo green, orange, yellow from front to rear.
- #15. 82 x 59 mm; all printing blue on white, except for red bar through airline name.
- #16. 193 x 67 mm; deep blue background; white & red aircraft with black & orange cheat line; black text.
- #17a. 63 mm dia.; white background, blue clouds & girl's dress; orange semi-circle at bottom & text + logo on airplane; black text in "Transports" line; white text in bottom semi-circle.
- #17b. 45 x 65 mm; white background; black text & square in top part; burgundy red print on bottom two-thirds.
- #17c. 100 x 50 mm; "tarom", "Romanian Air Transport" line & large logo on left in burgundy red; rest of printing black.
- #18. 83 x 92 mm; white background; blue L-1011 & text; red bars at bottom.
- #19. 229 x 89 mm; light blue border; black airplane outline on white center; dark blue airline name & vertical tail; feathers in airline logo fading from light blue to light green front to rear; black text at top & bottom.
- #20. 229 x 89 mm; silver border around red center; airplane in silver with standard red, white & blue AA livery; white engines; black text top & bottom.
- #21. 146 x 58 mm; dark blue text; green dots separating the place names; green horizontal line across label, sweeping up into front part of tail logo; rear part of tail logo in blue with white bird.
- #22. 133 x 32 mm; El Inter Americano text red on dark beige background; Eastern name & logo in light yellow; right half of tag light yellow; American continent in alternating horizontal pink & yellow lines. Reverse: red text & lines on white.
- #23. 102 mm di.; white background; rainbow in blue, yellow, red from outside in; rest of printing black.
- #24. 91 x 70 mm; green on white, except for red stars in airline logo.

19

WINGS & THINGS

by RICHARD KORAN

THERE'S MORE TO CREATING
A WING OR BADGE THAN PULLING
IT OUT OF A HAT
A FEDERAL EXPRESS PILOT
TELLS HOW IT IS DONE



Artist's drawing of possible Federal Express hat badge shows the movement "streaks" on either side of the corporate logo. This illustrates one of the hat badge examples eventually turned down. As John Whitehead said, this is the one Balfour got "close" on.

From time to time I have offered WAHS members an opportunity to contribute to this column by submitting interesting wing-related articles, comments and photographs, in the hope of becoming a sort of 'clearinghouse' of information useful to the airline memorabilia collector.

John Whitehead, Federal Express captain and fellow wing collector, has submitted an article outlining his personal involvement with the creation of FedEx's new wings and hat badge. John's efforts are most appreciated and are an extension of his own feelings about flight insignia and his career with Federal Express.

"I began working as a co-pilot for Federal Express in 1975 on the Dassault Falcon. At that time I was issued two uniforms which consisted of a jump suit used while flying the U.S. Mail contract flights (an experience I am trying to forget), and our standard airline uniform. The wing issued for the standard uniform was a Balfour of silver metal with enameled 'FE' in the center. A cloth wing was issued for the jump suit. It looked exactly like the metal wing.

"In 1979 we found we were having trouble with the uniform vendor and a new uniform



Federal Express hat badge accepted by FedEx crew members shows the global design and the USAir-like wreath which lived through all changes. The wreath and the background of the world have a satin finish. The continents and FedEx logo have polished surfaces. Top of the logo is purple with silver "Federal" and the "Express" is red on the polished white surface below.

style and vendor were selected. At that time a new wing and hat badge were introduced also. The pilot group wasn't consulted. These new items just showed up one day.

"This wing/hat badge combination remained in use until the most-recent issue of OCT 87. Those of you who have seen this previous issue, know it was of poor quality. It was created from the standard Air Force air crew wing with the eagle replaced by an 'FE' which was barely discernible. Besides my personal dislike for the wing in general, I was disappointed it was impossible to distinguish which airline it represented.

"In late 1986 I was approached by the FedEx Flight Advisory Board (FAB) with the request to look into getting new emblems for our pilots.

"The FAB is a board of



Sample Federal Express hat badge submitted by Balfour for consideration by the crews. This badge shows the North American continent only, but it was decided to use a global design instead. This hat badge did not have any polished surfaces except for the FedEx logo at the bottom.

pilots elected to represent our group as a whole to management and within the industry. The FAB was aware of my collection of wings.

"I contacted most of the major manufacturers and requested that their artists create some drawings from which the line pilots could select a style. I took a glass showcase in our crew lounge and displayed wings and hat badges from my collection so the pilots could familiarize themselves with what was being worn in the industry and to see the different levels of quality available. In another showcase I displayed the drawings (quite numerous) I had received from the manufacturers.

"A ballot was taken to see which style was the favorite choice. Those of you who fly for airlines know it is almost impossible to get any two pilots to agree on anything.

There was the typical loud faction who didn't want a change at all (another pilot's trait) and the silent group who came to me one on one and said how happy they were a change was finally coming.

"In the end, the ballots produced a surprise... a write-in vote for a wing similar in style to the USAir wing in the



Federal Express pilot wing worn in the mid-1970s and, in my opinion, one of the most beautiful wings in my collection. The shoulders are polished silver and the wings are satin finished. The center has dark blue/purple enamel at the top with a silver 'F' and the bottom is polished silver with a red enamel 'E'. This style wing was the first one worn by John Whitehead (see article).

first display case was the majority winner.

"It was then a matter of contacting the manufacturers which I felt produced a higher quality wing and ask them for quotes. Balfour was chosen and the chief pilot and I flew a scheduled trip to Ft. Lauderdale together to meet with Balfour representatives during the day. I explained I wanted them to begin with the USAir emblem in mind, but to expand the idea from there. I hoped this would produce a wing which met the parameters desired by the pilot group, while creating a new emblem, unique to Federal Express.

"A major goal was met by placing the corporate logo of Federal Express in the center in color. The remainder of the wing is silver - both polished and satin finish. The hat badge incorporates a globe to depict the 'international' status now enjoyed by Federal Express, as well as the company logo. The result is a much higher quality set of emblems which make it readily apparent which carrier they represent. And they are unique in style, rather than a copy of someone else's emblem with a logo plug.

"Most wing collectors will agree this is a welcome change which has been a long time in coming."

In his letter which accompanied the article, John said he has an example of a 'prototype' new FedEx hat badge.

This original badge from Balfour did not have a globe showing the world, but instead shows only the North American continent, and off-scale at that. The modified version (with the globe showing the world) is the one eventually issued. Except for the logo, the test hat badge wasn't polished.



These Federal Express pilot wings are based on the air force air crew wing. They had a different centre. The center button has the letters 'FE' vertically joined. FedEx crews had no input in this wing design and were not impressed with its quality.

Federal Express pilot wing as recently selected by their pilots for wear. The corporate logo in the center has the dark purple at the top and polished silver below. 'Federal' is in silver and 'Express' in red. The wing has polished shoulders and satin finish below. A coating of gold color on the lower portion was tested but rejected in favor of all-silver. The black marks at the top of the wing are reflections from my camera equipment.



The only difference in the wing itself was a test coating of gold color on the satin finish part.

"It looked so good it was given every consideration," John said, "but the gold would have caused a change in the color of stripes on our uniforms, the hats would all have to be changed because of the color of the scrambled eggs, and the uniform buttons would have to be changed as well. We decided to go with the silver all over."

In March of this year John sent another letter with some more details about his efforts for FedEx.

"One item I failed to mention regarding that hat badge ... although it was initially fashioned after the USAir badge, the only part of the USAir style that lived through design changes was the wreath. I personally wanted the globe in the center, a la TWA and a few other international carriers. I drew up a couple of hat badge designs and sent them to Balfour. Their artist took my drawings and sent back professional color drawings."

One of my photographs shows this drawing -RK.

John also said, "The top design (in the photo) isn't exactly as per my drawings in

that the logo was to appear in orbit with just a few streaks showing movement ... they got close."

As an aside to his article, John also said that "all pilots have yet to be issued the new emblems and until this is completed, there are no extra wings available from the FedEx Flight Department." Wing collectors, take note!

Thanks John, for taking the time to put together this fine article. It is obvious from your efforts that one doesn't pull a wing and hat badge design out of a hat. A lot of work is involved indeed!

Recognition must go to Frank Woldorf for his efforts to educate students and adults alike with his recent displays of a portion of his own wings, emblems and other transportation memorabilia at Loggers Run Middle School west of Boca Raton, Florida. One newspaper reported "A dazzling array of his gold airline pilots' cap emblems, epaulets and wings fill two display cases in the hall outside the media center at (the school). Inside the media center are airplane models and photographs of aircraft."

Nice job, Frank ... a pity some of the news photographs weren't quite up to par!

I also must compliment George Cearley, Jr. on the mini-convention at the Holiday Inn just south of D/FW International Airport in February. This was one of my first mini-cons and I enjoyed it very much - and picked up some real nice items, too. Hector Cabezas and Martin Chundela flew in from Frankfurt am Main, West-Germany, for the one-day event. They should receive some sort of award for flying so far for so much! Fred Hems from England was there too ... awards all around. I look forward to many more of these mini-cons, especially when I can find some outstanding wings and items such as that beautiful 1950s Braniff hat badge.

In closing, editor Joop Gerritsma recently sent me photocopies of the Civil Personal Album photographs published in the FEB 88 issue of Aeroplane Monthly. To quote AM, "This selection of between-the-wars British airliners comes from the collection of the late Capt. Gordon P. Olley and was sent to us by his daughter, Dr. June Cumbræ-Stewart of Sandy Bay, Tasmania."

As many of you now, I have a number of Captain Olley's personal items in my collection, including two of his Imperial Airways tropical uniform metal pilot wings and his trio of miniature military medals of his RFC/RAF service, 1914-19.

One of the best photographs shows Olley at the door of a Handley Page aircraft: "This Handley Page W.8b of Handley



Page Transport Ltd. is pictured on June 13, 1923 on the day it was used to fly a group of women on a rose-selling expedition to Paris. Gordon Olley can be seen suitably attired." The ladies are in their coats with fur collars ... Olley in his leather flying coat and fur collar!

WAHS member Joe Wolf would like readers to consider this tidbit from Machine Design ma-



Peninsula Air Transport was one of many Miami-based non-scheds started in the 1940s. PAT's fleet included three C-46s, two DC-4s and one DC-3. The blue/white/gold center of the wing includes a map of Florida and the letters PAT. It is mounted to the centre of the wing by a small screwback. The gold-wire wing was worn on a Navy-type uniform - if you changed jobs (airlines) all you had to do was change the center device, said American Airlines Capt. Lynn Willer. He flew for PAT before the non-sched went out of business in 1955.

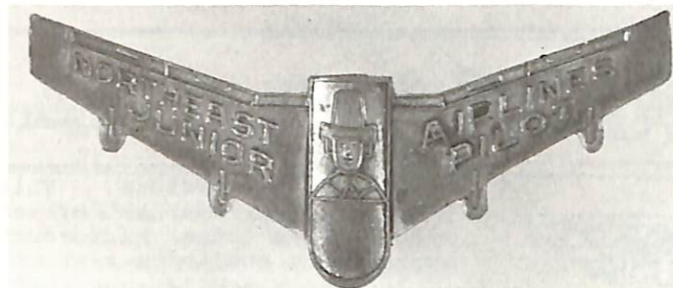
Crews of MGM Grand Air, the west-coast-based luxury airline, wear this distinctive hat badge. Quite large, the badge has a three-inch diameter. It has a deep-blue velvet-like background material with gold wire for the MGM lion head and wreath. These badges were produced in India.

The MGM Grand Air pilot wing is 'small' compared to their luxurious hat badge. Also 3 in (7.35 cm) across, but not as 'heavy'. A beautifully done wing with dark-blue background and gold wire, the badge is clutch back for uniform wear. I consider myself quite fortunate for having been able to acquire the two MGM items from their chief pilot, Wes Christiansen, as the airline has few aircraft and few crew members to operate their luxury coast-to-coast flights.

gazine: "The Electra, a Lockheed turboprop airliner used in the 1950s and 1960s, had remarkably short wings for its size. However, the wing length was determined by economics, not aerodynamics. American Airlines, who bought many of the aircraft, had small hangars at LaGuardia, and specified that the wingspan could not exceed 100 ft. So the Electra complied, with a 99-ft. wingspan."



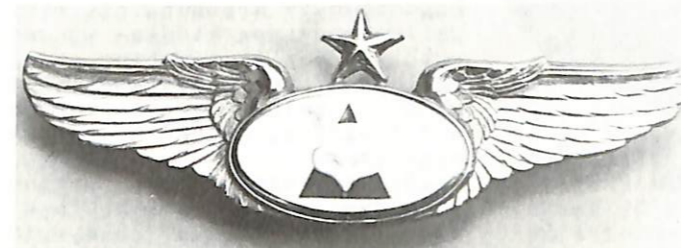
Expreso Aereo of Cuba was one of a number of small carriers to exploit the demand on the Miami-Havana-Nassau ports of call and plentiful money in the early 1940s. Cargo and passenger flights were flown through the late 1948, a time of financial difficulties for Expreso Aereo. There is no record of its existence after 1952, airline historian Ron Davies says in his book on the history of Latin American airlines. Deep red and blue enamel form the center of this silver wing, which was produced in Italy.!



Northeast Airlines Junior Pilot wing from the Norm Houle collection. This 1950s 'kiddie' wing is a fine example of these wings, given out in the "old days". Made of metal, it uses a pin back for wear by youngsters. Size is 2.25 in (5.72 cm) across.



Sun Airline of St. Louis began operations in 1967 with Beech 18s over a network in Missouri. Sun became one of the first third-levels to cater to the businessman and began, late that year, to operate Lear Jets over a route system which became the most-widespread third-level network in the USA. The demise of Sun Airlines in 1969 was even faster than its growth. The wing is heavy and dark gold. It is quite nice and has a 'massive' appearance.



Davis Airlines operated from College Station, Texas, to Dallas and Houston with Piper aircraft. Davis was formed in 1965 and was absorbed into RIO Airways in 1977. The wing is gold with red and white enamel in the shield. The fox head is white, the delta-shape red. They stand for 'fox - delta' or 'Fly Davis' as explained by their chief pilot.



Northeast Airlines stewardess overseas cap pin is finished in gold with the Pilgrim (top left corner) in red and blue enamel. Just under 2 in (5 cm) across, the cap pin uses a pin back for wear. Detail in the Pilgrim's hat includes the letters NEA. This fine early Northeast piece is from Norm Houle's collection.



Ross Aviation, of Albuquerque, New Mexico, is an exclusive contractor to a U.S. government agency with facilities both in the ABQ area and at Los Alamos, near Santa Fe. Flying Twin Otters, Ross pilots wear this wing, with star and wreath. The Ross logo is overall gold on a dark brown background. The wing is also gold. Ross's director of operations said flight attendants and ground personnel wear wings too, but without the star and crest.



Cape Smythe Air serves all of Alaska from the North Slope, say the airline's promotional folder. From Anaktuvuk Pass north - and east and west - people recognize the polar bear on the tail of their aircraft, and on the pilot wing shown here. The "Polar Bears" provide a vital link with the north of Alaska. The wing is overall silver with a flat-black center.

< Horizon Air is a regional airline based in Seattle, Wash., Established in 1981, it has since acquired Air Oregon to expand its operations in the Pacific Northwest. This beautiful wing is finished in gold with an orange/red/black enamel center with 'Horizon' in gold. Lots of fine detail in this impressive pilot wing.

JUNIOR CREW INSIGNIA

by STAN BAUMWALD

I must first make some corrections to a previous article. Bill Gawchik, an ardent collector of PamAm material, wrote me to point out two errors in the Vol.13, No.4, DEC 87 LOG.

In that issue I wrote about the PanAm #5 wing and its mate, a stewardess wing (Figs. 1 and 2 in my 13/4 colum). Bill said PanAm never used that style globe and the wing doesn't say PanAm. He is correct on both counts. Also, I have since talked to another collector who remembers this wing being sold in the local drugstore. Therefore, I will remove these listings from the U.S. wings section of the catalogue and place them in the Miscellaneous section.

Bill also said the latest PanAm kiddie wing is not in paper, but instead is made of a puffy vinyl material with a paper backing. I agree and I will correct this accordingly. Thanks, Bill.

I also wrote about a Transtar Junior wing of which I did not have a copy at the time. At the Dallas mini-convention I met a flight attendant previously employed with the airline and I was able to get this wing (#1). According to her, this was not a kiddie wing, although it was given to children. She said the item was something more in line with a frequent-flyer type of book the airline gave out. So I will list this in the Miscellaneous section as well, but with the understanding it is not a kiddie wing. It is made of paper, blue-colored and a stick-um type.

Now on with the new: Mount Cook Airlines, a New Zealand domestic airline, has produced this stick-on paper Junior Wing (#2). The blue background has yellow wings and white lettering.

In the previous issue I wrote about the CSA Junior Hostess wing. I was lucky and received in the mail its mate, the Junior Pilot wing (#3). This is also of metal, has a blue background with the rest in red, white and blue.

In the U.S., Midwest Express out of Milwaukee, Wisconsin, has had a new wing out for some time, but I can't seem to find out where I have



mentioned it before. This Stouffel wing (#4) has silver wings and a blue background surrounding the white text.

In the Miscellaneous section, I add a Junior Wing from Honda Motor Cycle (#5). This wing, made of pot metal, is in gold and black with the name Honda surrounded by red. Then, one of my friends sent me a wing from the Experimental Aircraft Association (#6). It is gold with the words JUNIOR EAA AVIATOR surrounded by a deep blue.

I also found a wing that was made for me. In my youth (can I remember that far back??) I used to joke about being a Junior Bird Man before becoming a "real aviator". Well, lo and behold, I found a wing which says "Jr. Birdmen of America" (#7). I now have two of this type. However, one of them says "HEARST NEWS-PAPERS" in addition to the Jr. Birdmen text. They are both of metal, have gold wings and are red, white and blue.

Just by coincidence, as I was writing this article, John Collentine of Milwaukee is in town visiting family, and he was kind enough to come and visit me. In the process he brought over a bunch of miscellaneous type kiddie wings, with the earliest dating back to 1934. There are just too many to include in this column and I will save them for the next issue.

At this time I am updating the "Junior Crew Member Wings" book. It should be ready in time for me to bring it to the Denver convention. If you attend the convention, please drop by my table and I will have the update for you. I am asking a nominal charge of \$3 just to cover my expenses. If you can't make it, let me know and I will send it to you for \$3.50. The entire book, including the update, will be \$18 at shows and \$19 via domestic mail.

Happy Collecting



AIRLINE MODELING

by GERRY COLE

This is written just after the annual hobby shows where the manufacturers announce their plans for the coming year. And it looks like a good 1988 for the airline modeler, especially if all announcements materialize into actual products.

1988 PRODUCT ANNOUNCEMENTS

Airfix has announced it will re-release some 1/144 scale airline model kits with new decals. The Boeing 737 will be available in British Airways new colors and in Air France livery, the 727-200 in Lufthansa colors and the new billboard PanAm, the 747 in British Airways new colors and in Alitalia livery. Current Iberia and KLM liveries will be available on the DC-9-30 and SAS on the DC-10-30.

Lufthansa and Air France decals will be available for the Airbus A300, and new British Airways and Air France decals will with the rereleased Concorde kit. Don't expect any of these kits until at least mid-year, some much later.

Revell shows a re-released 1/94 scale F-27 in the new 3-tone blue 'flagpole' Air UK scheme, and has announced a 1/144 scale A320 in Lufthansa and Air France colors. Their molds for the DO-228 have supposedly been re-tooled to produce a real DO-228-200 fuselage and this will be released with a delivery date not yet specified.

Finally, Revell plan to re-release the 1/144 scale L-1011 in new British Airways and in LTU markings. The latter should be available shortly.

Welsh Models plan 1/144 scale vacuform/decals combinations for an Invicta DC-4, Dan-Air BAe 748, Northwest (UK) Viscount, British United DC-3, CAAC (China) BAe 146-100, British Eagle Britannia 312, BOAC Stratocruiser 377, Dan-Air Airspeed Ambassador and Sabena CV-440. There are some real gems in this bunch for you prop-lovers.

My thanks to Fred Alsina of Jet Set Systems for the above information.

IT IS THAT TIME OF THE YEAR AGAIN!
THE MANUFACTURERS ARE PROMISING A CORNUCOPIA OF MODELS
... AND DECALS ... JUST FOR US.
FROM PROPLINERS TO JETS, IT COULD BE A BUSY SEASON!



L-1049G Super Connie,
by Peter Espada.

Leoman Models have announced plans for a 1/144 scale resin model of the Embraer EMB 110 Bandeirante. I have seen an early test shot of the fuselage, thanks to Clint Groves of AA/ATP, and it looks good. I have no information on possible decals.

Airways Vac Form (UK), distributed in the USA by War Eagle, P.O.Box 255, New Baltimore, MI 48047, have announced 1/72 scale vacuforms of the BAC 1-11, Vickers Viscount 700, Handley Page Herald, DH Comet 4C and Canadair CL-44. No information on decals, if any, is yet available.

Hasegawa has shown United and Pan Am billboard decals for their 1/200 scale Loveliner series Boeing 747 kit.

NEW KITS AND ACCESSORIES

I have just received two new kits from the guys at Sasquatch Models. They have injected styrene 1/144 scale kits for the Shorts 330 and 360, both in the attractive livery of MVA, Mississippi Valley Airlines. Before you rush and look up that scheme, it has blue and yellow stripes on a white fuselage and tail. The decal sheets come from Jim Childs of Flight Design and include cabin and cockpit windows and separate frames. The price of each kit is U.S.

\$15.50 plus \$1.50 shipping. They are available only in limited quantities (200 of each) direct from Sasquatch Models, 6881 S.E. Alberta, Portland, OR 97206.

Combat Models, of 400, 3rd Street, West Easton, PA 19042, has produced 1/72 scale vacuform copies of the old Aurora DC-9-10 and Boeing 737 (early version) kits. They are designed to be used in place of the rare (and valuable) collector's kits, and are priced at U.S. \$20.95 each, with \$3.50 for postage and packing. Please note, however, that the errors in the Aurora kits have not been corrected.

For the past four years I have been collecting photographs and scale drawings for the wing fences and the fuselage and engine strakes often seen on modern jet aircraft. The result is a new set of etched brass airliner parts from Fotocut, Box 120, Erieville, NY 13061. Included on each sheet are wing fences for the Airfix BAC 1-11 (four fences), Boeing 727 (four) and DC-9-10 (two). Fuselage strakes are included for the DC-9-50 (two) and MD-80 series (two), and engine strakes for the MD-80 (two), DC-10 (four for the Airfix kit nacelles, four for the Revell kit) and for the Sasquatch/Revell DC-8

-70 series/military KC-135H (eight). Each part is carefully designed to fit the specific kit. This presented some unique problems in the case of the wing leading edge fences, as a proper fit depends greatly on how much the modeler sands the leading edge.

To eliminate potential problems, the fences were designed to be installed by first cutting a small vertical slot in the wing leading edge with a razor saw. An etched brass gauge is provided to help get the proper slot depth.

All parts are done with Fotocut's unique process which eliminates cutting the parts free of any tabs or trees. The sheet will also be available reduced to 1/200 scale. I expect both sheets will also be available from AA/ATP.

NEW DECALS

Airline Hobby Supplies has another bumper crop of nine new decals for Canadian airline subjects. The Canadian Pacific scheme for the 737-200 and 300 is available on one sheet, for the DC-10-30 'Empress of Hong Kong' and 'Empress of Canada' on another.

For those who don't remember, this scheme had an off-white crown and blue bottom with red stripe between.

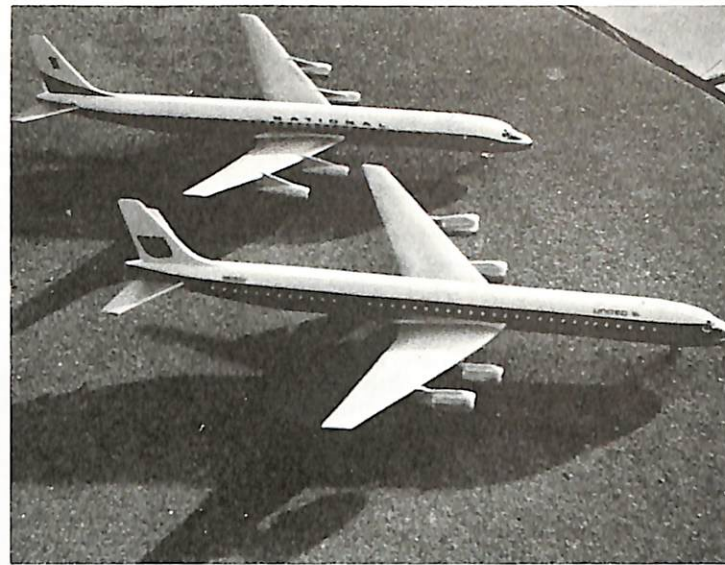
Another decal sheet provides markings for a Canadian Airlines Int'l. 737-200, with the stylized Pacific Western wedge within the 'Canadian' title and a pewter stripe at the red belt line stripe. This livery is also available in a decal for the DC-10-30 and DC-10-30ER. All the above are available in both 1/144 and 1/200 scale, a total of eight decals.

The real 'gem' from AHS, however, is a 1/72 scale sheet for an Ontario Express (Canadian Partner) BAe Jetstream 31, as converted from the old and re-issued Airfix kit. This sheet includes all markings and decal windows, plus excellent conversion information by IPMS-canada modeler Derek Pennington. Highly recommended and all available from AA/ATP.

DECAL SURVEY

If you read many model building magazines, you know readers love to complain the manufacturers don't produce the proper kit, decal or whatever. The market research done by the manufacturer is never right.

It came therefore as quite



National DC-8-61,
United DC-8-71,
by Joaquin Cicero.

a surprise when Fred Alsina of Jet Set Systems asked me what I thought what new decals you readers might like to see. My first impulse was to list my own favorite subjects, with a chance that I'd finally have a decal for a 1/72 scale Colonial Airlines DC-3 and a 1/200 scale Sun Country DC-10-40. I suppressed that impulse with a flood of guilt and decided to take the manufacturer's suggestion ... conduct a survey.

SURVEY

If you have always wanted a decal, something not now on the market, but didn't know who to ask ... this is your chance. From now until 31 OCT 88, I will accept your nominations (by card or letter) for the 10 most-wanted decal sheets. For each of the 10 choices please specify:

1. Aircraft, incl. sub-type;
2. Airline;
3. Scheme;
4. Scale.

If you would like to see the same decal in two different scales, you should list it as two of your 10 choices. If you desire a specific color scale or era, please note this under the 'Scheme' heading. A typical choice might be:

1. DC-10-40;
2. Sun Country;
3. Red/yellow;
4. 1/200 scale.

I will tabulate the data, forward your suggestions to Jet Set Systems and print the survey results in this column. Since this same survey will also go into in my 'Civil Scene' column in the IPMS/USA 'Update', it should reach a large number of airline modelers.

WOOSTER WHEELS

If you have purchased any of the Wooster Models 'box scale' kits, you may have noticed most come without any landing gear or wheels. The manufacturer informs me only kits with Orion Airways and Air Europe markings come with wheels and gear struts included. All other models come only with a stand. However, Wooster does make wheels and struts for their Boeing 737, 747, 757 and 767 kits, and these are available direct from the manufacturer at 50 pence per set. By the way, their DEC 87 catalog lists both an Airbus A310 and a BAC 1-11, but I have no information about their scale. Let's hope it is 1/200.

SHOW 'N TELL

Joaquin Cicero of Des Peres, Missouri, sent a photo of a pair of his 1/144 scale Revell DC-8s. The National bird is a -61, while the -71 is finished in United markings. Joaquin started his modeling with solid wood models (I am glad I am not the only one) and has bought at least two of every airliner model to come out since then. His second home in Mexico facilitates the contribution of some of his models to the National Museum of Transport in Mexico City.

The Lockheed L-1049 model in TWA colors was built by Peter Espada of Arlington, Virginia. Peter used the old Monogram kit, with the kit's decals supplemented with the AA/ATP Connie sheet and solid color stripes. The gear struts, antennas and cockpit window frames were scratch built and handles were added to the boarding ladders. All over-scale rivet detail was removed with a chisel point

removed with a chisel point modeling knife. Finish was with Tamiya paints, Metalizer Exhaust and brushed Future acrylic floor wax.

The Continental DC-9 may surprise you, as it is not an Airfix of Hasegawa kit conversion. This is the old Aurora 1/72 scale kit, built by Virginia modeler John Kelly. John even included wing leading edge fences, a detail often missing on short-wing DC-9 models. The model took first among airliners at an IPMS regional contest in New Jersey last fall.

Bill Moore of Pacoima, California, sent a photo of a Continental Viscount 800. Made from two Heller kits, it is decaled using the Gene Hooker sheets. The landing gear, lost in the 'cloud bank', comes from an Airfix HS 125 in 1/72 scale. A well-staged photo and a well-detailed model.

The Piedmont 737-200 was built by Dennis Andrews of Jersey City, NJ, from the Airfix 1/144 scale kit. Window and livery decals came from ATP. A very nice, clean model.

Doug Stein of Gales Ferry, CT, entered the United Air Lines Boeing 247 at an IPMS regional convention in Portland, Maine last year. Built straight from the 1/72 scale Williams Bros. kit, Doug used Micro Scale decals and Testor paints. The red stripes were hand-painted with Polly-S fine red.

Last, but definitely not least, Walt Fink of Crystal Lake, IL, won the award for the best small-scale out-of-the-box airliner at the '87 IPMS national Convention with a Condor DC-10-30, built from the 1/200 sc. Hasegawa kit. Walt used various shades of Metalizer for the bare-metal finish, along with Jet Set Systems decals. Windows were filled with Micro Scale's Kristal Kleer. But the black and white reproduction of the photo can't show Walt's

method of presentation. The model base was covered with bright-red artist board, wood framed, and with a yellow Condor plaque in the corner. An eye-catching display for an equally impressive model.

THE DEPARTURE LOUNGE

I have had a chance to do some business travelling lately, a delight to any airline buff who otherwise has to pay his own way. This travelling has made me very nostalgic, remembering when there was a greater variety in airline liveries. I miss those carriers, now merged or bankrupt, which tried to catch the eye of prospective travellers with unusual liveries. The deep blue of Transtar, the beige of Muse Air and the cream of People Express are gone, but not forgotten. The PSA smile and Air California sunset colors will soon be available only in decal form.

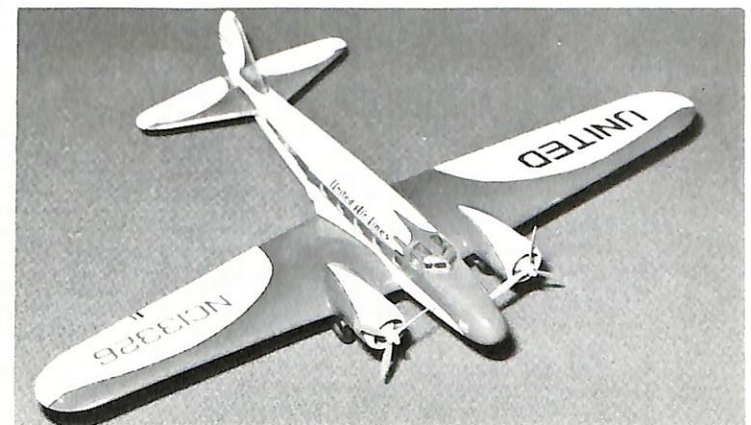
From your letters I gather I am not alone in my interest in older liveries and memorable carriers. While there is nothing wrong with the new schemes, there are plenty of older but excellent decals to be applied. In all my travels to hobby shops and model contests, I have never seen a buckskin and orange Mohawk BAC 1-11, Ozark old colors DC-9, Southern blue and white DC-9 or a Wien Alaska 737.

Perhaps, in our quest for the newest, we are overlooking the older but better.

Good modeling and I hope to see you in Denver.

Top to bottom:

- John Kelly's DC-9 in 1/72 scale.
- Viscount in flight, by Bill Moore.
- Dennis Andrews built Piedmont 737-200.
- UAL 247 by Doug Stein.



AROUND THE WORLD

of Airline Schedules



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 George Walker Cearley, Jr.
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The author, George Cearley, has been asked by several WAHS members to write an article summarizing and reviewing material on timetables and schedules he covered in his initial schedule columns during 1977 and 1978. These early articles included the following topics:

- I. The format of the schedule.
- II. Types of schedules issued.
- III. Schedule as an indicator of trends in airline promotion.
- IV. Storage, care, and handling of schedules.
- V. Profile of persons collecting timetables and schedules.
- VI. The value of timetables and schedules in tracing the history of a given airline.

Below and on the following pages is a review and update of these articles.

I. The format of the schedule.

The Columnar Timetable consists of a series of vertical columns each of which is marked off for a single flight or one flight connecting to another. This was by far the most common format utilized through the 1960's by U.S. and foreign operators as well. It is rarely used today and generally then only in a few foreign timetables.

In each column of a columnar schedule there usually also appear, in addition to flight number, aircraft routing(s) from city to city, equipment type, often indicated by a symbol (as open diamond for DC-3) or first digit of the flight number. Also shown are classes of service (as first class or coach), meal or snack service, and of course arrival and departure times in each city. The columnar timetable clearly shows aircraft routings (or itineraries) which are often not readily discernible in the quick reference schedule. From a historical standpoint, this type is one of the most valuable for tracing an airline's history for a given time period.

Quick Reference Schedules. This is the format now generally used by most carriers. This type is generally easier for the travel agent and air traveller to use, but is not as valuable to the airline historian or enthusiast as most now do not show aircraft operated or flight routings. One notable exception is Pan American World Airways.

BRANIFF

MINNEAPOLIS/ST. PAUL

Phone 1-800-BRANIFF

| Leave | Arrive | Flight | Operator | Stop | Class |
|-----------------------------------|--------|----------|----------|----------|-------|
| To Altus, OK (CST) | | | | | |
| 7:55a | 2:35p | 577/1812 | X5 | DFW | S |
| To Columbia, MO (CST) | | | | | |
| 7:55a | 11:00a | 577/1027 | X57 | MCI | S |
| To Dallas/Fort Worth (CST) | | | | | |
| DFW International Airport | | | | | |
| 7:55a | 10:50a | 577 | X5 | 1-Stop | S |
| 4:55p | 8:15p | 587 | Daily | 1-Stop | S |
| To Grand Island, NE (CST) | | | | | |
| 7:55a | 12:05p | 577/1015 | X57 | MCI | S |
| To Kansas City (CST) | | | | | |
| MCI International Airport | | | | | |
| 7:55a | 8:55a | 577 | X5 | Non-Stop | S |
| 4:55p | 6:11p | 587 | Daily | Non-Stop | S |
| To Las Vegas (PST) | | | | | |
| 7:55a | 10:25a | 577/525 | X5 | MCI | S |
| 4:55p | 7:35p | 587/521 | Daily | MCI | S |
| To Los Angeles (PST) | | | | | |
| LAX International Airport | | | | | |
| 7:55a | 11:02a | 577/543 | X5 | MCI | S |
| 4:55p | 8:12p | 587/507 | Daily | MCI | S |
| To Manhattan, KS (CST) | | | | | |
| Municipal Airport | | | | | |
| 7:55a | 11:00a | 577/1103 | X5 | MCI | S |
| 4:55p | 8:05p | 587/1117 | X57 | MCI | S |
| 4:55p | 9:45p | 587/1119 | Daily | MCI | S |

ABOVE: THIS PAGE FROM BRANIFF INC'S JANUARY 15, 1988, SCHEDULE SHOWING SERVICE OUT OF MINNEAPOLIS/ST. PAUL ILLUSTRATES THE QUICK REFERENCE FORMAT.

| Days | Mo | Tu | We | Th | Fr | Sa | Su |
|---------------|-------|-------|-------|-------|-------|-------|-------|
| Flight No. PK | 540 | 544 | 534 | 542 | 537 | 538 | 548 |
| Aircraft | F 27 | | | | | | |
| Class | Y | | | | | | |
| KARACHI | 06:00 | 06:00 | 06:00 | 06:30 | 12:00 | 14:15 | 15:45 |
| HYDERABAD | | | | 07:05 | 14:00 | | |
| NAWABSHAH | | 06:50 | | 07:35 | 14:50 | | |
| MOENJODARO | | 07:10 | | 07:35 | 13:35 | 16:10 | 17:00 |
| SUKKUR | 07:20 | 07:55 | 08:05 | 08:35 | | | |
| SUI | 08:10 | | | | | | |
| MULTAN | | | | | 15:05 | | |

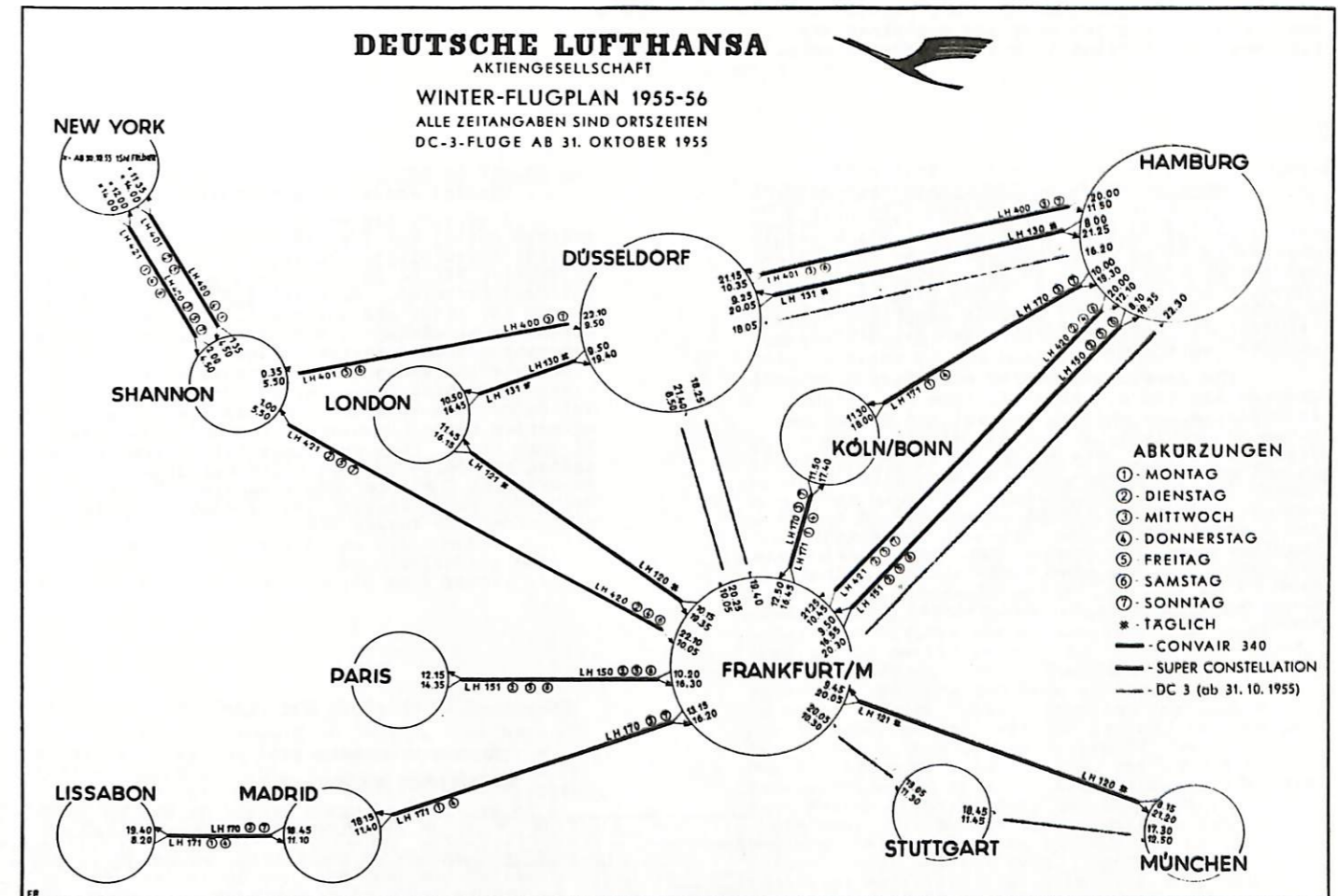
AT LEFT: AN EXAMPLE OF A COLUMNAR TIMETABLE - IN THIS CASE A PORTION OF PAKISTAN INTERNATIONAL'S DOMESTIC SERVICE FROM AUGUST 16, 1982. THE CITY OF SUKKUR IS THE LOCATION OF THE LLOYD BARRAGE, THE WORLD'S LARGEST IRRIGATION PROJECT, AND THE LANSLOWNE BRIDGE, THE FIRST CANTILEVER RAILWAY BRIDGE ON EARTH, BEING OPENED IN 1887 AND SPANNING THE ROHRI CANAL OF THE INDUS RIVER. MOENJODARO IS ONE OF THE OLDEST KNOWN CITIES ON EARTH - ITS HISTORY DATING BACK 5,000 YEARS BEFORE THE PRESENT.

Network Schedules. This is a format used in both Europe and Asia in years past. It was common, for example, in Lufthansa schedules prior to World War II and during the middle 1950's when the German airline was restarted in 1955.

In the network timetable, the entire schedule is laid out with cities placed in relation to each other as they would appear on a map. Each city is represented as a circle and arrows between these represent individual flights. At the origin of each arrow is shown the departure time from the originating city and at the tip of the arrow, arrival time at the destination city. Over the arrow is shown the flight number. Aircraft type is

generally written over the arrow or shown with a different color arrow with each indicating one aircraft type as blue for Convair 340 or red for Super Constellation in the case of Lufthansa's 1955 network schedule.

Note: Technically the term, timetable, only applies to the columnar timetable. Quick reference schedules like those now issued to the public by most carriers are not really timetables but schedules, since they show the times of arrival and departure but not in the form of a table. These newer quick reference editions, hence, should always be called schedules, not timetables.



DEUTSCHE LUFTHANSA, A.G. TIMETABLE EFFECTIVE OCTOBER 1, 1955, IS A GOOD EXAMPLE OF THE NETWORK SCHEDULE FORMAT AND SHOWS BOTH THE CARRIER'S DOMESTIC AND INTERNATIONAL SERVICE AT THE TIME, SHORTLY AFTER THE CARRIER RESUMED OPERATIONS IN 1955 FOR THE FIRST TIME SINCE WORLD WAR II.

II. Types of timetables issued.

System Timetables (covering an airline's entire route structure) have been issued in columnar format, but now more often in quick reference format.

City quick reference schedules are issued by many carriers.

Most enthusiasts and historians are quite familiar with the above types; however, other forms of schedules are or have been issued. These include **joint schedules** by two different carriers as British Airways/Swissair for UK-Swiss service and Pan Am/British Airways for West Berlin. Also, an **airport or city** may issue a **schedule** covering all airlines and their respective services, as London Heathrow, Frankfurt Rhein-Main, and London Gatwick.

Also notable are the multiple issues of timetables by some foreign airlines published on or near the same date. Examples include full system schedules (or timetables), preliminary editions, condensed schedules, different issues of system schedules published separately in the individual country of issue but each containing the same or similar information, regional service schedules (as Air France European Service) seasonal schedules (as summer timetables published in three separate editions with different effective dates (e.g. 1st Edition - July 1, 2nd Edition - August 1, etc.).

A good example of a foreign system schedule separately published for two different nations is Lufthansa's January 3, 1960, issue. One version was printed in West Germany in German/English/French and contained both columnar and network schedule formats. Another issue effective the same date was printed in the U.S.A. in English only and contained the full system schedules in columnar format only.

Employee Timetables/Schedules

Several airlines issue or have in the past printed timetables for their personnel effective at the same time as the regular timetable issued the public. These have included Capital, Continental, Delta, Eastern, TWA, Western, and others. Older issues are columnar and in some cases are printed on a single large fold-out page. Some newer ones are a simplified quick reference format showing city or airport codes only, and in the case of Eastern are bound like the regular 4" x 8" public timetable and stapled on the 8" side.

DELTA AIR LINES, INC.
GENERAL SCHEDULE NO. 49; C.T.C. (A)(G.S.) NO. 59
ROUTES: 24 (DOMESTIC): 114, 154, 158F, 167F, 178 (FOREIGN) AND CTC LTC NOS. (A) 11/4641;
(A) 11748/67 (N); ATC 4377/87 (N); ATC 4379/87 (N); ATC 4379/87 (N); ATC 4380/87 (N)

| FLT NBR | SERVICE CLASSES | EFFECT DATE | DISCON DATE | FREQ | FROM STN | OPTR TIME | MEAL SVC | SPEC SVC | TO STN | ARVL TIME | REMARKS |
|---------|-----------------|-------------|-------------|------|----------|-----------|----------|----------|--------|-----------|---------|
| 744 | F Y B M Q H K L | 725 | | MO | DFW | 1644 | CDT | D D R | DCA | 2019 | EDT |
| 744 | F Y B M Q H K L | 725 | | EXMO | SAT | 1500 | CDT | | DFW | 1556 | CDT |
| 744 | F Y B M Q H K L | 725 | | EXMO | DFW | 1644 | CDT | D D R | DCA | 2019 | EDT |
| 745 | F Y B M Q H K L | 095 | | EXSA | AGS | 2200 | EDT | | ATL | 2248 | EDT |
| 746 | F Y B M Q H K L | 725 | 060188 | | MIA | 1745 | EDT | | MCO | 1830 | EDT |
| 747 | F Y B M Q H K L | 765 | | | ATL | 1527 | EDT | | MSY | 1552 | CDT |
| 747 | F Y B M Q H K L | 765 | | | MSY | 1637 | CDT | M SN | DFW | 1802 | CDT |
| 747 | F Y B M Q H K L | 765 | | | DFW | 1909 | CDT | D D R | LAS | 1952 | PDT |
| 748 | F Y B M Q H K L | 085 | | EXSU | LAS | 1120 | PDT | L L R | DFW | 1550 | CDT |
| 748 | F Y B M Q H K L | 085 | | EXSU | DFW | 1643 | CDT | D D R | ATL | 1945 | EDT |
| 748 | F Y B M Q H K L | 767 | | SU | LAS | 1120 | PDT | L L R | DFW | 1550 | CDT |
| 748 | F Y B M Q H K L | 767 | | SU | DFW | 1648 | CDT | D D R | ATL | 1945 | EDT |
| 749 | F Y B M Q H K L | 085 | | EXSU | ATL | 0910 | EDT | BRBR R | LAS | 1019 | PDT |
| 749 | F Y B M Q H K L | 767 | | SU | ATL | 0910 | EDT | BRBR RM | LAS | 1019 | PDT |

THE LINEAR FORMAT GENERAL SCHEDULE IS ILLUSTRATED ON THIS PAGE OF DELTA AIR LINES, INC. GENERAL SCHEDULE NO. 49, EFFECTIVE APRIL 3, 1988.

ISSUED: MARCH 11, 1988

EFFECTIVE: APRIL 3, 1988 (EXCEPT AS NOTED)

General Schedules CAB/General Schedules

The Civil Aeronautics Board and United States Postal Service required that all schedule changes be filed with them each time an airline had any type of change in service. A major schedule change publication was filed each time a public timetable was issued. Supplements and transmittals were submitted when all minor changes were made.

The general schedules were also used to prepare the OAG's. Aircraft type and flight itineraries, as well as arrival and departure times sequentially in various cities along a flight's routing were shown. Most were printed in columnar timetable, or now more often in a linear format. In the linear schedule each segment of a given flight is printed in a line (or linear) across the page. If the flight involves more than one segment, additional lines are used. The top line would include routes from Point A to B, the second line B to C, etc. Lines are generally skipped between each flight shown.

Special Issues of Timetables

Emergency issues of timetables were printed during the fuel shortage. Others include those printed following the conclusion of an airline strike in which only partial service has been restored. Examples include Eastern, August 23, 1962; and Northwest, December 17, 1970. Another interesting example is a series of Delta timetables issued in 1961. Delta issued a timetable including newly inaugurated southern transcontinental routes effective June 11-July 31, 1961. On June 20 a new schedule was issued effective through August 31st superseding that of June 11th. Then on August 1st a timetable was issued effective through September 30th and superseding the June 20th schedule. Finally, on September 1st a schedule was issued superseding that effective August 1st.

III. The Schedule as an Indicator of Trends in Airline Promotion

There has generally been a shift from promoting equipment and in-flight service to areas or cities served. Now advertising tends to "push" the destination more than the airplane the passenger rides.

Another practice now almost abandoned is the naming of individual flights or classes of service as these examples from the 1950's: National's "Star Service", Capital's "the Statesman", Delta's "Royal Biscayne", United's "Starlight Hollywood", etc.

Individual flights in columnar schedules were once marked in different colors with the brightest or most prominent color being the newest or most notable aircraft type or service.

Advertising spots may still appear in timetables featuring service highlights, but are far less numerous than in past years.

As stated earlier, avoid storing schedules in moist areas or locations with high humidity. Covers of many currently issued schedules and covers as well as internal paper stock of older timetables (as Delta and Eastern) are enamel clay-based paper. When this paper becomes wet or moist it will ripple and adjacent pages will stick together and may be difficult to pull apart. Even when dried out the rippling effect remains. Again, be careful to store schedules only in areas of low humidity to avoid irreversible damage to paper stock.

In my own case, schedules are stored in three different five-drawer double width metal filing cabinets. Schedules are placed lying parallel to the front of the drawer on the eight-inch side, each in clear acid-free folders. Mine are divided by geographic locations. I start alphabetically with U.S. trunk and local service carriers. For example, my first drawer begins with Alaska, then Allegheny and American. Each carrier's schedules are arranged in chronological order from oldest to newest. An index card divides the schedules issued each year and is marked as such as "1959 - American", "1960 - American", etc. Then under each year schedules are arranged from earliest to newest in order. Under "1959 - American" my issues are in order as follows: Jan 23, Mar 14, Apr 26, Jun 1, Jul 5, Aug 7, Sep 8, Sep 27, Oct 25, Dec 1. After my files on U.S. carriers I next have sections in order on Latin America (divided into Mexico, Central America, Caribbean, and South America); Europe (Great Britain and Ireland, Western Continental Europe, Eastern Europe); Asia (Middle East, Southwest Asia, Southeast Asia); Australia/New Zealand; and finally, Africa. In each geographic region or subregion schedules are arranged alphabetically by airline and then chronologically for each carrier.

IV. Storage, Care, and Handling of Schedules.

Schedules should be kept in some type of container that can be closed well (ideally a filing cabinet). They should also be stored in areas where they are not subjected to temperature extremes and in places where humidity is at a low level and well-controlled.

Schedules should not be packed tightly in drawers, files, or boxes so they are difficult to remove. In this situation older schedules, in particular where paper may be more fragile or brittle with age, may be damaged or torn when taken out or replaced in the file. Older schedules and timetables should be opened and handled with great care.

Several dealers have available clear folders measuring approximately 4" x 9 1/2" in size which are ideal for storing individual schedules. These are generally open on one end and should be left as such when the timetable is inserted. They should not be sealed tightly, as certain molds will thrive in a sealed low oxygen environment and hasten decay of paper. Also be sure that the clear folders you buy are acid free. Non-acid free folders will also speed up degeneration of the schedule.

If you do not have a filing cabinet, store schedules in boxes that can be closed well but not sealed tightly. It is best to keep boxes of schedules in the main part of the home where environment is controlled and not in attics, basements, and garages. A series of shoe boxes placed in drawers, on shelves, or in a closet might be good for storage. Unwrapped, unprotected schedules should not be dumped into a large box where they are allowed to move about freely. This increases the chance of damage, particularly to older items.

You might also wish to keep your duplicate issues separate so that it is known how many and what duplicate issues you have on hand and to avoid accidentally pulling an original issue you really wanted to keep.

NORTHWEST AIRLINES, INC.
FLORIDA SERVICES

EFFECTIVE DECEMBER 15, 1977

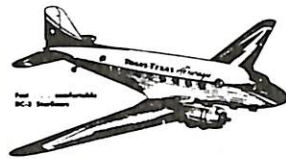
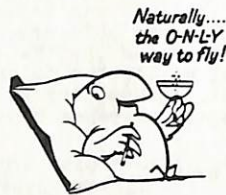
| Flight | 76 | 718 | 788 | 786 | 782 | 758 | 738 | 722 | 714 | 728 | 718 | 726 | 716 | 76 | 788 | 754 | 724 |
|--------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| SOUTHBOUND Service | F/Y | F/Y | F/Y | F/Y | F/Y | F/Y | F/Y | F/Y | F/Y | F/Y | F/Y | F/Y | F/Y | F/Y | F/Y | F/Y | F/Y |
| Aircraft | DC 10 | DC 10 | DC 10 | DC 10 | DC 10 | DC 10 | DC 10 | DC 10 | DC 10 | DC 10 | DC 10 | DC 10 | DC 10 | DC 10 | DC 10 | DC 10 | DC 10 |
| Days Operated (Daily if Blank) | FN/YN | FN/YN | FN/YN | FN/YN | FN/YN | FN/YN | FN/YN | FN/YN | FN/YN | FN/YN | FN/YN | FN/YN | FN/YN | FN/YN | FN/YN | FN/YN | FN/YN |
| | SEA/ATL | SEA/ATL | SEA/ATL | SEA/ATL | SEA/ATL | SEA/ATL | SEA/ATL | SEA/ATL | SEA/ATL | SEA/ATL | SEA/ATL | SEA/ATL | SEA/ATL | SEA/ATL | SEA/ATL | SEA/ATL | SEA/ATL |
| ANCHORAGE | L | 6:38 | | | | | | | | | | | | | | | |
| PORTLAND | L | | | | | | | | | | | | | | | | |
| SEATTLE/TACOMA | L | 5:12:20 | | | | | | | | | | | | | | | |
| EDMONTON | L | | | | | | | | | | | | | | | | |
| WINNIPEG | L | | | | | | | | | | | | | | | | |
| MINNEAPOLIS/ST. PAUL | L | | | | | | | | | | | | | | | | |
| MINNEAPOLIS/ST. PAUL | L | 6:35 | 7:00 | | 7:30 | 8:00 | 8:55 | | 10:05 | | 11:05 | | 1:55 | 2:10 | | 4:50 | |
| ROCHESTER | L | 7:25 | | | | | | | 10:25 | | 11:05 | | 1:55 | 2:10 | | 4:50 | |
| MADISON | L | 8:20 | | | | | | | | | | | | | | 2:45 | |
| MILWAUKEE | L | 8:47 | | | | | | | | | | | | | | | |
| MILWAUKEE | L | 9:30 | | | | | | | | | | | | | | | |
| CHICAGO (O'Hare) | L | 5:47 | 8:05 | | 9:15 | | 10:27 | | 11:23 | 12:10 | | 2:57 | 3:02 | | 3:22 | | |
| CHICAGO (O'Hare) | L | 6:50 | 8:50 | 9:00 | | 10:05 | | 11:05 | 12:00 | 12:45 | | 3:50 | 3:55 | | 4:10 | | |
| ATLANTA | L | 9:25 | | | | | | | | | | | | | | | |
| ATLANTA | L | 10:20 | | | | | | | | | | | | | | | |
| TAMPA/ST. PETERSBURG | L | | | | | | | | | | | | | | | | |
| TAMPA/ST. PETERSBURG | L | | | | | | | | | | | | | | | | |
| FORT LAUDERDALE | L | | | | | | | | | | | | | | | | |
| MIAMI | L | 11:57 | 1:22 | 12:28 | | | | | | | | | | | | | |
| FORT LAUDERDALE | L | | | | | | | | | | | | | | | | |

AN EXAMPLE OF A GENERAL SCHEDULE IN COLUMNAR TIMETABLE FORMAT IS THIS PAGE FROM NORTHWEST AIRLINES, INC. GENERAL SCHEDULE CAB, NO. 62, EFFECTIVE DECEMBER 15, 1977, AND SHOWING THE CARRIER'S FLORIDA SERVICES.

V. Profile of Persons Collecting Timetables and Schedules.

Although many different types of persons collect schedules and timetables, here are some characteristics which might apply to schedule collectors as a whole and not necessarily to any one person in particular:

- (1) Interest in travel, geography, and current events.
- (2) Interest in airline and related governmental politics.
- (3) Interest in internal workings of airlines (system of organization-management-marketing-operations-aircraft utilization-advertising and promotion).
- (4) Interest from a historical standpoint. The schedule (primarily the older columnar timetables) are literally a piece of that carrier's history for the time the schedule is in effect - equipment, routes, tariffs, marketing trends, ad campaigns, etc.
- (5) Finally, there is the sentimental value of the schedule. The timetable may serve as a way of recapturing memories of a flight, early days of plane watching, airport visits, etc.



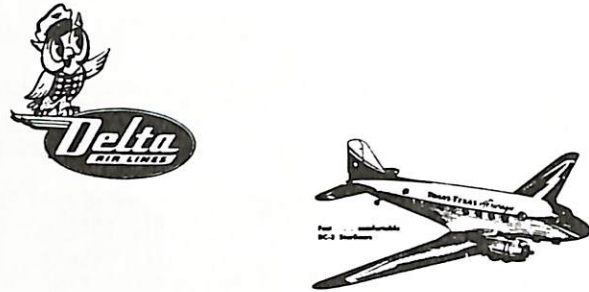
Mini-Convention

AIRLINES *International* - D/FW



THE MEMBERS OF THE AIRLINES INTERNATIONAL DALLAS COORDINATING COMMITTEE (INCLUDING AL CANALES, GEORGE CEARLEY, AND DAVID LASCHINGER) WOULD LIKE TO THANK THE OVER 600 PERSONS WHO ATTENDED OUR MINI-CONVENTION HERE IN THE DALLAS/FORT WORTH AREA IN FEBRUARY 1988 AND HELPED TO MAKE THE EVENT A GREAT SUCCESS.

WE ARE PLANNING ANOTHER MINI CONVENTION IN EARLY 1989 AND WILL BE PROVIDING MORE DETAILS ON THIS EVENT IN THE NEXT FEW WEEKS.



VI. The Value of Timetables and Schedules in Tracing the History of a Given Airline.

As stated earlier, each timetable is literally a piece of history of the airline for the period it is in effect. Older issues in particular show aircraft types, classes of service, meal service, equipment, routings, advertising employed, logos and service marks, marketing trends, etc.

The timetable is an invaluable tool for the writer, researcher, and scholar. In my own situation, they have been a major asset in compiling my airline history books and writing aviation articles. Other related valuable research items include the general schedules, employee timetables, and OAG's (particularly the older world-wide timetable format).

AIRLINE DINNERWARE

by RICHARD W. LUCKIN

AIRLINE DINNERWARE heads for the Orient in this issue.

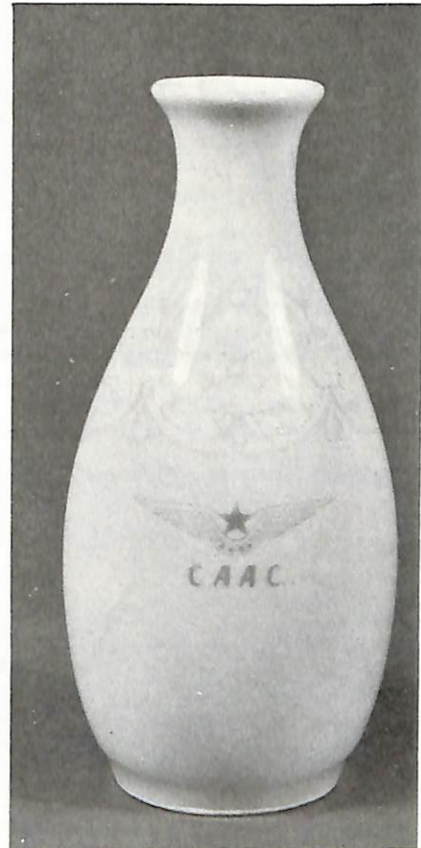
1. We start in Japan with a Japan Air Lines bowl. Bird design is in Cobalt Blue on a white ware. The manufacturer is Noritake, of Japan.



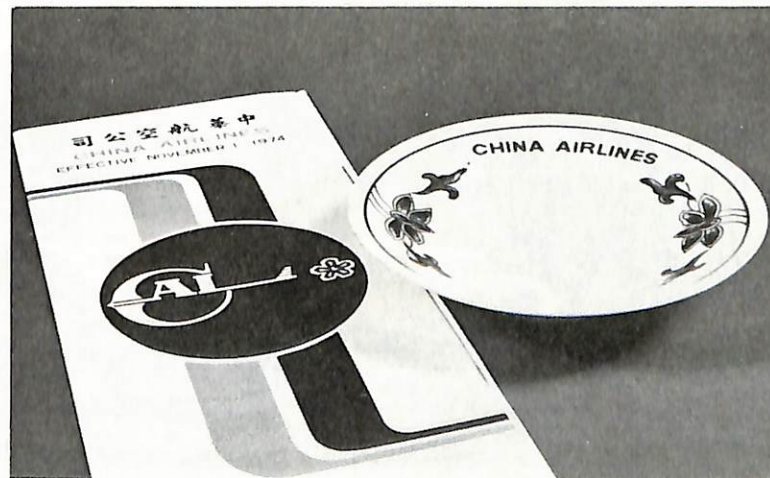
2. Another Noritake pattern, also for Japan Air Lines. The backstamp includes not only the manufacturer's name, but also the letters JAL. The pinstripe and birds are in Cobalt Blue.



4. Going on to mainland China, this flower vase has a very delicate lace-like design near the neck. The green logo and lettering are on a light green ware.



3. Moving on a bit we find a dish from China Airlines of Taiwan. Again, this is a white ware with Cobalt Blue decoration. In addition to the words 'China Airlines', there are seven Chinese characters on the bottom portion of the rim design, spelling out the airline's name in Chinese. This china was made in Taiwan. China Airlines was established in 1959. It became the national airline of Taiwan in 1965.

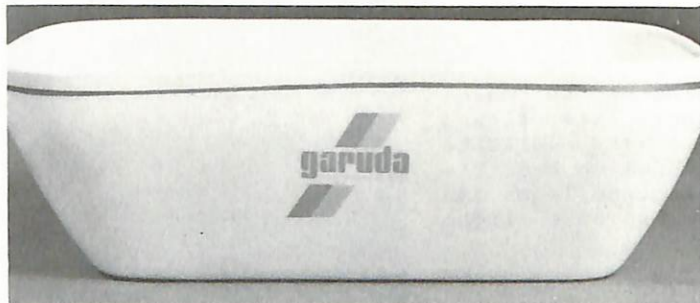


5. Another CAAC piece is this cup featuring various shades of blue along with the CAAC logo. The manufacturer is unknown. Established in 1949, CAAC operates several international routes.

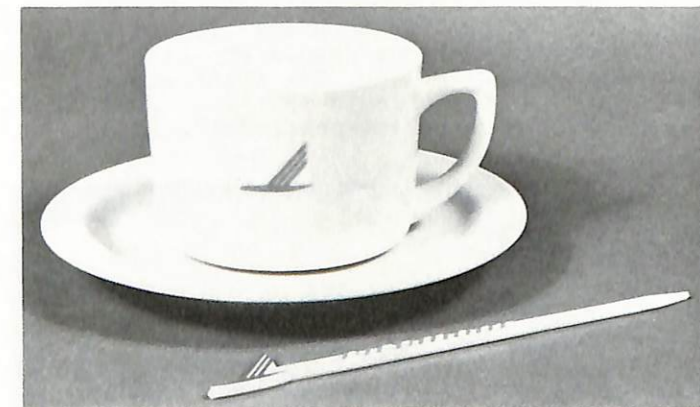




6. How many airlines have egg cups? CAAC does! (Left) The top and bottom pinstripes are bright gold while the large star and the four smaller stars below it are red. Wing design is blue and (right) the reverse side has the letters 'CAAC' in red. Some of these pieces do not have the lettering on reverse side. The piece is 2 1/2 inches (6.35 cm) high.



8. The Oriental portion of this article concludes with a piece from Garuda Indonesia (formerly Garuda Indonesian Airways), which displays red and orange logo on white ware.



10. Fairly new china service by Piedmont by Mayer China Company of New Castle, Pennsylvania. The blue logo is placed on a white ware. Both the cup and the saucer are back-stamped with the airline's name.

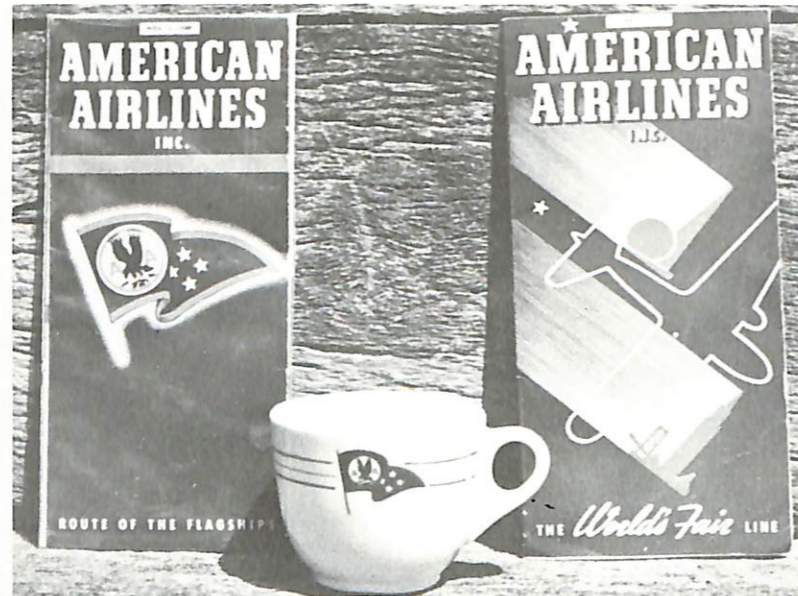
In the next issue I'll feature America West Airlines china, a UTA pattern, BOAC and even a few promotional mugs.

Continue to send your china news my way (note new address: 621 Cascade St., Golden, CO 80403-1581, USA) so everyone can see what's new and unusual.

Until the next time and happy collecting. 34



7. Do you have your Vol. 13, No. 2, JUL 87, CAPTAIN'S LOG handy? Turn to page 32. Featured there are a very nice First Class Malaysian Airlines cup and saucer (top right photo on that page). Just back a few rows from First Class is Business Class, where this pattern is used. This multi-colored china design was made by Noritake of Japan.



9. On the domestic U.S. scene, how about an American Airlines cup? It goes back to the late 1930s or early 1940s. Reverse side of the cup pictures a DC-3 (below). Dates of schedules are 01 NOV 40 (left) and 01 JUN 39.



THE SLIDE COLLECTOR

by RICHARD J. FEDORCO II

In this issue I present you with photographs of commuter aircraft, both in the "code-sharing" schemes and in their "natural" colors.

It is a pity our deregulated airline industry has already cut down on the number of major carriers through mergers and buy-outs. But it is even sadder still that the majors, to protect market share, are gobbling up many commuter lines, either by buying them outright or by signing them to "feeder" contracts. Independent commuter operators are an endangered species. If the trend continues, we will soon have only five or six major airlines and five or six commuters to write about and take photographs of.

Speaking of photographs, let's "slide" over to this column's subjects.

Many thanks to Todd Budish (Minneapolis/St. Paul: MSP), Graham Alliance (Washington DC: IAD & DCA), R.M. Bell (Los Angeles Int'l: LAX) and Tom Rambis (Minneapolis/St. Paul: MSP). All photos are from slides, except my own and Tom's. I hope you'll enjoy them.

Two special notes:

I am almost out of contributions for future articles (I have only some "scheme freaks" left), so please send me photographs and/or slides I can use in upcoming issues, and:

I have moved over to United Airlines (EWROOUA) if anyone wants to contact me at work.

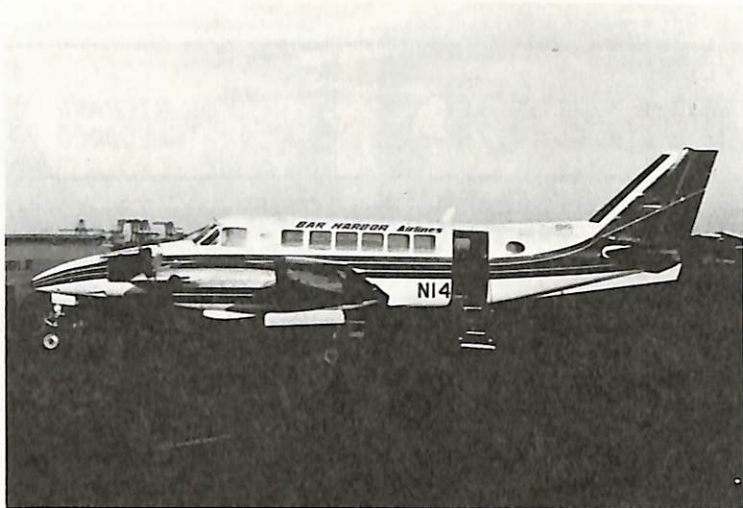
In the next issue I will bring you a selection of my favorite DC-8 photos.

Until then, and happy shooting.

PHOTOS, top to bottom:

1. Stateswest: Shorts 360 Adv. N711HJ c/n SH.3697 at LAX. (R.M. Bell)
2. United Express (Air Wisconsin) Shorts 360 N346MV c/n SH.3649 at IAD (aircraft formerly with Mississippi Valley Airlines). (Graham Alliance)
3. Henson A.L. Shorts 330-200 N938MA c/n SH.3046, at IAD. (Graham Alliance)
4. Northwest AirlinK BAe 3101 Jetstream 31, N318PX c/n 689 at MSP. (Todd Budish)





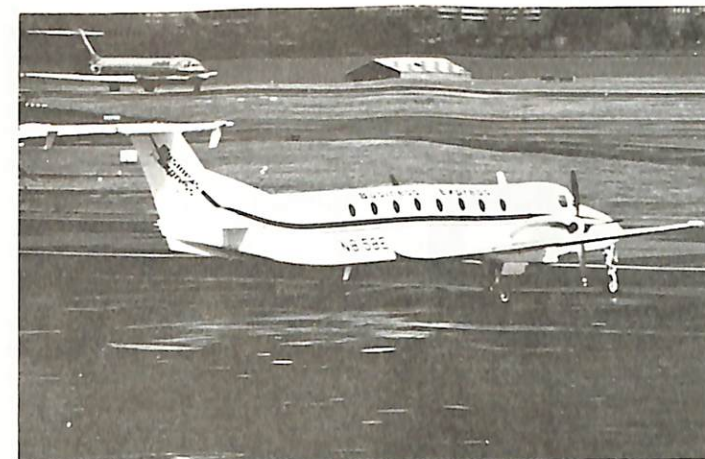
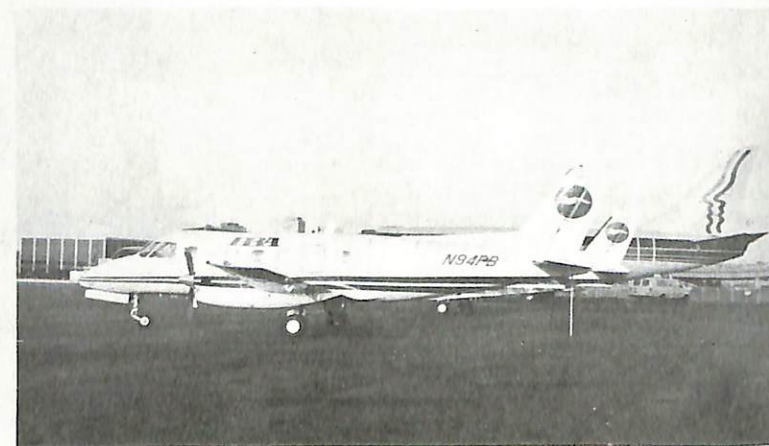
PHOTOS, top to bottom:

LEFT

1. Bar Harbor Be.99 N14MV, c/n U-59, EWR. (Richard Fedorco)
2. Austin A.W. Be. C99 C-GGLE, c/n U-207, MSP. (Tom Rambis)
3. Ransome A.L. DHC Dash-7 N172RA, c/n 27, JFK. (Richard Fedorco)
4. American Eagle (AVAir) SA226TC Metro II N23AZ, c/n TC-260, at DCA. (Graham Alliance)

RIGHT:

1. Mall A.W. Be.99 N433SA, c/n U-33, at EWR. (Richard Fedorco)
2. Holiday A.L. DHC-6/300 N264Z, c/n 264, EWR. (Richard Fedorco)
3. PBA EMB-110P1 N94PB, c/n 110316 at EWR. (Richard Fedorco)



ABOVE, LEFT:

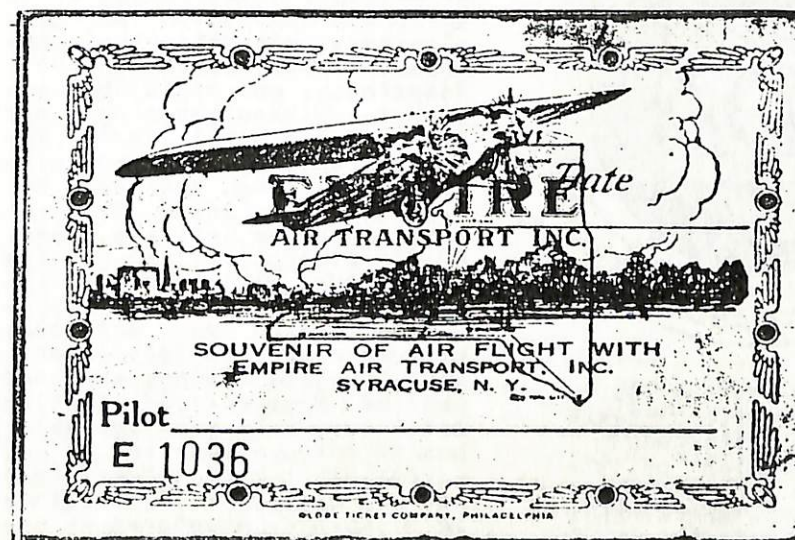
- Top: Business Express Be.1900C N815BE, c/n UB-54, at DCA. (Graham Alliance)
 Bottom: Business Express Fokker F-27/100 N141PM, c/n 10114, DCA. (Graham Alliance)

ABOVE, RIGHT:

- Top: Piedmont Commuter (Brockway Air) Be.1900C N7254R. c/n UB-22, EWR (Richard Fedorco)
 Bottom: Precision A.L. Dornier 228-201 N228RP, c/n8025 at EWR. (Richard Fedorco)

READERS SAY:

WAHS member Joseph P. Nilo of Canastota, N.Y., found this item at an antique show. He would like to know what it is. Does any of our readers have any idea?



Comment by JG:

"This appears to be a flight souvenir ticket or -postcard. There is a line for the pilot of the aircraft to sign, the Xerox copy Mr. Nilo sent us of the item doesn't show any signature. Has the ink perhaps faded in time?"

"I know nothing of the airline, **Empire Air Transport Inc.** of Syracuse, N.Y."

"It is not mentioned in either Ron Davies' book 'Airlines of the United States since 1914' nor in the few copies I have of the Official Airline Guide of the late 1920s and early 1930s."

"The aircraft appears to be a Fokker F.10 or 10A Trimotor. That would date the 'ticket' roughly to between 1927 and 1931."

"Neither my records on the F.10/10A nor those on the Ford Trimotor (I checked them too, just to make sure) mention Empire Air Transport. Those records are, however, not complete about re-sales of these aircraft."

Please send your answers to the **CAPTAIN'S LOG** if you can. There may be more readers who would like to know the answer to Mr. Nilo's question.

We will publish your answers.

PRESERVATION

DDA



PH-DDA on takeoff at Lelystad, Holland, JUN 86
(Photo: DDA-PvE)

163 civil and military DC-3s and Dakotas have flown under Dutch ownership in The Netherlands since the first one was delivered to KLM on 21 SEP 36. The total is 370 (244 civil and 126 military) counting those operated under Dutch flag in the former colonies of the East Indies (Indonesia) and the West Indies (Surinam and the Dutch Antilles).

Only one was left by 1980: the former Royal Flight Dakota PH-PBA, parked outside at the national aviation museum Aviodome at Schiphol Airport, Amsterdam. On 23 JUN 75 she had made the last flight of any Dutch DC-3.

The plan to once again fly a Dakota under Dutch flag originated in 1981 with Anne Cor Groeneveld and Gerrit van Gelder, Boeing 737 captains with charter airline Transavia Holland.

On 10 MAR 82 they founded the non-profit, all-volunteer Dutch Dakota Association for this purpose. The DDA welcomed its 2,000th member in SEP 87.

DDA plans to restore PH-PBA came to nil because of the high costs after six years of open storage in Holland's often inclement weather. (PH-PBA has since been restored for static display - see separate story.)

A suitable Dakota was found in Finland, when the air force retired its last Dakotas. The DDA acquired DO-7, c/n 19109,

with financial backing from the world-wide computer firm of Hewlett Packard.

The Finnish charter airline Kar Air restored DO-7 to ferry condition and Finnair painted it to closely resemble KLM's 1946-50 Dakota livery, but with the Hewlett Packard name where the the KLM slogan 'The Flying Dutchman' used to be.

As PH-DDA, the DC-3 arrived at Amsterdam on 18 APR 84.



Coat of arms of the Dutch Dakota Association, taken from their letterhead.

(Compare position of the Dakota with that on the sticker at the end of this article.)

THERE ARE A NUMBER OF AIRCRAFT PRESERVATION GROUPS IN THE WORLD WHICH MAINTAIN, IN FLYING OR STATIC CONDITION, A DOUGLAS DC-3 DAKOTA. BUT TO MY KNOWLEDGE THE DUTCH DAKOTA ASSOCIATION IS THE ONLY ONE PRESERVING A DC-3 FOR THE SPECIFIC PURPOSE OF FLYING IT ON THE 75TH ANNIVERSARY OF THE FIRST FLIGHT, 17 DEC2010!

By JOOP GERRITSMa

It has since then been flown extensively at air shows all over Europe and took part in most European 50th anniversary DC-3 events in 1985.

For those events she carried the slogan "50 Golden DC-3 Years" on the port side of the fuselage and "Dutch Dakota Association" on starboard.

Whenever PH-DDA takes to the air, cockpit and cabin crews wear 1947-style KLM uniforms.

THE SECOND DC-3 ...

In late 1985 the DDA began to look for a second DC-3. Plans were to fly the aircraft in military colors as back-up to PH-DDA during the 75th anniversary celebrations of the Royal Dutch Air Force in 1988. After these, she would be cocooned - without engines - not to fly again until 2010. The engines will be rotated with those of PH-DDA to keep her flying until 2010. With no airframe hours left by then, PH-DDA will be retired and the second DC-3 will take over on the air show circuit.

The search was difficult because corrosion-free Dakotas with low-time engines are hard to find. Some retired Turkish Air Force C-47s were suitable, but were too expensive.

SAS pilot Martin Emery told the DDA of a Pyramid Airlines DC-3, SU-BFY, abandoned at the MIACO aircraft maintenance

facility on Malta. Her logbook showed 25,888 hours before the MIACO inspection and 1,200 hrs after that. Engine hours after the most-recent overhaul were 359 (left) and 681 (right).

She was bought by the DDA on Friday, 13 FEB 87. Ferried to Amsterdam on 10 MAY 87, to become PH-DDZ 'Doornroosje' ('Sleeping Beauty').

Important to the DDA is that SU-BFY has the same engines as PH-DDA, Pratt & Whitney R-1830-92s. This makes the engine rotation possible.

The plans to fly PH-DDZ in the air force celebrations have been abandoned. Instead, the aircraft will be cocooned and will get other engines in 2010 to fly again on 17 DEC.

...AND A DC-21

In 1987 the DDA bought an original DC-2 in Australia. She was to have arrived in Holland by boat by the time you read this and will be restored and painted as PH-AJU "Uiver", the famous first KLM DC-2 (see our previous issue).

A former Eastern Air Lines aircraft, this DC-2 served with the Royal Australian Air Force in WW2 and had two civil owners after the war, until she dropped out of sight about 1950. Her fuselage was re-discovered in 1970. A further search revealed the wings, tail surfaces and other were still in existence too. The DDA heard about the aircraft from retired KLM Capt. "Fiets" van Messel when her owner, Ralph Cusack, offered the dismantled DC-2 for sale in 1986.

Restoration will be costly, but the DDA is confident it can raise the money through a public appeal.

AND NOW A BEECH 18

In MAR 88 the DDA bought a Beech 18 for its new wing, the "Beech Boys".

The Twin Beech is virtually unknown to airline passengers in The Netherlands. Only a small charter airline, Aero Holland, operated one in 1949/50. But right up to the late 1960s, hundreds of Dutch airline and military pilots earned their multi-engine wings on the -18s of the Government Flying School and the air force and navy.

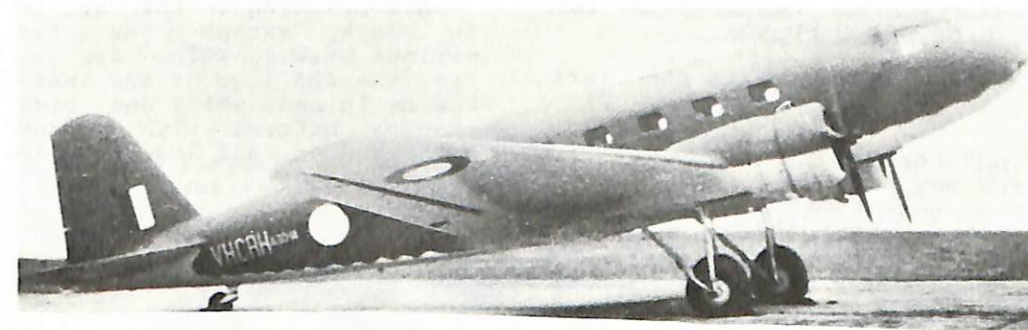
Built in 1952, the DDA D18S is a former VIP transport of Air Transport Command of the Royal Canadian Air Force. It was bought from the Canadian Warplane Heritage foundation of Hamilton, Ontario and at the time of purchase, was lo-



ABOVE: PH-DDA at Schiphol-East Airport, Amsterdam in NOV 88. Slogan "50 Golden DC-3 Years" is displayed above windows. (See also photo on p.55, LOG 13/4) Sponsor Hewlett Packard's logo is behind the cockpit. (Photo: Michael Prophet)

BELOW: PH-DDZ still in Pyramid colors, at Luqa, Malta 12 FEB 87. (Photo: Coert Munk via Michael Prophet)

BOTTOM: DC-2 acquired by the DDA, pictured in its WW2 colors with call sign VHCRH. (Photo via Coert Munk)



cated at the Greater Rockford Airport in northern Illinois. She was scheduled to be flown to Holland in May 88.

used in this article.

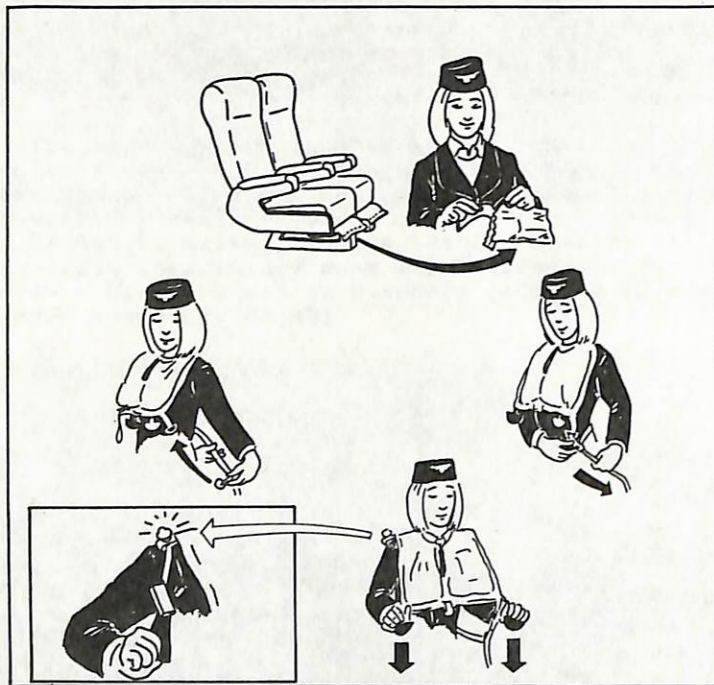
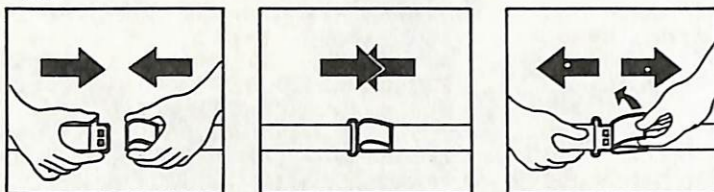
Readers who wish to buy promotional items such as photos, postcards, safety cards, badges, stickers, etc., may contact the DDA at Postbus 75090, 1117 ZP SCHIPHOL, The Netherlands. Please also help the WAHS and mention you read about them in the LOG.

Thank you. -JG

SAFETY CARD

UW VEILIGHEID

Als u wel eens eerder hebt gevlogen met een andere luchtvaartmaatschappij dan de Dutch Dakota Associati-
on, heeft u ze wel gezien. Die kaarten die standaard in de stoelzak voor u zitten. Ook in onze Dakota zijn die
kaarten met aanwijzingen voor uw veiligheid tijdens deze vlucht aanwezig. Maar ze dienen ook voor de volgen-
de vlucht en de daarop volgende, enz. Vandaar het verzoek ze niet mee te nemen voor de verzameling thuis.
Om toch een indruk mee te kunnen nemen, hebben we in dit Dakota Inflight Magazine die kaart voor u afge-
drukt.



SAFETY CARD ISSUED BY THE DUTCH DAKOTA ASSOCIATION FOR USE ON BOARD PH-DDA.

The Dutch text in the left
top corner reads:

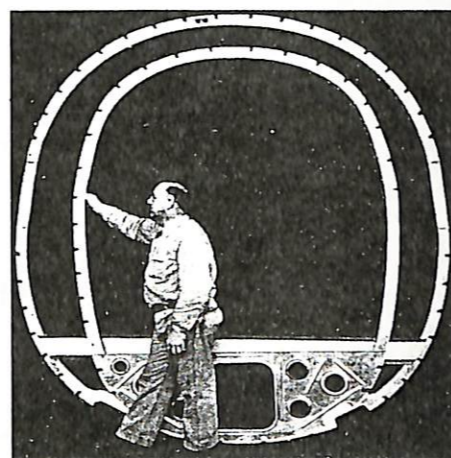
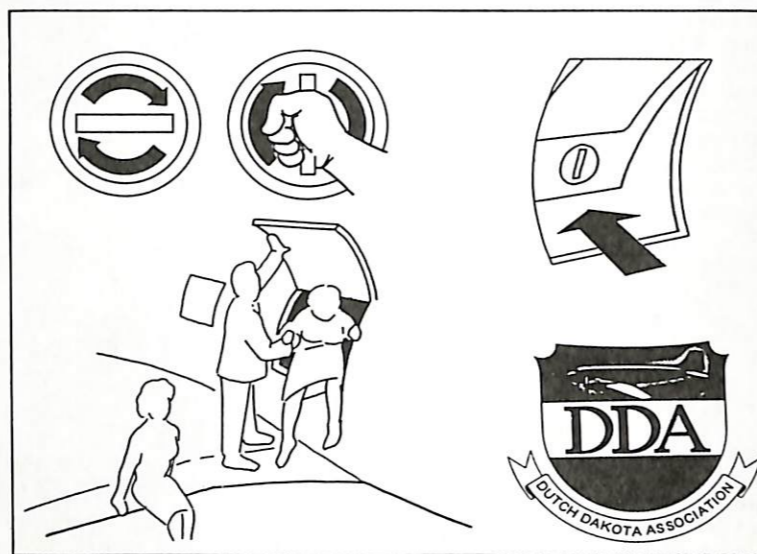
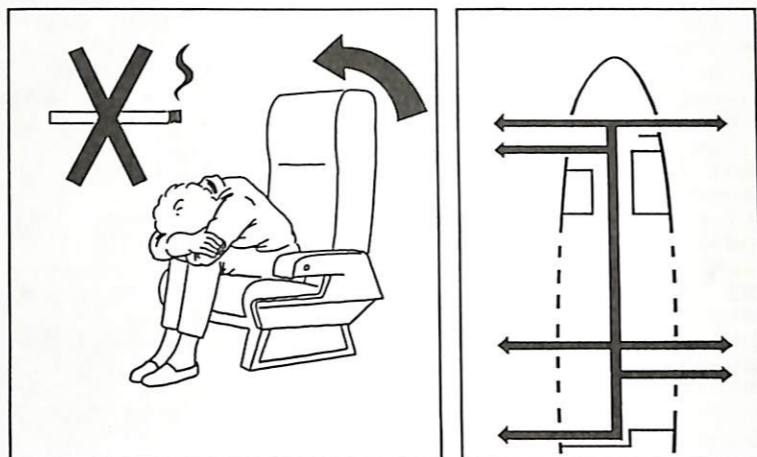
YOUR SAFETY

You may have seen them if you
have ever flown before with an
airline other than the Dutch
Dakota Association. They are
the cards in the seat pocket
in front of you. For your
safety we too provide these
cards with instructions in our
Dakota during your flight. But
they are also to be used on
the next flight, and the next
and so on. Therefore we re-
quest you don't take them with
you for your collection at
home. To give you a souvenir,
we have printed the card in
this Dakota Inflight Magazine.

(Passengers may take the
Dakota Inflight Magazine home

with them - JG)

All printing on the card is
in black, except for the
various arrows, which are in
red. The DDA logo at the bot-
tom is in red, white and blue
(top to bottom) with yellow
motto banner. All logo text in
black.



Difference in the cross sections of the DC-2 and DC-3.

< Sitting Bull was the best-
known of all Dakotas.
(From 'Dakota Magazine,' the
DDA's inflight magazine.)

HISTORIES FOR THE DC-2 & DC-3s MENTIONED IN "DDA" AND "PH-TCB RETURNS"

PH-DDA c/n 19109, C-47A-70-DL,
built at Long Beach, Calif.
18 NOV 43 del. to USAAF as
42-100646 / 04 MAR 44 to USAF
Eighth Air Force in Europe,
later with the Ninth A.F.,
Europe / 12 JUN 46 bought by
Finnish Govt. / 23 JUL 46
flown to Fokker, Amsterdam for
modification to passenger
DC-3C-S1C3G / 26 OCT 46 del.
by Fokker to Hyvankaa, Hel-
sinki as OH-LCB / 30 APR 47 to
Aero O.Y. with name 'Kuikka' /
1951 Aero OY renamed Finnair /
1962 re-converted to freighter
/ 01 JUL 63 to Finnish Air
Force as DO-7 / SEP 76 used in
WW2 film "A Bridge Too Far" as
'USAF 711212' about the WW2
Arnhem airborne landing / 1983
withdrawn from use / 10 JAN 84
bought by DDA / 12 JAN 84
reg'd PH-DDA in Holland / 13
APR 84 del. to DDA / 17 & 18
APR 84 ferried to Amsterdam.

PH-DDZ c/n 19754, C-47A-80-DL,

built at Long Beach, Calif.
MAR 44 del. to USAF, 43-15288
/ history unknown until 1964,
when it was with the FAA as
N161 / 22 MAY 64 to Somali
Airlines as 60S-AAA / OCT 70
re-reg'd 60-SAA / History
unknown until JAN 81 sold as
N920 to ATC Inc., Reno, Neva-
da, owners of MIARCA, Malta,
for sale or lease / JUN 82 to
Pyramid Airlines as SY-BFY
'Khephren' / JUN 86 to Apple
Air Services as EI-BSJ, but
sale fell through / 13 FEB 87
to DDA as PH-DDZ / Ferried to
Amsterdam MAY 87.

"PH-AJU", c/n 1288, DC-2-112,
built at Santa Monica, Calif.
OCT 34 del. to Eastern A.L. /
01 MAY 41 to Royal Australian
A.F. as A30-14, radio call
sign VHCRH / 13 OCT 43 to 15
FEB 44 with Australian Nation-
al. A.L. / 20 JAN 47 struck
off charge / 05 NOV 47 to
Macair at VH-CRH / 08 JUL 48
to Marshall A.W. / 1987 sold

to DDA / MAY 88 shipped to
Holland to become "PH-AJU".

PH-TCB, c/n 19434, C-47-75-DL,
built at Long Beach, Calif.
11 JAN 44 del. to USAF as
42-100971 / 20 FEB 44 to
Eighth A.F. Europe / 25 FEB 47
to Dutch Dept. of Civil
Aviation as PH-PBA for Royal
Flight / 21 SEP 70 converted
for airways calibration serv-
ice / 31 JUL 75 cancelled, to
Aviodome / 1985-87 Restored as
"PH-TCB" of KLM.

A fourth Dakota is being
preserved in Holland. This
former Danish Air Force K-688,
c/n 20118, has no airline or
other civil flying career. As
"USAF 315317" it also flew in
the film "A Bridge Too Far".
Now painted as the former
ZU-5, c/n 33323 of the Dutch
Royal Air Force. On static
display in the Dutch Air Force
museum at Soesterberg AFB.

STICKERS ISSUED BY THE DUTCH DAKOTA ASSOCIATION

The DDA has issued
several stickers for
promotional purposes.
Included are:

1. 80 mm dia.; white
border; red, white & blue
(top to bottom); all text
white; DC-3 in black and
white; outline shows
Texel island, site of the
DDA's Dakota Fly-in in
MAY 1987.

2. 100 mm dia.; white
background; silver DC-3
with light blue cheat-
line, red, white & blue
Dutch flag on tail; all
text in black; text reads
'I support the Dutch
Dakota'.

3. Shield 70 mm wide,
motto banner 97 mm
across; Total depth 85
mm; colors in shield red,
white & blue with white
border & black shadow to
the right; all text and
DC-3 in black. Note that
the DC-3 is flying in the
opposite direction from
the DC-3 on the logo on
first page of article.



Another
version >
of the
DDA logo.



(Below) DDA has bought
a Beech D-18S; (below,
right) Worldwide com-
puter firm was first
sponsor of DDA.

PRESERVATION

PH-TCB returns

By MICHAEL PROPHET

After open storage at the Avidome national aviation museum at Schiphol Airport, Amsterdam, for more than 10 years, the last working DC-3 in Holland, PH-PBA, c/n 19434 has been restored for indoor static display in the museum.

After WW2 service with the USAF (see table), the aircraft came to Holland to form the one-aircraft Royal Flight as PH-PBA in 1947. It served in that role until replaced by a Fokker F-28 twinjet in 1960.

The DC-3 then served as an airways calibration aircraft with the Department of Civil Aviation, Ministry of Transport, until her last flight, and the last flight of any working DC-3 in Holland, on 23 JUN 75. For the next two years she forlornly stood on the ramp at Schiphol-East while KLM cannibalized her electronic equipment. In 1977 she was turned over to the Avidome for display. A lack of funds prevented the museum from doing anything with her but place her outside, next to the entrance.

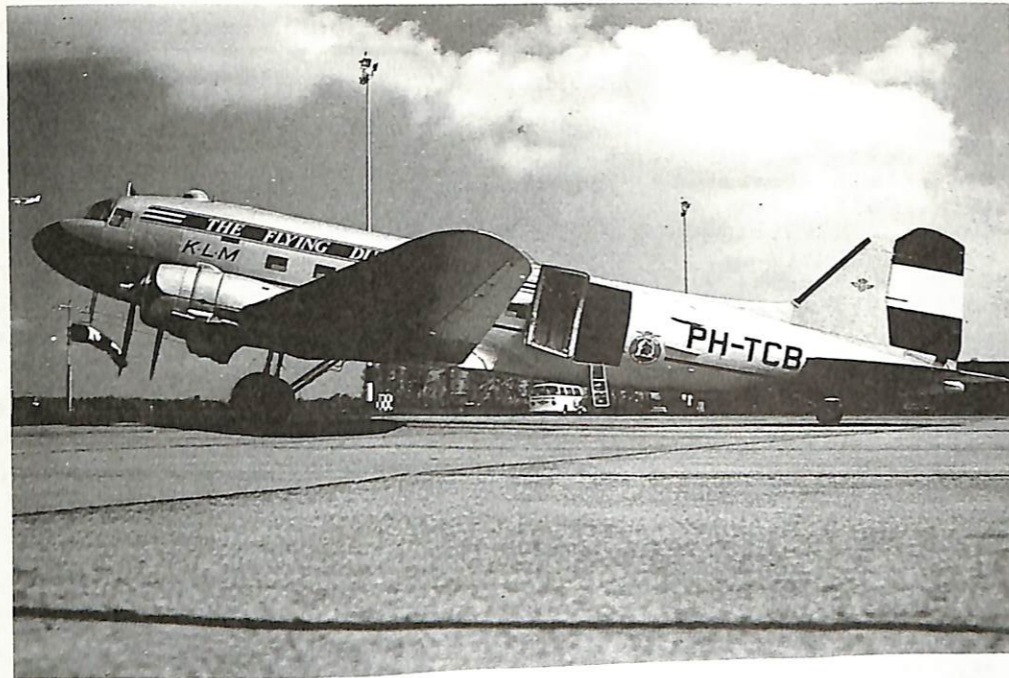
In early 1982 she was painted to represent PH-TCB, a KLM Dakota in 1946-54, with the famous slogan "The Flying Dutchman" on the port side of the fuselage and its Dutch equivalent, "De Vliegende Hollander" on starboard.

Serious restoration to static display standard began in the fall of 1985 at the former KLM DC-8 maintenance hangar, on Schiphol East under the direction of H. van der Meer.

It is not the intention at this time to restore the cabin to its former splendor, but the cockpit has basic instrumentation.

With government cut backs in non-essential spending, Avidome is cannot afford at this time to make the required building renovations to display "PH-TCB" inside.

Therefore, she remains at Hangar 8, which is also the home for the fleet of two DC-3s, a DC-2 and soon a Beech 18 of the Dutch Dakota Association.



Dutch Royal Flight DC-3 PH-PBA restored for static display as KLM Dakota PH-TCB. (DDA-PvdB)

Bare cabin of "PH-TCB".

"PH-TCB" under restoration with Dutch KLM slogan De Vliegende Hollander (The Flying Dutchman, see top). (2 lower ph: M. Prophet)



THE TWENTY-FIFTH DAY OF APRIL, 1987, WAS A DAY TO REMEMBER FOR AIRLINE HISTORY BUFFS EVERYWHERE.

By JOOP GERRITSMAN

On that day, at sunny Long Beach Airport, California, the 77th DC-2 built by Douglas made its first flight again.

C/n 1368, a DC-2-118B, had last flown 13 years earlier, with Johnson Flying Service of Missoula, Montana.

From 1953 to 1974, 21 long years, she operated in and around Montana and neighboring states of the USA on a wide variety of tasks. Summer often saw her dropping aerial fire-fighters and their equipment near forest fires. At other times the vintage airliner would spray pesticides over bug-invested fields and forests. On occasion she would even be tasked to do what she had been built for: haul passengers and cargo.

Getting old and tired, she might well have ended her days on the scrap heap, when spare parts would have become impossible to get, had Johnson not traded her in 1973 as part-payment for a used DC-8 to start a jet charter service.

Johnson did not survive the jet flying business, but the DC-2 fared better. She had been bought by Sam Burnstein, who appreciated her historic value - even in 1975 DC-2s were already extremely rare - and donated her to the private Donald Douglas Museum and Library at Santa Monica Airport.

On her arrival on 22 JAN 75 she was met by Donald Wills Douglas Sr. and his son, Donald Wills Jr.

The museum did not have the money to properly look after the aircraft, however. It painted her in the colors of TWA Skyliner 307, (N13717, c/n 1243), but that was all it could do and the DC-2 started deteriorating quickly in the salt climate of Southern California.

That is when the Douglas Historical Foundation stepped in. Promising to restore the DC-2 to her former splendor, the foundation obtained a 20-year lease in 1982. Current and retired Douglas employees raised \$150,000 and donated their craftsmanship to the project. Some of the original DC-2 suppliers contributed new

A DC-2 IS REBORN



DC-2 N1934D of Douglas Historical Foundation. First flight after restoration, 25 APR 87, over San Pedro harbor, California. (DHF via Harry Gann)

PRESERVATION

parts and after 16,000 hours over five years for a complete rebuilt of every part of the aircraft, c/n 1386 took off for its second first flight on 25 APR of last year.

In the good care of the Douglas Historical Foundation, registered N1934D after the year the DC-2 was born, and with the name 'Donald Douglas' on the nose, in honor of the company's founder, the aircraft will be seen on the American air show circuit for many years to come.

HISTORY:

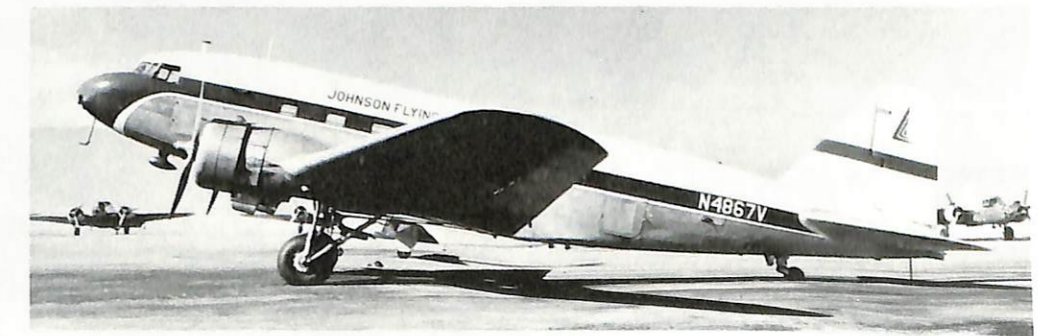
C/n 1368, DC-2-118B, built at Long Beach, Calif. Built with the larger vertical tail to improve directional stability.

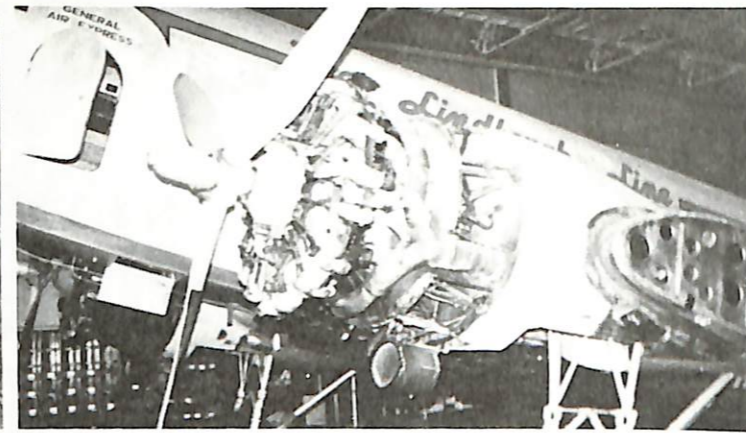
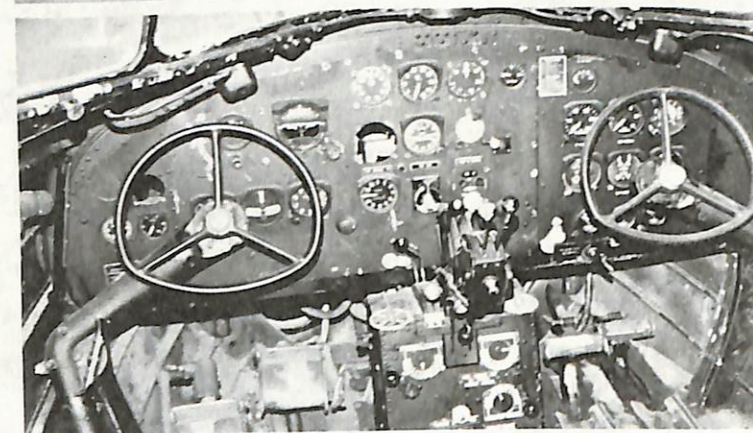
16 MAR 35 del. to PAA as N14296 / OCT 37 to Comp. Mexicana de Aviacion (a PAA subsidiary) as XA-BJL / 28 NOV 40 to Aerovias de Guatemala as LC-ACA / MAR 45 to Aviateca, Guatemala / 29 OCT 48 rereg'd



DOUGLAS HISTORICAL FOUNDATION

Operated by Johnson Flying Service in Montana in 1970 for general utility work, such as forest spraying and smoke jumping. (DHF via Harry Gann)





The four photos ABOVE show the DC-2 painted as TWA Skyliner 307 while in the care of the Donald Douglas Museum and Library at Santa Monica Airport. AT RIGHT: Restored cabin with 10 original DC-2 passenger seats comfort 1930s style! (All DHF via Harry Gann)

(text cont.)
 as TG-ACA / 09 JUN 52 sold to A.J. Levin, Burbank, CA as N4867V / was with Hasmer Ind. of N. Hollywood, CA, in MAR 53 but other history unknown until sold to Johnson Flying Service in 1953 (JUN?) / to Sam Burnstein of Tulsa, Okla- homa in 1974 / Painted as N1934D in MAY 84 & officially reg'd as such NOV 84 / Donated to Donald Douglas Museum and Library, 22 JAN 75 / 1982, restoration by Douglas Historical Foundation starts / flies 25 APR 87.

CREDITS:
 I thank Harry Gann of Douglas Aircraft Company without whose help this article could not have been written.
 Most of the details about the individual histories of DC-2 & DC-3 aircraft discussed throughout this issue, come from The DOUGLAS DC-3 and its predecessors, J.M.G. Gradidge, published by Air-Britain, Ton- bridge, Kent, England, 1984 & Update published in 1987.
 -JG -JG



PRESERVATION

Over at the Alaska Airlines maintenance hangar at Seattle-Tacoma International Airport in Washington State, a dozen or so former Alaska employees and other volunteers are restoring a DC-3 in the airline's colors of the late 1940s.

This is c/n 6337, N15748. She will go on display in the Museum of Flight at Boeing Field, Seattle as a permanent symbol of the importance to the American Pacific northwest of Alaska Airlines and the DC-3 itself.

N15748 will replace DC-3 N138D which now hangs from the ceiling in the museum's Great Gallery. N138D is a former Nevada Airlines aircraft (and still wears its colors) and was with North Central before that. She has no connection with the northwest.

N15748 was last used to haul cargo in and around Washington State. She was donated to the museum by Salair of Seattle, Wash. and arrived at the museum on a flatbed truck. Alaskaline magazine says the DC-3 had been sitting in a wheatfield near Spokane for several years.

Kent Kistler, director of operations of the Museum of Flight, writes:

"N138D is a flyable aircraft and probably will not be retained in the museum collection after the Alaska Airlines restoration is completed.

"N138D was not donated to the museum. It was purchased by us in JUL 87 just prior to the grand opening of our new Great Gallery. The last owner (before the museum) was Corona Airlines, Corona, California.

"We already had N15748, donated by Salair, but knew that we couldn't have it ready in time for the grand opening. We felt we needed a large aircraft for a centerpiece and what better to represent aviation history than a DC-3. (Contrary to what many believe, we are not a Boeing-sponsored museum.)

Since Alaska Airlines flew DC-3s and are home-based in Seattle, they were contacted and agreed to restore the aircraft (N15748) in their old markings.

Since N138D is flyable and in great condition, it will probably be sold, or possibly kept as a flying museum air-

Alaska Airlines restores a DC-3



craft, no decision on that as yet."

McDonnell-Douglas has joined Alaska Airlines and the Museum of Flight in sponsoring the restoration.

Alaska Airlines operated at least six DC-3s between 1945 and 1958 on scheduled and charter services. It was the first airline in the world to receive FAA certification to operate the DC-3 on skis.

N15748 will be restored for static display. No attempts will be made to make her air-worthy again.

^
 Battered and bruised now, this DC-3 is being restored for static display in the Museum of Flight at Seattle, Wash.
 (Alaskaline photo)

 N138D, now hanging in the museum's Great Gallery, will come down and may fly again.
 (Photo by Vic Condiotty, Seattle Times, via Kent Kistler)

 Aircraft histories on next page



AIRLINE PLAYING CARDS

by THOMAS DRAGGES

Well, it has finally happened! JAL let us go on 14 APR and contracted out, so now you know. I have been telling you this for the past 28 months. At least the stress of not knowing what will happen, is over with. Now it is on to a new beginning.

On to new playing cards which have surfaced in the past few months. They include what I believe is the first deck for Hawaiian Air. It shows the face of a girl with a hibiscus flower in her hair. The lower third of the card shows Diamond Head, palm trees and the seashore. The airline name at the bottom is in purple on a white background with the red and purple logo on the right.



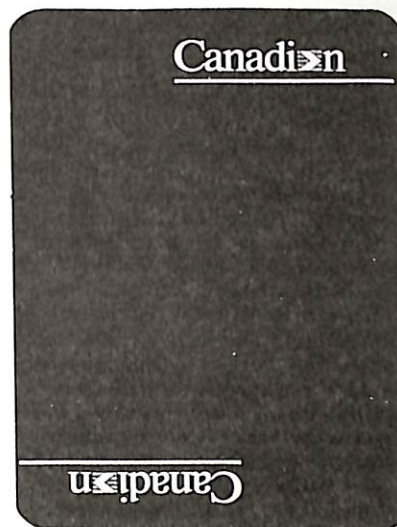
Delta Air Lines has redesigned their signature service decks. They are the same as the others, except they now have a white border around the card. The colors are the same, red with gold lines across and Delta Air Lines also in gold. The Delta logo is in its familiar red and blue on a white circle. The reverse is blue with the gold lines and text.

One again another deck has turned up in the TWA series of movie cards. This one is for the movie Johnny Be Good. The background is white with black printing and the TWA logo is in red.

Another new deck is the result of an airline merger in



Canada. Canadian Airlines International was formed through the merger of Canadian Pacific Air Lines and Pacific Western Air Lines. WAHS member Tony Herben of Alberta, Canada, sent a sample of CAI's new deck: a dark blue background with white airline name. The



wedge (>) in the name is in red on light blue bars. Thanks, Tony.

Continued from previous page

Histories of N15748 & N138D
N15748 c/n 6337, DC-3-455, built at Santa Monica, Calif. Intended for Eastern A.L. as NC30035 but del. 27 JAN 43 as C-47K-DO to USAAF, 43-2013 / with Inland Airlines 1943-44 / 06 MAR 44 to Alaska Wing, Air Tp. Comm. / 02 JUL 45 to Delta A.L. as NC15748, fleet # 48 / (date?) to H.H. Hill / 03 JUN 57 to North Central A.L. fleet # 38 / 14 SEP 68 to Sky Club of America, Kansas City, MO / then at least three private

owners / JUL 85 to J.M. Salerno, Salair of Seattle, Wash. / 11 MAY 87 donated to Museum of Flight / now being restored for static display.

N138D c/n 2245, DC-3-277C, built at Santa Monica, Calif. 18 JUL 40 del. to American A.L. fleet # 91 / 28 MAY 42 to TWA, fleet # 395 / 07 SEP 50 to private owner / 07 DEC 52 to TWA / JAN 53 to pr. owner / was with Ozark in 1954 / 1957 rereg'd N138D with Ozark / 15 DEC 66 traded to Fairchild-Hiller as part payment for F-27s / DEC 66 pr. owner / 04

APR 73 to Nevada A.L. / was with Pacific National AW in 1980 / 08 DEC 80 to Royal West AW / pr owner / NOV 82 seen withdrawn from use at Las Vegas / JUL 87 to Museum of Flight, Seattle, Wash.

Information and photos were kindly provided by WAHS members Ron Suttell of Alaska Airlines and Kent Kistler of the Museum of Flight. Thank you both! For sources for the individual aircraft histories, see page 44 of this issue. -JG

BOOKCASE

FLIGHT TO THE TOP. The absorbing 60-year story of Northwest Airlines, by Kenneth D. Ruble

"This is the story of a tiny independent carrier born into a shaky new profession 60 years ago, and of the people ... whose commitment ... helped transform that pioneer puddle-jumper between the Twin Cities and Chicago into an industry leader spanning two oceans and serving three continents," says the author in his introduction.

Called Northwest Airways, the carrier started mail service between the Twin Cities (Minneapolis/St. Paul) and Chicago on 01 OCT 26 with two rented WW1 biplanes. Four Stinson Detroiters for three passengers followed and by 1929 NW linked Chicago and St. Paul/Minneapolis with eight other points.

In the 1930s Northwest was the first airline to operate the Lockheed L-10 and the L-14 in attempts to keep up with the DC-2s and DC-3s of the competition. (NW would not operate the DC-3 until 1939.)

NW's vital role in WW2 in maintaining the air route from the contiguous northwest U.S. to Alaska and down the Aleutian Island chain was rewarded after the war with traffic rights to the Far East. This irline the operating title Northwest Orient Airlines.

NW also ran a large WW2 bomber modification center in St. Paul and other military facilities elsewhere during the war. Following WW2 the airline helped re-establish Japan Air Lines.

The author shows how Northwest went through a very bad period when it lost four new Martin 2-0-2 airliners in less than 11 months in 1950/51. The 2-0-2 had replaced the DC-3 and DC-4 on domestic services, but by early 1951 the remaining ones were grounded because neither the public nor the crews wanted to fly in them. Another NW aircraft, the Stratocruiser, became one of the best-liked piston airliners among passengers.

When Northwest turned 60, it was the only major U.S. air carrier to achieve that position without a merger. Deregulation changed that. NW was healthy, but Republic Airlines also of the Twin Cities, was

suffering badly.

This excellent history of Northwest concludes with the takeover of Republic.

Among the valuable appendices in this book are one showing the growth in revenue, passenger-miles flown and ton-miles of cargo flown during selected years, a chronology of significant events and dates and a series of photographs of every type of aircraft operated by the airline in its 60 years. -JG

PUBLISHED for Northwest Airlines. Hardcover, 270 pages, hundreds of photographs of aircraft and personalities.

THE AVRO CANADA C102 JETLINER, by Jim Floyd

Nearly 30 years ago National Airlines almost became the first airline in North America to operate jets. Howard Hughes considered buying the same aircraft, possibly built under licence by Convair, for TWA. National's Howard Baker and Hughes were talking about buying 20 and 30 Avro Canada C-102 Jetliners respectively.

The 60-passenger Jetliner was far ahead of any other civil and military transport aircraft then in operation. It had made its first flight on 10 AUG 49, only two weeks after the British DH Comet.

Floyd, the aircraft's chief designer, tells of the triumphant and record-breaking demonstration flights to New York (18 APR 50, the first jet airliner ever over New York, when it flew to Idlewild, now

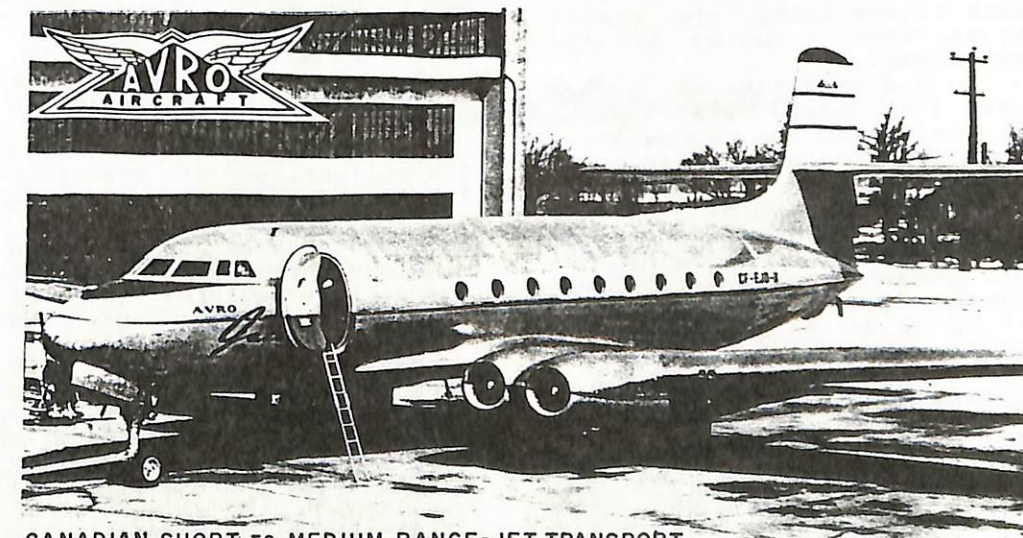


INITIAL LOGO. Airmail was the only pay load for the first nine months of operation.

JFK), Chicago, Miami, Culver City (for Hughes) and across Eastern Canada, but also of the impossible financial and technical demands by launch customer Trans-Canada Air Lines before it rejected the aircraft, and of the Canadian government's order to stop all work when it wanted AVRO to build jet fighters during the Korean War. Only one Jetliner was built and the second one was abandoned during construction.

This lavishly illustrated book fills the void left when the Canadian government ordered the two Jetliners to be broken up. -JG

Publisher: The Boston Mills Press, 132 Main St., Erin, Ont. Canada, N0T 1T0, 1986. Hardcover, 280 pages, 200+ photos and other illustrations, high-quality glossy paper.



CANADIAN-SHORT TO MEDIUM RANGE-JET TRANSPORT

CANADIAN PACIFIC AIR LINES.
Its History and Aircraft,
 by D.M. Bain

This is a fine illustrated history of the airline right up to the end of its independent existence.

The author relates the events leading to the formation of CPA by the mighty Canadian Pacific Railway company on 31 JAN 42 when it merged a dozen or so small bush operators bought in 1939/40/41, into one airline.

Canadian Airways was the largest of these and its history is told, and capsule histories of the others. Details about their routes and fleets are included.

From the beginning CPA was at odds with the Canadian government when Transport Minister C.D. Howe and CPR president Sir Edward Beatty disagreed over the terms of CPR's participation in the government's new national airline Trans-Canada Air Lines.

Ever since then, CPA was regarded by the government as the ugly stepsister opposite favored TCA. Despite outstanding World War 2 service, CPA had to fight with the government every step of the way for route awards.

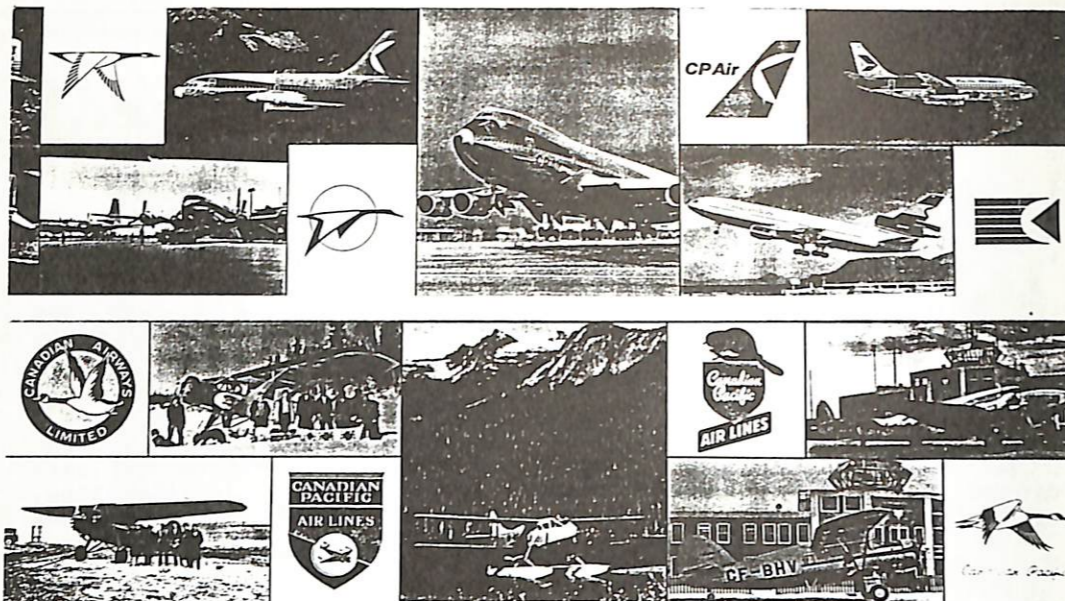
Through persistence CPA slowly obtained trans-Canada and many international route awards, some of which because TCA did not want them.

In the 1960s and 70s CPA became an all-jet airline and in 1968 it started trading as CP Air. In step with airlines around the world, CP Air suffered financially in the early 1980s, but it still took over Nordair and Eastern Provincial AW to strengthen its domestic network. On 17 DEC 85 it went back to the fine, old traditional name Canadian Pacific Air Lines.

In his narrative the author goes into great detail about aircraft used and routes operated over the years. And the second 2/3 of the book has descriptions and large photographs of all aircraft types used by CPA and predecessors. The complete historic fleet lists alone take up five pages of small print. There are some route maps, reproductions of old time table pages and an extensive bibliography.

This book was published in FEB 87, after CPA's takeover by PWA, but before the airlines were merged into Canadian Airlines International.

Softcover, many photos, 126



Front (top) & back cover.

pages, Ca.\$15. -JG

PUBLISHER: Kishorn Publications, 5124-33 St. N.W., Calgary, Alberta, Canada T2L 1V4.

AIRCRAFT OVER FIVE DECADES.

WAHS member Terry Love of Lakeville, MN, drew this book to our attention. It contains 32 large (20 x 10 in/51 x 25.5 cm) color plates and 3-view line drawings, plus technical data and a detailed history of each airliner owned by Swissair. The spiral-bound volume includes Lockheed Orion, Boeing 747, Airbus 310 & DC-2 to DC-10. The text is in English, French, German and Italian.

PUBLISHED by Saurlander, 198 pages. The price is rather steep: \$85 retail... much too rich for my pocket. -JG

BOEING 727 & DEHAVILLAND CANADA DHC-6, DHC-7, DHC-8,
 by Paul R. Smith

Two new volumes (#5 & #6) in the authors's Air Portfolios series.

These oblong-shaped books are collections of beautiful full-page color photographs of the subject aircraft. Each photograph has a caption with a short description of the airline pictured and the location where the photo was taken.

Many of the photos come from the collection of Udo and Birgit Schaefer, which guarantees high quality. Others were supplied by the aircraft's manufacturer and are of equal quality.

The DHC book especially is timely, because production of

the the DHC-6 Twin Otter and the Dash-7 will be halted toward the end of this year in favor of the DHC-8.

These titles are musts for enthusiasts and airline model builders alike. -JG

PUBLISHER: Jane Publishing Comp., London and 115 5th Avenue, New York, NY 10003, 1987. Hardcover, 64 pages, 65 photographs.

GREAT AIRPORTS, MIAMI,
 by Geoffrey Arend of Air Cargo News, New York.

This is a great book, and I mean great. A 320-page pictorial history, every page is jammed with photographs of Miami's airports and Miami's aviation history. This is the best of a series and Miami's early aviation history is well covered: Aeromarine Airways, NYRBA Lines, Curtiss-Wright, the Akron, Macon, Los Angeles and Graf Zeppelin, the DO-X. Pan American Airways and its Dinner Key seaplane base and 36th Street Airport, Eastern Airlines, National Airlines, Amelia Earhart, the flying schools and air freight terminals. Even a few pages of enlargements of some of my rare airline baggage labels, with their histories to which I contributed years ago. He calls them "bag tags".

This big book (9x12 in) is priced at \$35, but WAHS members may order it for only \$25, postpaid. Address: Great Airports, Box 527, Borough Hill Station, Jamaica, NY 11424, USA

Other books in the series are: Newark Airport, LaGuardia Airport, and Kennedy International, all at the same price.

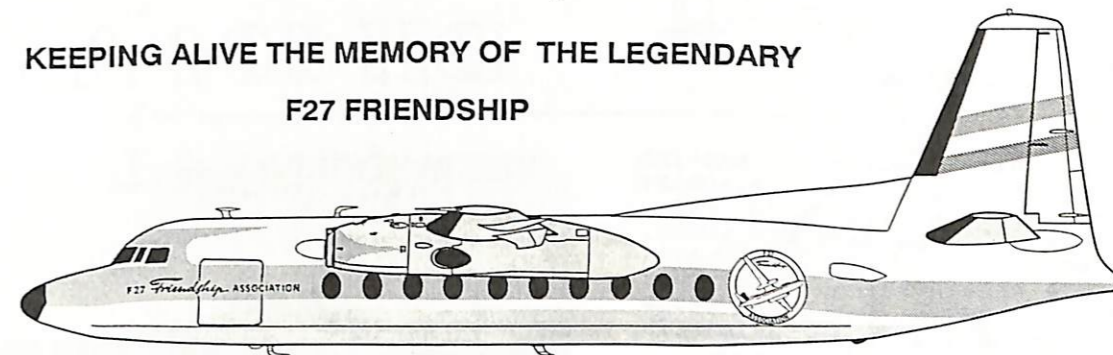
-Don Thomas



F27 Friendship ASSOCIATION

KEEPING ALIVE THE MEMORY OF THE LEGENDARY

F27 FRIENDSHIP



a 'historic' aircraft.)

The society's aim is to collect F-27 documentation while it is still available, co-ordinate research into the history of each individual aircraft and collect F-27 memorabilia. The results of this research and collecting will be made available through the quarterly "Friendship Magazine" and through lectures, excursions and exhibitions.

It is also hoped the society will in the future be able to acquire and operate an F27 for demonstration flights at air shows and for pleasure flights with members.

The society is receiving moral and some material support from Fokker and from some other companies in The Netherlands.

The first issue of the Friendship Magazine was scheduled to be published on 19 MAY of this year. On that day the National Aviation

Museum 'Aviodome' at Schiphol Airport, Amsterdam, opened an major exhibition about the 30 years of F-27 operations worldwide. This exhibition will remain at the Aviodome until 30 SEP 88.

Fokker is contributing a time-expired Friendship for static display at the exhibition, painted in the colors of the second prototype. This display aircraft is c/n 10183, formerly with Turk Hava Yollari (Turkish Airlines) from AUG 61 to JAN 74. It was then bought back by Fokker and was converted to the F-27 Maritime prototype and demonstrator. Later it was used by KLM as a training airframe for aircraft maintenance apprentices. During her airline and demonstrator careers the aircraft has accumulated so many hours, it is not economically justified to make her airworthy again.

Repainting the aircraft was done by retired Fokker em-

become a

Friendship mate

ployees after the society had adopted the colors of the second prototype for its own (future) aircraft.

The F-27 Friendship Society offers various categories of membership, depending on the service one wants to receive.

People who want to know more about the society, and they who want to join, may write the society at P.O. Box 75087, 1117ZP SCHIPHOL, The Netherlands or write to Gary Powers, Fokker Aircraft USA, P.O. Box 25822, Alexandria, Virginia 22313, USA.





DH 104 Association

FOR MANY YEARS, WARBIRO RESTORERS HAD THE AIRCRAFT PRESERVATION FIELD TO THEMSELVES. IN THE PAST FEW YEARS, HOWEVER, MORE AND MORE AIRLINER PRESERVATION GROUPS HAVE BECOME ACTIVE. ONE SUCH GROUP IS THE DH-104 ASSOCIATION IN HOLLAND.

By JOOP GERRITSMAN

The deHavilland DH-104 Dove feeder liner of 1945 has never played a major role in commercial aviation. Most of the 542 aircraft built spent all their lives as executive transports or with the military on communications duties and as navigation trainers. A few major airlines used Doves for some time on their feeder routes, but most airline DH-104s operated with small companies only. In today's terms, the Dove was very much one of the first commuterliners.

One of these unheralded 8-12-passenger feederliners is being preserved in Holland to tour the airshow circuit and to offer sightseeing flights from its home base at Lelystad and from other locations.

This Dove is owned by the non-profit 'Stichting De Duif' in Rotterdam. ('Duif' is the Dutch word for Dove.) which was founded on 19 MAR 85 by Piet Delhaas of Rotterdam and two brothers, Abe and Eric van der Schraaf. The former is a pilot and the latter an officer with the Royal Dutch Navy. Delhaas used to be a director of Channel Airways, a small British airline which operated Doves between England and Rotterdam before it closed down in 1972,

Using the operating name 'DH-104 Association' in English, the group, led by its co-founder, Piet Delhaas, has bought a former Royal Air Force Devon Mk.2, the military version of the civil Dove 8.

The aircraft was delivered to the RAF on 19 JUL 49 with serial number WB 531. It last served with 207 Sqn. before



(Photo by Michael Prophet)

being withdrawn in OCT 84.

The DH-104 Association operates its Dove "for all who are interested in the aviation of the days of old," says Delhaas. "Flying in this aircraft is a wonderful experience.

"In today's aircraft you are at a high altitude in no time. You can't see anything. Flying this aircraft is a terrific experience."

The Dove operates in its former RAF colors, with the civil registration G-BLRN.

(Information for this article was provided by Mr. Delhaas.)

(Photo & sticker via Piet Delhaas)



^ Diam. 85 mm.
Colors: roundel is dark blue, white, red (from outside in), text red, aircraft yellow.

The CAPTAIN'S LOG has been advised the following meetings, mini-conventions etc. are being held.

This is a service to keep our readers up-to-date on airliner events held in their areas.



01 OCT 88 (Saturday)
SWAP & SALE for aviation enthusiasts (2nd annual).
Ramada 400/401 Hotel, 1677 Wilson Ave., TORONTO, Ontario, Canada. (East of Highways 400 & 401 intersection), 10 a.m. to 5 p.m. Admission \$2.
Sponsored by Aviation Hobby Canada. For info and vendor enquiries Chris Nottingham or Mike Miles, (416) 244-4491 after 6 p.m. or write 15 Adele Ave., DOWNSVIEW, Ontario, Canada M3L 1J2

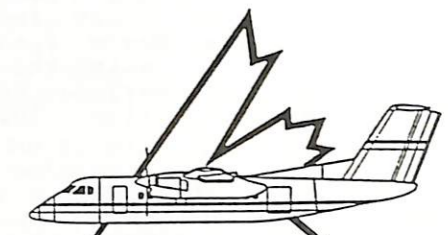
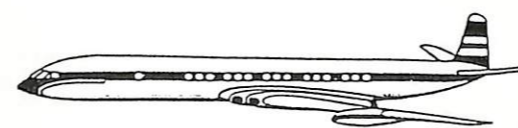


DENVER '88
AIRLINERS INTERNATIONAL
23-25 JUN 88 (Thurs-Sat)
All day
AIRLINERS INTERNATIONAL '88
Clarion Hotel, DENVER, Colorado, USA
Hosted by Colorado Airliners Int'l, P.O.Box 440713, AURORA, CO, 80044-0713, USA

TRI-STATE AIRLINE HISTORICAL SOCIETY



09 & 10 SEP 88 (Fri, Sat.)
AIRLINERS NORTHEAST Mini-Convention
Vista International Hotel, NEWARK AIRPORT, New York. Get together Fri. 7 p.m.; displays; trading; slide shows.
Sponsored by Tri-State Airline Historical Society.
For info write Shea Oakley, 905 Barbados Ave, MELBOURNE, FL 32901 (before 11 JUN) or 58 Wildwood Rd., RIDGEWOOD, NJ 07450 (after 11 JUN).



AIRLINERS INTERNATIONAL TORONTO '89
20-23 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.

29 OCT 88 (Saturday)
AIRLINER EXPO 88
Sheraton Airport Hotel, ATLANTA, Georgia, USA
Trading, buying, selling; slide shows; displays, contests; door prizes all day.
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.
Hosted by Ontario Aviation Enthusiasts Society (OAES).
For info, write OAES, Box 72, MISSISSAUGA, Ontario, Canada, L4T 3B5, or phone Brian Dunn, (416) 793-0941

Meetings & Conventions is a free listing service for anyone who is organizing airliner mini-conventions, slide shows, airliner model contests, swap meets etc.
Items for M&C must be received by the following deadlines to qualify for inclusion:

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

Items must include name and address of the event contact person and/or the sponsoring organization. Inclusion of a contact telephone number is advised, but is at your own discretion. Event logos may be published on a space available basis.

Items will be included in all issues of the LOG expected to be published before the event date. The earlier we receive your notice, the more issues it will appear in and the more exposure it will get.

Send your M&C items to the Editor, Joop Gerritsma, P.O. Box 776, WELLAND, Ont, Canada, L3B 5R5, or if time is short, call him at (416) 735-1036.

For inclusion of flyers in the LOG, contact Paul Collins.

AIRLINERS INTERNATIONAL CONVENTIONS ARE GREAT FUN FOR THE PARTICIPANTS. EVERYONE ALWAYS HAS A GOOD TIME, BUT FEW PEOPLE GIVE MUCH THOUGHT TO HOW IT ALL COMES TOGETHER.

That is what this article is all about: a small peek into the hectic last few weeks before the doors open AND the frantic behind-the-scenes pulling of strings to get everything tied up properly.

By ALAN MINICH
DENVER '88 CHAIRMAN

Denver '88 is close as I am writing this, but there is still much to do in the few weeks immediately before the doors of the Clarion Hotel open to receive you.

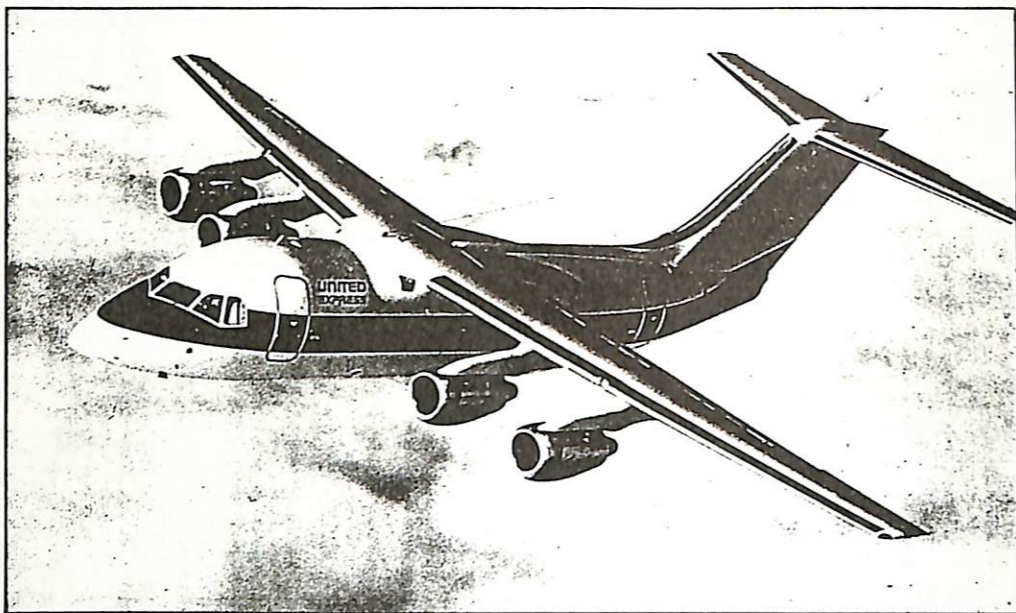
Since few CAPTAIN'S LOG readers have ever been a part of running one of the previous 11 conventions, I thought I'd tell you about some of the background that is part of the preparations.

As we were the first group to have two years to plan for a convention, I still wonder how the previous 11 have ever gotten it "all together" in 10 to 12 months. They have all done a great job!

Our first stroke of luck was heavy competition between three hotels at the airport, to host AI'88. This resulted in the lowest room rates in several years. Many convention participants do not stay at the host hotel because "the



The Convention



cost is too high". Believe me, I am one who wants to save as much money as the next person, but if we don't support the host hotel and use its facilities, your convention fees will go up drastically. In the end you'll be spending the same or more.

The ramp and United Training Center tours were still being worked on early April, but everything should be arranged by May.

The CV-990 restaurant tour is one of the biggest attractions thus far in registration and I can see why. The first

night was almost sold out before the middle of April.

Many of you wanted to fly on a Boeing 707 while here, but that was still very doubtful because of scheduling of the aircraft. We continued working on it and were hoping for the best.

For those of you who are military aviation buffs, we were trying to arrange a tour to some static displays and museums at Lowery AFB. No definite results yet at the time of writing, but you'll find out when you get here.

Although we were trying to keep the registration and convention as straightforward as possible, we realize there are individual questions which come up from time to time. Therefore, we plan to have some uniformed local United Express flight attendants on hand to assist you with your questions about the convention, the hotel, and about travelling around Denver and Colorado. If they are not able to answer your question themselves, they should be able to direct you to someone who can.

The organizing committee are looking forward to seeing you at AI'88 and we hope you will have a great time in Colorado.

BAe 146-100As of Aspen Airways. (CA Postcard & Aviation World postcard via Al Minich)



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

by

Paul F. Collins

DENVER--here we come! As I write this column, the 1988 Airliners International is only weeks away. Like many of you, I look forward to attending this meeting each year, to see old friends and make some new ones as well as hoping to find that one post card or label that I have been searching for. The 88 convention committee has been working hard to show us a good time and I am sure they will succeed.

Speaking of the convention, the 1989 affair will be held in Toronto and it is not too early for you to start making plans on being in Canada in 1989. I have not heard from anyone that is planning on bidding for 1990. There are a number of "rumors" about Atlanta, Seattle, Chicago, Minn/St. Paul and several others. As all of you know, however, it takes more than just a rumor to get the job done. The business meeting this year should be interesting as to what site will be selected for 1990.

As usual, the Society business meeting will follow the convention business meeting. I would like to see as many of you as possible attending this meeting. This is the only time of the year when we are all together and you can voice any problems that you might have with the Society or the contents of the CAPTAIN'S LOG. Our Editor will be present and will be able to answer any questions that you might have with regards to future material to be presented or how you can contribute material if your interested.

Once again several Society members have raised the question of establishing a "standing convention committee" which would allow us to provide somewhat of a more professional assistance to those members of the Society that take on the responsibility of hosting a convention. With the increase of the size of our convention in the last several years, it is getting to the point where we may have to leave the safe walls of a hotel/motel complex and deal with convention centers. If this would be the case, then we certainly would need all the help that could be generated to assist those that take on the task of hosting Airliners International conventions. More

on this at the convention business meeting in June.

Another question that might be brought up is the time period when the convention can be held. It was voted on at the third convention to always hold the convention between the dates of June 15 and August 15. In the future it might be to the advantage of the organization to hold the convention at a time other than that mentioned above. This could come about because of facilities available, or some type of special event taking place. This may be a good time to reconsider this time period question.

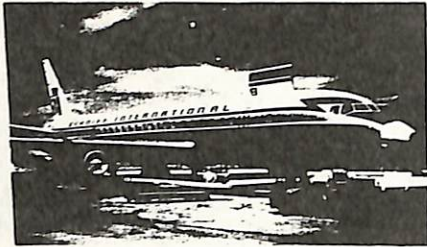
Membership in the Society seems to be holding at around the 1200 member mark. While we are attracting a number of new members to the organization, we seem to be losing an equal number of members each year. The hard part for me is that I don't know why these people are dropping out of the organization. When mailing out Vol XIV, No. 1 this year, I sent a copy to everyone that was a subscriber. Everyone received a renewal notice that should have received one. If you had already paid your dues for the year, you did not receive a renewal notice. All those that did not respond to the renewal notices with the last issue of the LOG will now receive a mailed notice. If they do not respond to this mailed notice, they will be dropped from the roster. I do not have the time to be continually send out renewal notices.

Members continue to move without notifying headquarters that they have done so. In fact, just recently two members moved twice in about two months and did not notify HQ. Ladies and gentlemen this problem has to cease. I realize that our society in general is very mobile, and our membership is very mobile. However, the remailing of the magazine is a time consuming job that I need not do, if you would only take the time to send in a change of address card when you move or when you plan on moving. The only one that can correct this problem is you--the members! Please do your best to keep the Society advised of your address, even if it just across the hall in an apartment complex.

As stated in the last issue of the LOG, the membership roster up-date in issues number two, three and four will be sent to members on a separate sheet. It is advised that you purchase some type of notebook to maintain your membership roster. I have found the roster to be very useful when traveling on vacation or business. I am sure you do to.

That about covers all I have at this time. Looking forward to seeing all of you in Denver. Until then, happy collecting!





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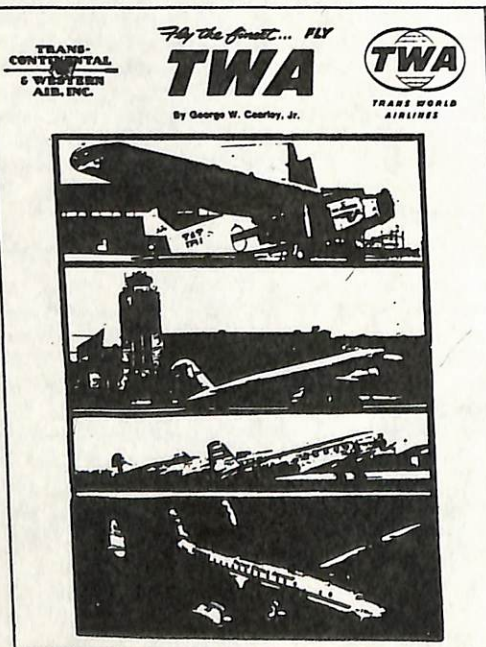
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