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SEPTEMBER '88

CAPTAIN'S LOG

Airline and Airliner quarterly



Winner in the **SALON PHOTO** category at the Airliners International '88, Denver, photo contest was this beautiful landing shot of All Nippon Airways Boeing 747-281B, JA8182 at Los Angeles Int'l in DEC 87, by Ronald C. Hill of Denver, CO. Mr. Hill used a Leica M-6 with 90mm Tele-Elmarit lens at 1/500 sec, f/8 and Kodachrome 64 film. More prize-winning photos inside this issue.



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The CAPTAIN'S LOG is the official publication of the WORLD AIRLINE HISTORICAL SOCIETY (WAHS). The WAHS is open to all persons or groups interested in the collecting of airline memorabilia and the study of airlines and airliners past and present. The CAPTAIN'S LOG publishes articles, photographs and other illustrations about these subjects. The WAHS has members on all continents.

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NEW ADDRESS

Please send your material to the editorial staff member who handles that specific topic. When in doubt, please send it to Joop Gerritsma.

Thank you

THE FLIGHT EXCHANGE

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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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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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Ronald C. Hill of 2455 E. Yale Avenue, Denver, CO, won the B&W PRINT category at the AI '88 photo contest in Denver with this America West Airlines Boeing 757-257 photo, taken outside the AWA hangar at Phoenix, AZ on 28 MAY 88. Taken with Hasselblad 500C/M, 80 mm Zeiss Planar F/2.8 lens, 10 secs, f/8 on Agfapan 100, developed in Agfa Rodinal (25:1 dilution) for 7 minutes at 68 degrees. Printed on (fibre-based) Oriental Seagull G-3 paper.

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TAKE-OFF TALK

The annual AIRLINERS INTERNATIONAL convention has come and gone since the previous issue of the CAPTAIN'S LOG was published. And let me assure you, it was a great party!

The Denver, Colorado, event saw more than 1,000 participants who stayed for either the entire three days, or who dropped in only to see what it was all about. The majority of the latter were mostly local people who had read about the convention in the two Denver newspapers.

WAHS president Paul Collins reported he had signed up several new members.

There are several reports in this issue about the convention and its activities.

Suffice it to say here that I had a great time, and from comments heard here and there, everybody else did too.

It seemed appropriate that the convention was held in Denver this year. In May the voters in Adams County, north of and adjacent to Denver, approved annexation of 45 sq. mi. (116,6 sq km) of land northeast of Denver for a new "mega-airport". If current predictions hold true, Denver will be the second-busiest airport in the USA by the year 2,000 and a new airport is badly needed to replace overcrowded Stapleton.

If there was one sour note about Denver, it was the cancellation of the ramp tour of Stapleton Airport. I had booked for it in advance and had been looking forward to taking many rolls of negative and slide film to take home with me. After all, Denver is not in the "regular" circuit of airports where I go for photos any chance I get.

BUT ... the ramp tour was cancelled. For "security reasons", we were told.

That excuse -and it is NOT unique to Denver- really makes me mad.

Do those tin-badge security "guards" at airports everywhere still not understand that members of the WORLD AIRLINE HISTORICAL SOCIETY are

NOT fanatic, raving-mad, bomb-throwing terrorists? It seems they don't. Or don't want to?

Or have WE OURSELVES during nearly 15 years of the WAHS and 12 years of AIRLINERS INTERNATIONAL conventions failed this miserably to prove that we are enthusiasts with a serious, NON-DESTRUCTIVE interest in airlines and airliners?

Perhaps we have to work more-seriously on our public image. It couldn't hurt.

I know, I know ... the ramp tour was not cancelled by Stapleton officials, but by the FAA, because they were conducting an intensive, week-long security check of the airport operations. Wouldn't it have been good practice to see how a ramp tour by a large group of "outsiders" would affect normal security measures?

Anyway, there is one bright note to report from the airport security front. Dave Campbell of Dover, NJ, who at last year's convention was one of two WAHS members who stood charged with criminal trespass for taking photos of airliners over the fence at Chicago ORD, told me he was given a probationary sentence - stay away from ORD for three months and all charges are dropped. He did! And after the three months? Well, judge for yourself: He had another winning entry in the photo contest.

Denver convention material is of course not the only fare in this CAPTAIN'S LOG issue.

First and foremost, we have a very interesting feature article by Tom Kalina about his recent trip to Mainland China, where he was able to take many photos at the civil airports of Beijing and Shanghai. In this issue Tom brings us a selection of 16 of his shots. I am sure you will enjoy them as much as I did. Even though China has opened up to Western tourists in recent years, and even though Tom's photos of CAAC airliners are not the first ones to be published in the West, they are still sufficiently rare to be of great interest to virtually everyone with an inter-

est in airlines, whatever his or her specialty.

Several other editors also have included CAAC material in their columns in this issue.

I have been able to catch up completely with reviewing the books which I had added to my library in the past year or so. Publication of any new reviews is now up to my buying or otherwise acquiring new books. If you have any new or recent aviation book you think is worth reviewing, please contact me.

Hard on the heels of our coverage of the DC-3, F-27 and DH-104 preservation groups in Holland (LOG 14/2), comes news of efforts to acquire and preserve a Constellation in that country.

I have been advised of the founding of the Constellation Club Nederland, a non-profit association which has taken a \$200,000 option on an airworthy Connie, including many parts and a spare engine.

The Constellation is an important aircraft in Dutch airline history. KLM in 1943 was the first non-U.S. airline to order Constellations. These, of course were not then delivered, but between MAY 46 and the mid-1960s, KLM operated 26 Constellations (6 L-049s & 20 L-749s) and 22 Super Connies (9 L-1049C/E, 4 L-1049E/G, 6 L-1049G and 3 L-1049H).

I don't know yet which Connie is the desired candidate for preservation in Holland, presumably in KLM livery, and I will keep you informed when I find out.

I extend our apologies for the light reproduction of the postcards on p. 15 of LOG 15/2. Those cards contained massive areas of light blue and that is a terribly difficult color to reproduce.



北京

(BEIJING)

上海

(SHANGHAI)

THEIR WILLINGNESS TO ACCOMMODATE ME WAS SURPRISING AND, NEEDLESS TO SAY, VERY REWARDING. NOT A SINGLE AIRCRAFT WENT UNSHOT.

1. Seven Boeing 747s give CAAC the range it needs to operate non-stop services to North America and Western Europe. This is one of three 747-2J6B models. The others are SPs. Three 747-4J6 are on order for delivery in 1989/90.

ALL PHOTOS BY TOM KALINA

VISIT TO CHINA

By TOM KALINA

I glanced over my shoulder and bid a thoughtful goodbye to the last pieces of Japan which slipped away beneath the port wing.

I had journeyed far for one day's work. Departure had been made at first light, leaving behind the snow-covered barrens of a sleepy Alaska. We had carefully navigated infamous R-220, raced with the sun across the International Date Line, mapped the Kuril Islands on our radar, and had refueled under a miserable mixture of rain and snow in Tokyo.

I felt tired and flushed from the long hours confined to the cockpit, yet was anxious to catch a first glimpse of our destination ... China!

Now well out over the East China Sea, I peered into the bright western sky and studied the blanket of haze which smothered to earth below. My thoughts ran to passages from North to the Orient and I wondered whether or not I would be able to see the mouth of

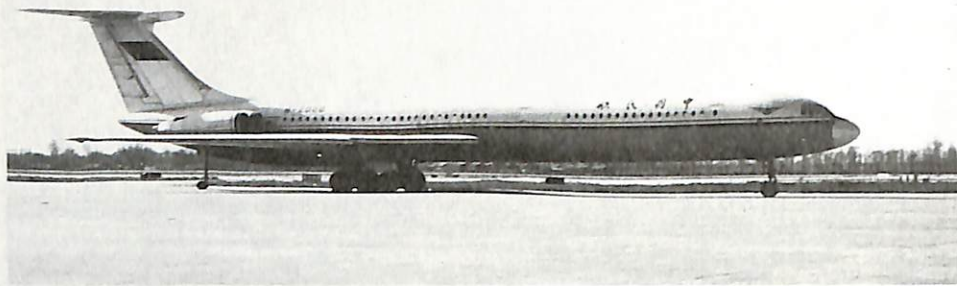
the Yangtze River and share the same excitement the Lindbergs surely had felt.

The indistinct shoreline of the Yangtze delta appeared on the radar scope long before the muddy outflow of the river itself could be seen. When at last landfall was made, the envelope of haze revealed little of the mystery which lay below. No city, no roads,

ON THE LEFT WAS A BEAUTIFUL NORTH KOREAN IL-18 IN RED TRIM WITH SCRIPTED TITLES.

2. B-2303 is one of five Airbus A310 operating CAAC's regional and long domestic services. This aircraft is the only one of CAAC's three A310-222 models with winglets. It was photographed while taxiing out at Shanghai.





no signs of a huge population could be detected. Only the silver reflection from the maze of waterways reached out to greet us. Yet, for the first time to me, here was China. The dancing light was a simple gift of great reward, true to the Chinese fashion.

We had entered their air space on the only approved route from the east and now we banked right to follow the airway northward to Beijing, our first port of call in the People's Republic of China. Since mid-afternoon we had been bucking an incredible wind was rushed from deep within Asia, swept across the Yellow Sea and spilled its lengthy breath somewhere high above the Pacific Ocean. The turn to the right gave us some relief, but my latest calculations showed we would land shortly after nightfall, behind schedule.

The sun had won the race and in fitting victory, her last light spread across the skyline in a dazzling band of orange, aqua and lavender. A few distant cirrus clouds glowed like campfire embers before dying into colorless wiffs of smoke. The night advanced steadily overhead to take its domain and squeezed the last light from the day. It was time to descend.

I drank my last sips of

cold coffee and tidied up my side of the cockpit. After hours of reticency, the wheelhouse buzzed with activity in preparation for landing at Beijing's capital airport. We flew over sparkling clusters of small villages arranged like links in a chain with the city at the apex. Approach control vectored us for the ILS 36 Right intercept. With gear down, flaps set and the checklist completed, we slid down the glidescope to bring our ship back to terra firma.

Rolling onto the first high-speed turnoff, I caught the silhouettes of three IL-62s on a remote ramp to my left. Other aircraft were also sleeping nearby, but the moonless night offered no help in identifying their types. We taxied up to the north ramp directly across from the main terminal where we were methodically flagged into our parking stand. On our right sat a TAROM 707, on the left was a beautiful North Korean IL-18 in red trim with scripted titles. I was delighted. The field held promise of great photography, if allowed. I had read that taking photos at Chinese airports is strictly forbidden. Yet, I had seen fabulous pictures, taken by British enthusiasts on their recent visits to China. I

3. The days are numbered for CAAC's five Ilyushin IL-62 long-range jets. They have been replaced by the Boeing 707 and 747. B-2020 is one of four known to be withdrawn from service and parked at Beijing.

could only hope for equal success.

Our arrival was met by a handful of CAAC groundcrew, several airport authorities, two security guards dressed in Russian-style uniforms, and our sole handling agent from Qantas of Australia. The heavy coats they were wearing verified that Beijing winters could be bitter cold.

I elected to stay in the cozy cockpit while co-captain Bob greeted everyone with the customary smiles, handshakes and general declarations. After all, he was senior!

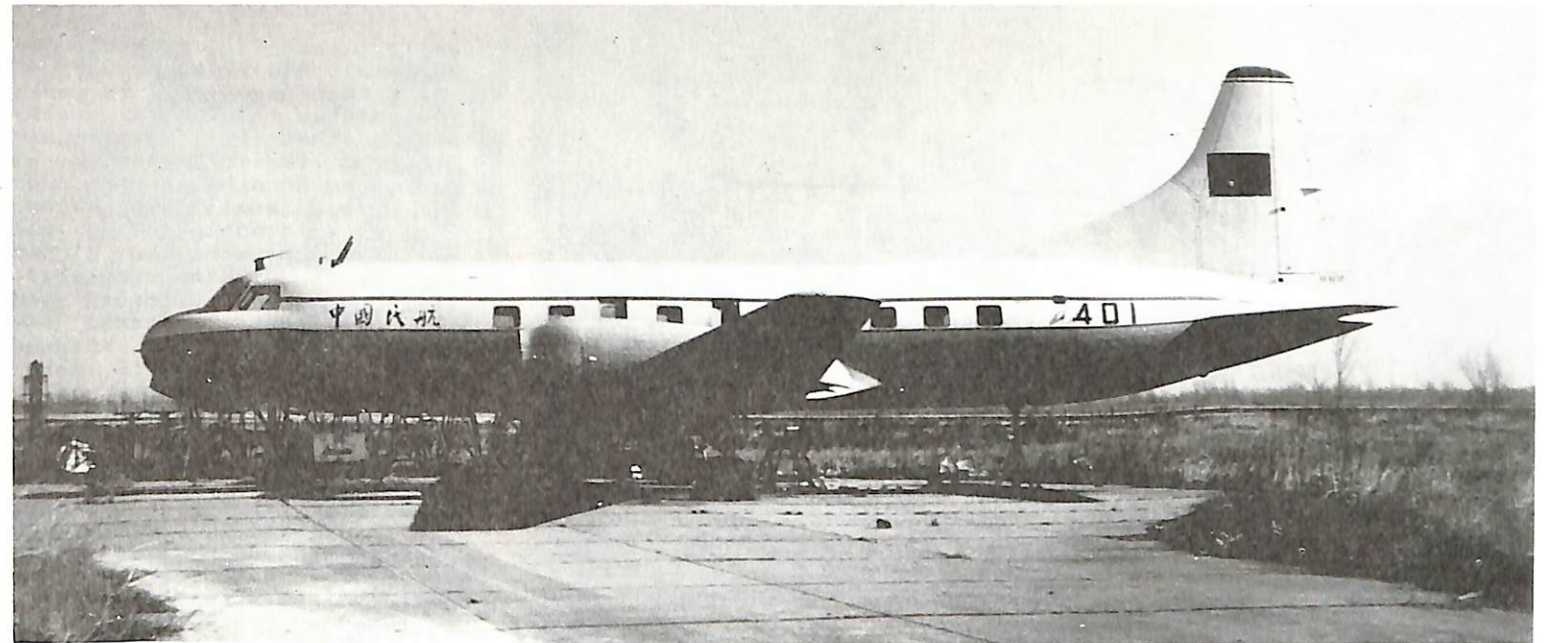
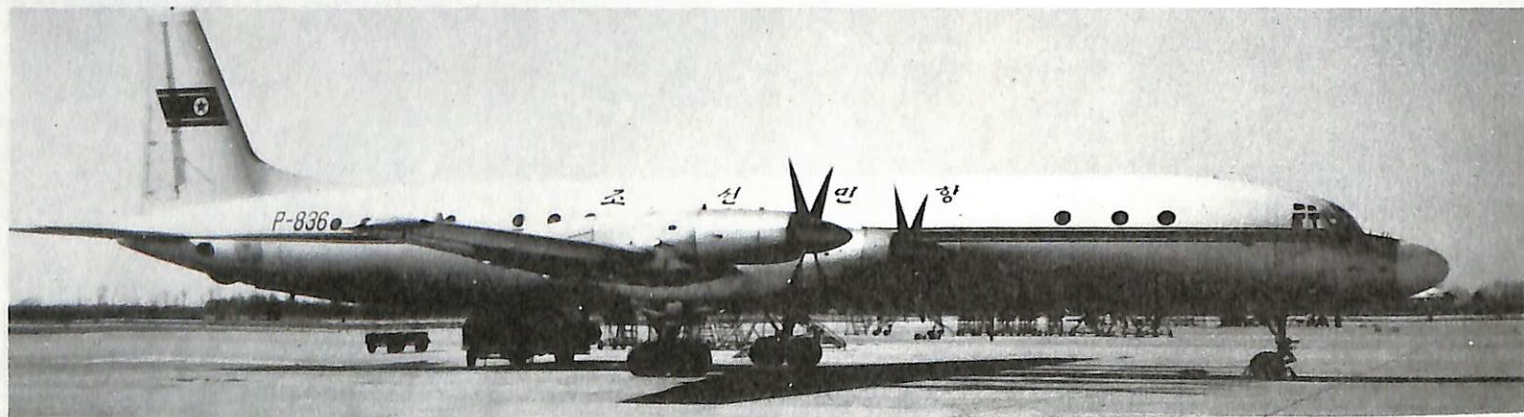
Our third crew member and mechanic, Mel, was on his first international trip. With gear pins in hand and eager to do his job, he dashed out to bed down the aircraft. This sudden and unexpected action alarmed the security guards and harmless Melvin was quickly escorted back inside the aircraft, at gunpoint!

"I'm ready to go home now," he announced half jokingly. My only thought was to say, "Welcome to Communist China!"

One by one the members of our reception committee pressed into our relatively

(Cont. on p.6)

4. This beautiful Ilyushin IL-18D of the North Korean airline Chosonminhang (Korean Airways), P-836, was at Beijing.

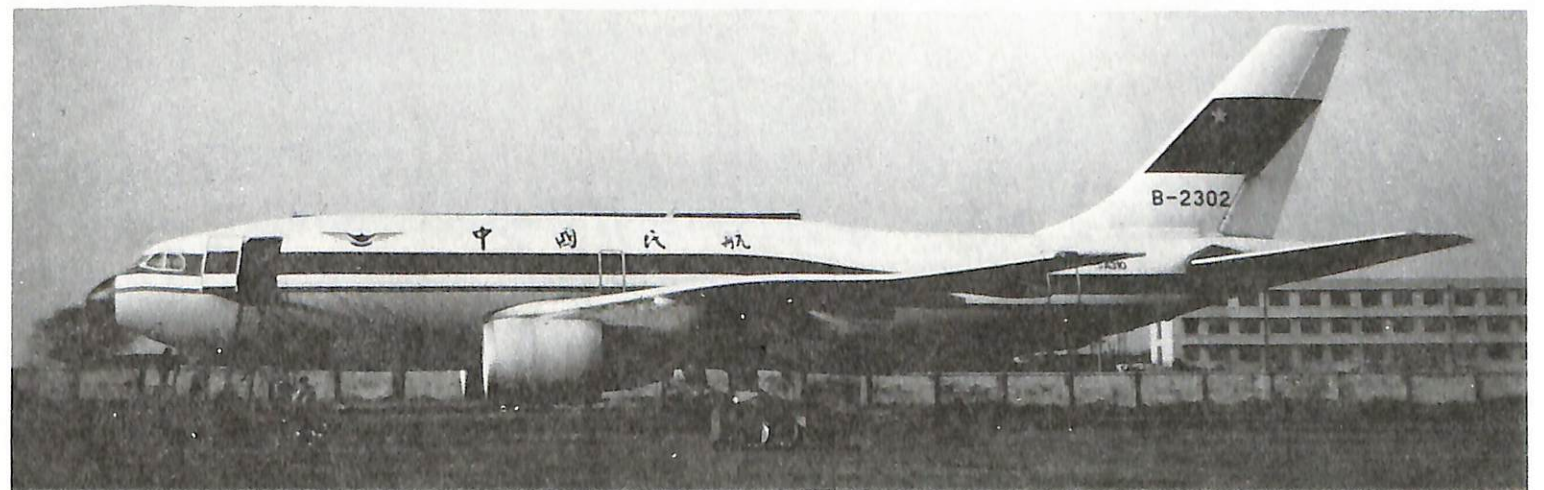


5. (Above) The "lost" Convair: 401 is almost certainly the last of six CV-240s delivered to Central Air Transport Corp. in 1949. Parked at Beijing airport, it is in poor condition. Any information on its whereabouts in the past 40 years would be welcome.

6. (Top right) Delivered nearly 10 years ago, all of CAAC's 10 Boeing 707-3J6Bs & Cs seem to remain in service. B-2414 is seen at Beijing.

7. (Bottom right) Hawker Siddeley Trident 2E is one of 22 still in service with CAAC. Acquired in the early 1970s, Tridents were CAAC's first modern Western jet equipment. B-280 has since been re-registered B-2204.

8. (Below) Airbus A310-222 at Shanghai. B2302 is an earlier model, without winglets.



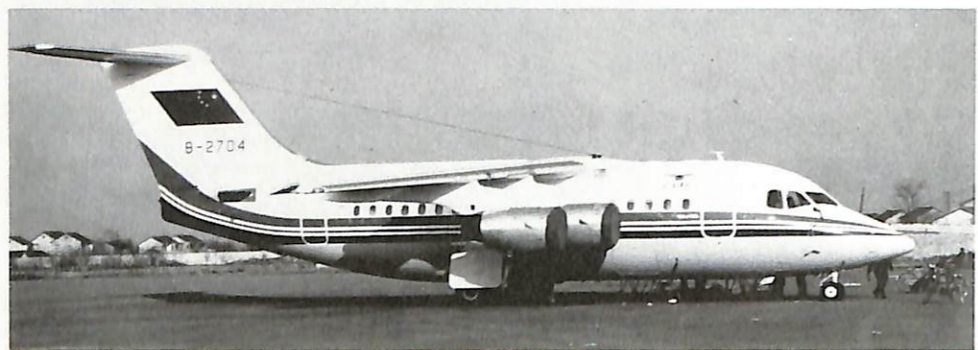


9. (Above) No "B" in registration indicates this Ilyushin IL-14 at Shanghai flies domestic services only.

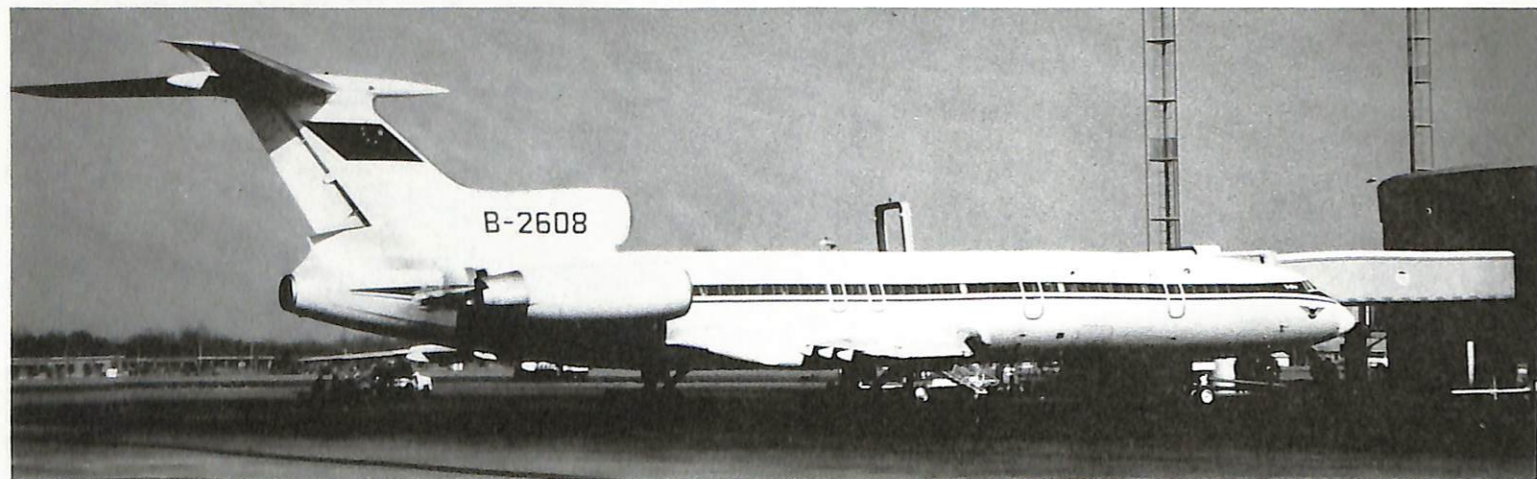


10. (Above) Most domestic routes are now operated by Boeing 737s (-2T4 Adv. shown) and by ...

11. (Below) BAe 146-100 jets from Britain.



12. (Below) It helps to have ramp access for shots like this one of a Tupolev TU-154M at Beijing.




small aircraft. Although we certainly had more people on board than necessary, we were the guests in their country and I therefore graciously accepted their presence. We exchanged handshakes for nods and offered small gifts as tokens of friendship. Once all official paperwork was signed and the formalities completed, the baggage was unloaded and our passengers departed for customs. Mel was then allowed to continue with his post-flight duties under the careful watch of the security police. I bundled up and deplored to assist the fuelers.

It did not take long for the frigid air to penetrate my clothing, sending me into spasmodic shivering while a near-endless stream of tears rolled down my face. I sought temporary relief in the exhaust path of the APU. The escaping hot gases pounded me with a deafening force and a pungent odor of kerosine, but their warmth provided instant relief and I stood there for some time, unwilling to move back into the cold. From my little sanctuary I looked across the tarmac at the terminal and found it ironic that the gate where an Iraqi 747 stood earlier, an Iran Air 747 was standing now. I fancied both crews sharing a table at the hotel lounge, laughing and exchanging news of the gulf war. Aviation, it seemed to me, is a brotherhood which shares the same love and holds no divisions of hatred.

Our handling agent, Ann, was a tall and independent Australian filling in for the vacationing station manager. Her assistance was invaluable and her presence in strange

中國民航



CAAC

中國民航航機雜誌

surroundings was comforting. After the airplane was shut down and locked up, Ann escorted us through the spartan hallways of the terminal to the taxi cab stand. The stares from the local people told us that we were the odd-looking ones, aliens from the back side of the world.

"Just say, 'nia hao, hen hao and xie-xie,' and you'll get by O.K.," Ann reassured us.

We said our goodbyes and departed on the wildest taxi cab ride of my life. As we sped off into the dark, we changed from weary aviators at the end of a 24-hour duty day, to anxious explorers at the gate of a re-opened China. It was many years after the Lindbergs; nevertheless, I had arrived.

Beijing is the political capital of the People's Republic of China. It is the home of Confucianism and Maoism. Buddha and the panda bear share equal popularity. In the centre of the capital is the Imperial Forbidden City with its majestic pagoda-style architecture, a reminder of the last dynasty. Elsewhere the structures are plain but modern. The chief means of transportation is the bicycle. Most of the people are dressed alike in blue or green wool clothing. Life here seems orderly and simple. Maoism still pervades, but the young people hunger for new freedoms.

A visit to Beijing is not complete without a side trip to the ever-impressive Great Wall of China, about 50 miles north of the city.

Four days later we returned to the airport for the flight to Shanghai. After a meticulous preflight briefing I grabbed my camera and hopped into a CAAC truck for a quick photo tour. Ann rode along to interpret my instructions to the driver. Their willingness



13/14. Shanghai Airlines' five 707-320s carry Chinese titles on port and English ones on starboard.



to accommodate me was surprising and, needless to say, very rewarding. Not a single aircraft went unshot. Riding the truck proved a great advantage. We drove around all the gates, ramps and taxiways. There were Ilyushins, Tridents and Boeings to name but a few, but the most-interesting aircraft was a half-derelict Convair 240 sitting in the

tall grass in the southeast corner of the field. This is the "missing Convair" which had not been seen by aviation buffs since the communist takeover in 1949 (*).

Although lacking engines, the uniquely modified nacelles were evidence that it probably had been converted to turboprops. As the shutter clicked away, I relished the thought:

(*). British historian and aircraft photographer Peter J. Bish visited China in 1986 and in his report published in AIR PICTORIAL of DEC 86 he writes the Convair was first seen by Western eyes again "as a dot in a 1985 brochure view of Beijing airport."

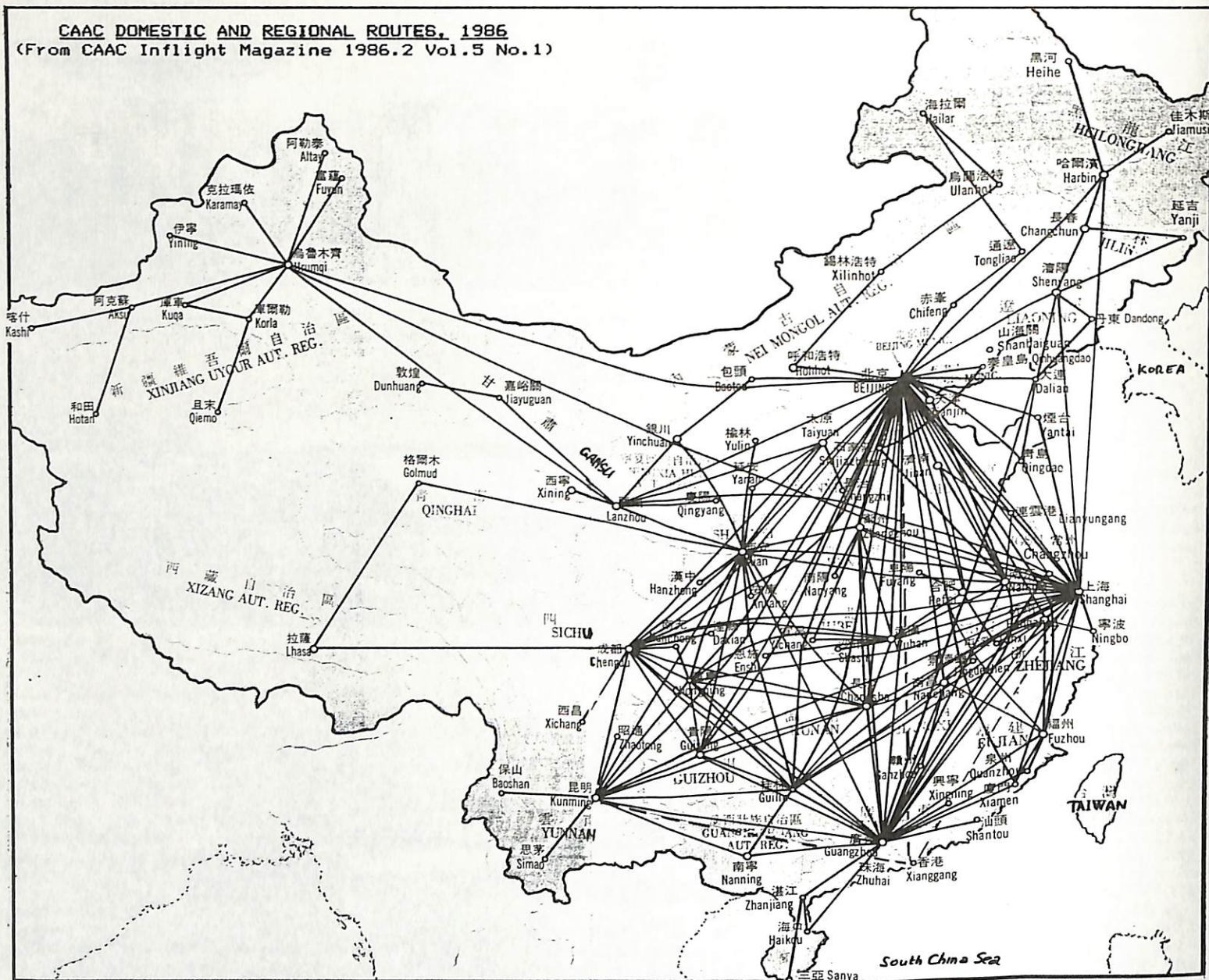
He continued: "It is almost certain that this is the last of six CV-240s delivered to Central Air Transport Corporation (CATC) in 1949 prior to the Communist takeover of China. Then registered XT-610, CV-240 c/n 131 was the only one not delivered back to the West (via Hong Kong) in 1952. Its whereabouts in the intervening 30+ years is a mystery. The aircraft is now minus engines and

various other parts and has probably been used in recent years for engineering training. The rear fuselage has certainly suffered from being propped up for too long or incorrectly."

Both Mr. Kalina and I (JG) are most anxious to know why the engine nacelles of this CV-240 are of such a strange shape as described here and also seen in the photo taken by Mr. Bish in 1986. Has the aircraft indeed been used as a test bed for turboprop engines, as Mr. Kalina speculates? If so, was that as a flying or a static test bed?

If anyone of our readers knows the answer, please write us and help solve the mystery. Thank you.

CAAC DOMESTIC AND REGIONAL ROUTES, 1986
(From CAAC Inflight Magazine 1986.2 Vol.5 No.1)



of having captured a rare object.

Departure time came and we thanked Ann for all her help and nodded goodbye to the Chinese groundcrew. A final wave from the cockpit window and we were on our way. Except for Mel's little incident upon arrival, our first taste of China had been worthwhile. The people were kind, the food was good and the shopping was a real buy. Also, I had just shot off a couple of rolls of Kodachrome in a country of strict rules and customs.

For aviation enthusiasts who plan to travel to Beijing, I strongly suggest you secure help for access to the ramp areas. The observation deck at the terminal is quite nice,

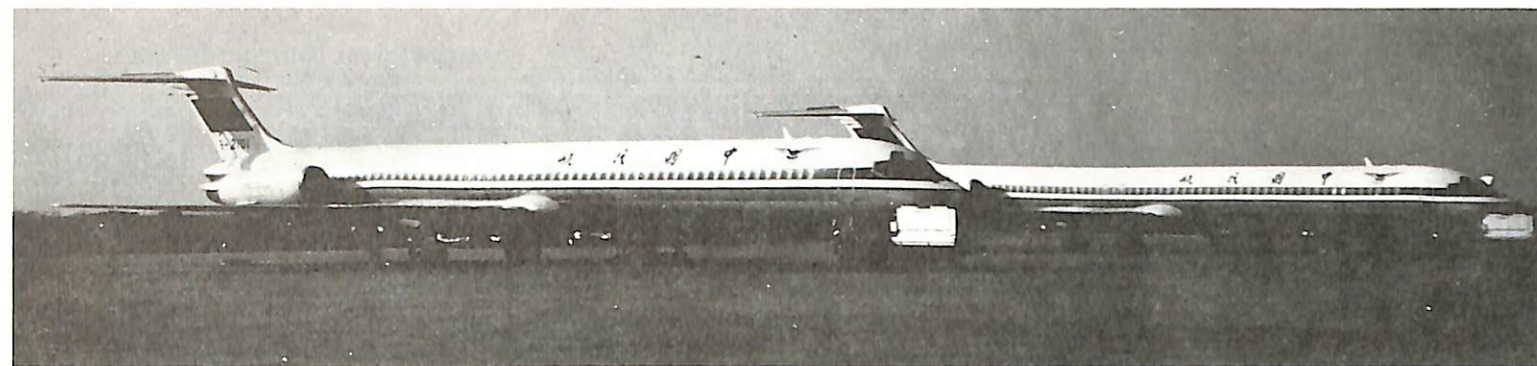
but unfortunately closed! A letter to the station manager of one of the airlines serving Beijing should get you started in the right direction. I recommend shooting in the afternoon, since that provides the best light and angle for the majority of aircraft, especially the CV-240.

The flight to Shanghai was painless. Again, as we neared the city, air pollution choked the entire area. To be safe, we adhered to the published approach procedure right down to the runway.

After landing we taxied to a remote parking area on the north of Hongqiao Airport. This time our welcoming committee consisted of a handful of chickens fluttering in dis-

content at the disturbance we created. I set the parking brake and stop-cocked the engines with the nose pointed at a small group of laundry-draped shacks. To our left was a makeshift basketball court with a pair of idle Shanghai Airlines 707s in the background. From our right came a small figure of a man pedaling a bicycle. He was Mr. Chen Xiaomo, our handling agent from the Foreign Aviation Organization Service Company... a one-man general aviation FBO.

The security police eventually showed up, just out of curiosity. They had no guns and seemed rather timid by Beijing standards. After a short look-see, they meandered off and didn't bother us



again.

Mr. Xiaomo took care of all our needs very well. We buttoned things up and walked the full length of the ramp to the terminal. No one objected to my taking pictures along the way.

As we waited for our ride to the hotel, I immediately sensed a difference between Beijing and Shanghai. For one thing, there was a variety in the colors of buses and taxis, in the clothes people wore and in the billboards which lined the parking lot. Here too was a different rhythm in the air. Beijing seemed to flow to traditional Chinese music. Shanghai's beat is something closer to rock 'n roll. Most important to me, however, was the warmer climate. Although the sunlight filtered through a brown sky which smelled of coal, I welcomed the opportunity to shed my winter overcoat. It was a day typical of one of those February days which tease us into believing spring might come early.

Shanghai is China's commercial gateway to the Western world. It is a bustling, congested city of more than seven million people. It sits on the muddy Huang Pu River, a tributary to the Yangtze. Hundreds of large seagoing cargo ships crowd its banks. Sampans and fishing junks pepper the river in equal numbers. The entire scene presents an awkward mixture of sights and sounds. The day awakens with the chanting sounds of tai chi chuan in the streets. At mid-day the sidewalks are much too crowded to walk down. People push and shove. The buses are standing room only. Women hang laundry in the trees to dry and elderly men gather on street corners to play a game similar to checkers. Spitting in public is almost a national pastime. Your final task of the day is to clean the coal dust from your nose! Four days later I was ready to pull the chocks for Hong Kong.

We returned to the airport an hour early and had to wait awhile for Mr. Xiaomo's assistance. A pretty CAAC IL-18 sat just beyond camera range.

Playing charades, I attempted to communicate with the security policeman my wish to step through the gate to take a photo of the aircraft. He pointed his rifle in an obvious expression of No.

Moments later Mr. Xiaomo arrived to walk us through the gate. The same guard now smiled and nodded in acceptance of my presence. It was now O.K. to take pictures to my heart's content. Sadly, the IL-18 had taxied away.

After taking care of our aircraft, I went on an unescorted photo spree. I had total freedom of the airport. My only handicap was that I had no bicycle and had to hoof it out on foot. My prime objective was a resplendent IL-14, leisurely guarded by a man sitting in a chair beneath the old aircraft's port engine. All the other aircraft were just gravy. An hour later I returned to our own ship with a bellyfull of photography.

If you wish to shoot pictures at Shanghai's Hongqiao Airport, you'll need access to the ramp. There is no way to shoot from the terminal unless

15. A pair of MD-82s (B-2101 nearest camera) at Shanghai.

you are a passenger. Even then, your subjects will be limited as the small terminal serves only a few aircraft at a time. I saw the 707s, MD-80s and Trident's all park on the western portion of the main ramp. Morning light should be ideal for all your shots.

As the sun went down and the airport lights came up, we put together the last pieces of our departure and left the country for four nights in Hong Kong, followed by four more in Taipei. On one trip I would see all three "Chinas", but it is the People's Republic which I remember the most.

After the photos have faded away, I shall still remember the people dressed in layers of old sweaters and wool suits, riding plain bicycles across the cracked pavement beneath a golden sky. The arid winds of winter had left a thin coating of reddish-gray dust upon the buildings, roads and trees, but not upon the spirit of the people. After nearly 40 years of isolation, Mainland China stands poised for progress and modernization. I was lucky enough to have caught a glimpse of the new awakening.



16. United Airlines billboard proudly announces its new service to Beijing. Advertising is lost on Chinese, most of whom cannot afford to travel.

中国民航
TIME TABLE
April to October 31, 1983

Suzhou: Light Plays on This City of Water

CAAC
CIVIL AVIATION ADMINISTRATION OF CHINA

Captain's Log schedule editor George W. Cearley Jr. contributed this timetable of 01 APR to 31 OCT 83. It is an illustration of a typical CAAC schedule which came into use after the airline began serving the West and began trying to attract Western businessmen and visitors to China to use its services.

BEIJING—LONDON
北京—伦敦

SAT	Days	SUN
CA937	Flight No.	CA938
B-747SP	Aircraft	B-747SP
F/Y	Class	F/Y
2055	d BEIJING a	1340
0200*	a SHARJAH d	0145
0325	d 沙 迦 a	0050*
0845(A)	a FRANKFURT d	1620(A)
0945(A)	d 法 兰 克 福 a	1335(A)
1035(B)	a LONDON d	1200(B)

(当地时间) (Local time) *FOLLOWING DAY 次日
(A)-自9月25日起提前一小时 1 hour earlier from Sept. 25.
(B)-自10月23日起提前一小时 1 hour earlier from Oct. 23.

SHANGHAI, HANGZHOU, GUANGZHOU—XIANGGANG(HONGKONG)
上海、杭州、广州—香港

Daily	Daily	Daily	Daily	1:30-5:00	1:30-5:00	Days	1:30-5:00	1:30-5:00	Daily	Daily	Daily	Daily
CA307	CA305	CA303	CA301	CA503	CA501	Flight No.	CA504	CA502	CA302	CA304	CA306	CA308
B-737 or Trid				Trid		Aircraft		Trid		B-737 or Trid		
				0840	d SHANGHAI a		1330					
				0840	d HANGZHOU a	1305						
					d GUANGZHOU a			0940	1210	2050	1820	
1640	1910	1030	0800		d HONGKONG d	1130	1140	0915	1145	2025	1755	
1705	1935	1055	0825	1030								

CAAC PRINCIPAL DOMESTIC SERVICES
中国民航主要国内航线

Flight No. 航班号	1301	1501	1315	5102	5104	5106	5110	3102	1507	1509	1201	1209	3508	3328	4102	1405	1311	4102	1601
Days 班期	Daily	Daily	1-4	2-3-5 6-7	1-3 5-7	1	2-7	2-3-5 6-7	Daily	1-2-4 5-7	Daily	2-3-5 6-7	1-3 5-7	3-5	3-6-7	1-2-4 5-6-7	7	3-6-7	3-5-6
Aircraft 机型	B-707 IL-62	B-707 IL-62	Trid	Trid	Trid	AN-24	Trid	Trid	Trid	Trid	Trid	Trid	Trid	AN-24	IL-18	Trid	Trid	IL-18	Trid
BEIJING 北京 d	1445	0835	0905	1135	1805	1200	1335	1210	0725	1510	1245	1745			1225	0735	1500	1225	1505
ZHENGZHOU a															1225				
CHANGSHA a															1440				
JINAN a							1430								1515				
HEFEI a							1325												
NANJING a							1410												
SHANGHAI a		1020		1320	1950	1510	1850												
HANGZHOU a										1700									
URUMQI a																			
CHENGDU a															1545			1545	
XIAN a										1430	1930								
KUNMING a																1045			
DALIAN a																			
HARBIN a																			1640
SHENYANG a																			
GUILIN a			1145																1740
GUANGZHOU a	1730							1500					2055	1655					

(A)=周六航班自7月1日起飞行Sat. flight operates from July). 波音747SP=B-747 波音707=B-707 波音737=B-737

BEIJING—SHANGHAI—LOSANGELES—SANFRANCISCO—NEWYORK
北京—上海—洛杉矶—旧金山—纽约

MON	SAT	WED	Days	THU	SAT	MON
CA955	CA983	CA981	Flight No.	CA982	CA984	CA986
B-747SP	B-747SP	B-747SP	Aircraft	B-747SP	B-747SP	B-747SP
0810	0815	1010	d BEIJING a	2155	2250	2250
1005	1010	1205	a SHANGHAI d	2000	2105	2105
1130	1130	1320	d 上 海 a	1905	2010	2010
0755	0755	0950	a SANFRANCISCO d	1435	1530	1530
0950	0950	1145	d 旧 金 山 a	1315	1415	1415
1125	1125		a LOSANGELES d		1240	1240
		2015	a NEWYORK d	1000		

(当地时间) (Local time)

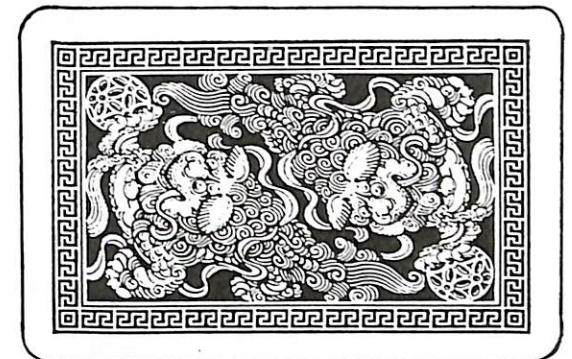
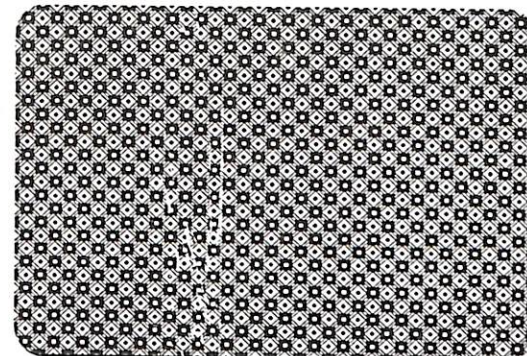
EUROPE AND KARACHI TO BEIJING
欧洲及卡拉奇至北京

Days	WED	THU	WED	SUN
Flight No.	CA944	CA942	CA934	CA932
Aircraft	B-707	IL-62	B-747SP	B-707
Class	F/Y	F/Y	F/Y	(C)
PARIS 巴黎 d			1035(A)	2125(A)
ZURICH 苏黎世 d	2145(A)			
BELGRADE 贝尔格莱德 d	2230			
BUCHAREST 布加勒斯特 d		2035		
SHARJAH 沙 迦 d				
KARACHI 卡拉奇 d	0940*	0450*		0815*
BEIJING 北京 a	1035	0555		0855
	1950	1530	0640*	1805

(当地时间) (Local time) *FOLLOWING DAY 次日
(A)=自9月25日起提前一小时 1 hour earlier from Sept. 25.

AIRLINE PLAYING CARDS

by THOMAS DRAGGES



The 12th annual Airliners International convention is now history. I am sorry I had to miss it for the first time since I started attending in 1982. All my friends and acquaintances were on my mind the weekend of the convention. I was thinking about all the great deals and finds everyone was making. I hope to see everyone next year in Toronto.

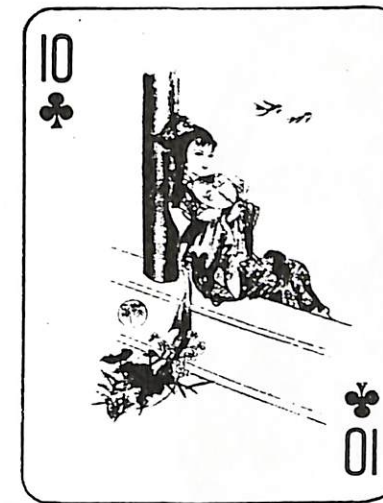
Before I move on to playing cards, let's say thanks to the Airliners International '88 committee and crew for a job well-done. Without them there would not have been a convention.

The subject airline in this issue is CAAC, so I feature the few cards I do have of theirs.

CAAC seems to like issuing cards with no special airline insignia on the backs, and to prefer just plain generic-type cards instead. My first example (#1) shows blue and white square and diamond shapes. The same pattern was also issued in red and white. The only place where you will find the airline name, is on the front of the box. These decks were issued in about 1981.

The best way I remember this by is when CAAC first started service to SFO. Two years later they came out with two new decks. Issued in blue on white and red on white, these cards have white borders, inner borders showing a key design and two dragons in the middle. They are identical apart from their colors.

As I recall, these decks had no airline markings on either the cards or the box. But the face of the cards shows

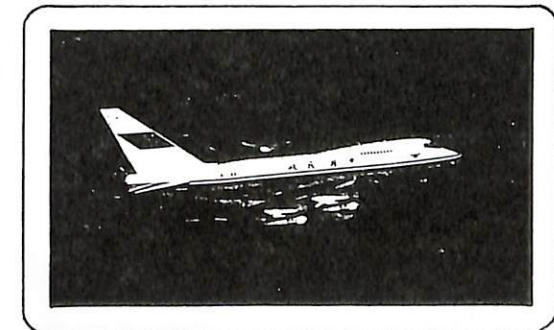


beautiful four-color pictures of Chinese girls in rustic settings. Incidentally, the 10 of clubs card has the blue on white background and the 9 of hearts has the red on white background.

The fourth issue I have is

from about 1984 and features a CAAC 747SP flying left to right with clouds in the background (#4). It also has a white border.

I have heard the airline has a new deck out, but I do not have one yet.



STICKER CHATTER

by DON THOMAS

The Denver convention of the WAHS was a great success. At my table, and at Fred Wellman's and the AFA tables, we noticed a substantial increase in interest in airline baggage labels, "stickers" as they are commonly called. More and more collectors are beginning to appreciate the beauty and scarcity of the foreign labels, both the old gummed ones and the newer stick-on types. Many tables had both.

One word of advice - when preparing to go to a convention, call your travel agent. At the last minute, when I decided to fly instead of drive, my travel agent was closed

(Saturday). I called the Official Airline of the convention, United Air Lines. They gave me their cheapest fare, five per cent off the lowest discount fare, as promised to us. However, it involved a flight on the hub and spoke arrangement: Tampa to Denver via Dulles (four hours waiting for a connection) and return Denver to Tampa via O'Hare (barely time to make the connection). After getting my ticket by mail, I phoned Continental and found I could have flown direct for \$30 cheaper. So, call your travel agent. They can instantly find the most-direct and cheapest flight by computer.

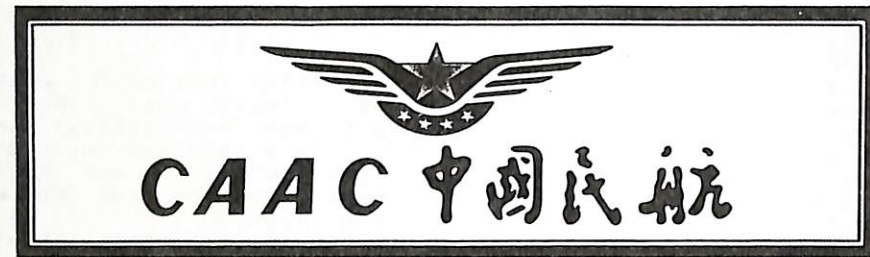


With Tom Kalina's main feature about his trip to mainland China, I illustrate two modern round labels from CAAC, the Chinese government airline (#1 and #2). Both show the Boeing 747SP - the airline seems to be proud of this aircraft.

CAAC operated for years with Soviet aircraft. I plan to show some labels of these in the next issue of the CAPTAIN'S LOG.

Label #3 shows only the airline logo and the name in Chinese and English. The small destination labels (#4 and 5) come in various colors for different destinations. These two are Beijing, red on white and Kunming, green on white.

The BIL (#6) is an older issue. A more-recent one is shown in the CAPTAIN'S LOG, 14/2, p. 19, #23. On the same page is also shown another (promotional) label of CAAC, #24.



中國民航 CAAC

姓名 NAME

地址 ADDRESS

電話 TELEPHONE

12



On to other labels. A new Airbus label I picked up at the convention, shows a British Airways A320 (#7). It is in silver, black, grey and red, all on white.

KLM pictures their new Boeing 737-300 on an oval label (#8), similar to the Fokker 100 label pictured in the previous issue of the CAPTAIN'S LOG. In white and various shades of blue.

Another new label (#9) is from Swissair and shows their Fokker 100. The aircraft is in the airline's standard red, white, black colors, all on a light blue background.

Pat McCollam of American Airlines in Los Angeles sent another new pennant label (#10). It is from America West Express, maroon on orange and is similar to the black on pink pennant label of Stateswest in the CAPTAIN'S LOG, issue 14/1.

The Continental Airlines oval label with

America West EXPRESS

DESTINATION

DATE FLIGHT

960447



"World Class Safety Team" (#11) text is back in green and brown on white. I found Continental quite a good airline to fly on when I took it on a long trip from Florida to Australia and return in February. The only bad part was the nine-hour wait in Los Angeles for a connecting flight back to Florida.

13

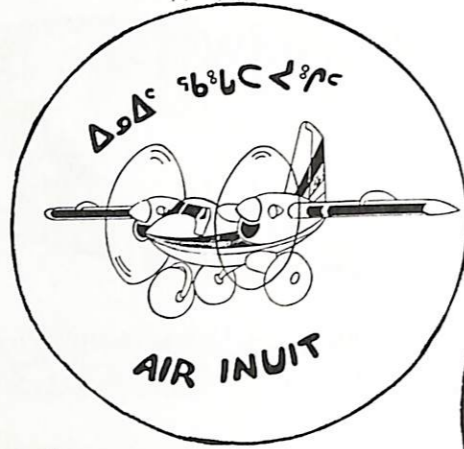
Another new label picked up at the convention comes from Air Inuit (#12). This is a small commuter flying in the Hudson Bay and Northwest Territories areas of Canada, operating on some routes formerly flown by the former Austin Airways. Twin Otters (shown in caricature on this label) are used on most scheduled routes.

American Airlines has a series of drink coasters (#13), but they are hard to come by. The one shown depicts a caricature of the Boeing 767 and is double-sided with the same picture on both sides. Colors are silver, red and blue on white.

The BIL shown in #14 is from AAA Airlines of Omaha, Nebraska, which operated as AAA Commuter. Founded in 1977, the airline was renamed Mid Continent Airlines about a year and a half ago. It still operates out of Omaha, but now as Braniff Express in full Braniff colors and titles.

For those who could not make it to the convention, the Denver '88 sticker is illustrated (#15). I will send one to anyone who sends me a self-addressed, stamped envelope. I have a few on hand.

My new book LINDBERGH AND COMMERCIAL AVIATION was delayed, and now was scheduled to arrive by ship from Singapore about 01 AUG. It was described in the previous issue of the CAPTAIN'S LOG. About one-third of it is about Col. Lindbergh's association with



12

AAA Commuter

Name _____

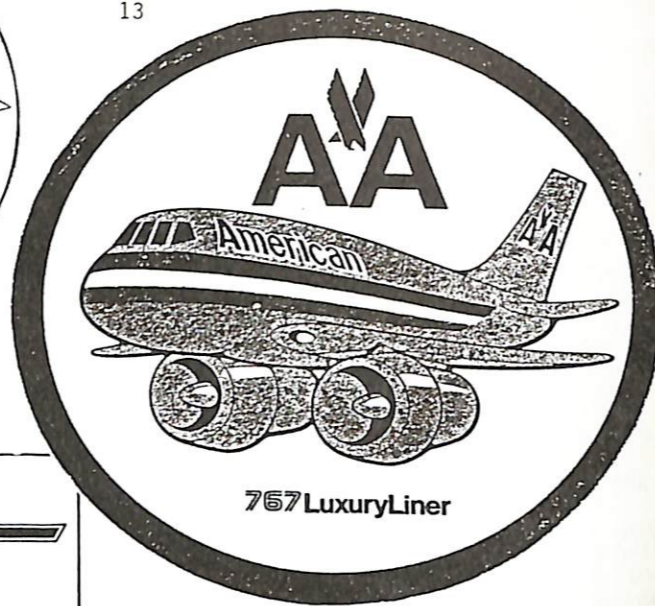
Address _____

City _____

State, Zip _____

Telephone _____

14



13



15

TAT, TAT-Maddux and TWA as technical adviser, and two-thirds of it concerns his connection with Pan American Airways in a similar capacity. The colors on every page are equal to the fine color reproduction in my Nostalgia Pan-americana book.

(Beijing), green on white & white on green (Kunming).
 6. 79 x 73 mm. COLORS: white - background; blue - all printing except for red stars in logo.
 7. 210 x 90 mm. COLORS: white - background; silver - border, crown on tail; black - text in border; royal blue - underside of aircraft, top of tail, triangle on tail, titles on fuselage; red - cheatline on fuselage and tail.
 8. 142 x 102 mm. COLORS: deep blue sky; white text & clouds; a/c two-tone KLM blue.
 9. 160 x 95 mm. COLORS: light blue sky; dark blue Fokker 100 text; black & white MBB logo; aircraft in standard Swissair livery of red titles and tail, black cheatline and white top of fuselage.
 10. 202 x 102 mm. COLORS: maroon printing on orange

background.
 11. 101 x 74 mm. COLORS: white back-ground; green - text at top, two globes, airline logo; brown - people, airline name at bottom.
 12. Diam. 76 mm. COLORS: white background; black - text and a/c outline; maroon-red-yellow cheatlines.
 13. Diam. 103 mm. COLORS: white - background, centre cheatline; red - border, titles on a/c, forward A of logo, 767 at bottom; blue - top cheatline, rear A & eagle in logo, LuxuryLiner text at bottom; silver - rest of aircraft.
 14. 82 x 63 mm. blue printing on white.
 15. 90 x 66 mm. COLORS: white - back-ground; red - DENVER '88, cheatline on a/c; light blue - all other printing.

14

POST CARD CORNER

by WILLIAM DEMAREST

During the past few months, airlines and private publishers have flooded the market with literally dozens of new postcards for the collectors. This means lots of new opportunities for you to expand your collections.

In keeping with the main feature in this issue, I am sure you'll enjoy seeing a few CAAC airline-issued postcards.

If you know of any others, please drop me a line. My new address is:

1401 Van Houten Ave. A-12
 CLIFTON, NJ 07013
 USA

I share with Tom Kalina many of his memories, based on my own trip to Beijing a few years ago.

Another era in our hobby has ended ... but promises to take off again to even greater heights. Flite-Line Fotocards has been taken over by Udo Schaefer and his fine U.S. Publications organization. You can contact them at: Flite-Line Productions, Inc., 951 N.E. 23rd Place, POMPANO BEACH, FL 33064, USA

This year's Airliners International convention in Denver had, for the first time, a postcard contest, sponsored by the World Airline Historical Society. While the few entries we received, were excellent, we will attempt to refine the



桂林机场 Guilin Airport

中国民航 CAAC
 CIVIL AVIATION ADMINISTRATION OF CHINA

rules for next year to encourage more participation by you.

A few collectors commented to me in Denver that it is getting harder and harder to find quality postcards, especially airline-issued cards, for their collections. Well, folks, the laws of supply and demand are at work. More and more collectors are entering the field and the airlines are trying to save money by cutting back on advertising expenses. However, you can still find postcards by knowing

where to look.

You can start by establishing your credit with a postcard dealer. Most will send you selections on an approval basis. Keep your eyes open for postcard shows and antique paper shows in your area. I have also had success in finding older issues at antique shows.

Try writing a polite and legible letter to an airline's marketing department and send a self-addressed, stamped envelope along. Or advertise your interest in trading postcards with other collectors through the Flight Exchange section of the LOG.

Remember, I can't cover the entire globe (although I travel enough to qualify) so please keep me posted about any new airline-issued postcards in your area.

Now ... on to the newest offerings.

For the historical enthusiast, the Florida Aviation



中国民航 CAAC Shanghai
 Postcard

©Airbus Industrie A310 空中客车工业公司

15

Historical Society, Box 127, INDIAN ROCKS BEACH, FL 34635, USA has released a series of three postcards depicting various Benoist flying boat photographs from 1914.

While not exactly an airline, Napa Valley Balloons, P.O. Box 2860, YOUNTVILLE, CA 94599, USA, has at least two beautiful postcards showing balloons in flight. They are company-issued and balloons do carry passengers, don't they?

Airline issues

The BAe 125-700B air taxi shown on p. 15. LOG 14/2, belongs to Kuwait Airways. This is an airline-issued card.

Luckily for us, new airline-issued postcards have been pouring in from all around the world. The following might be of interest to you:

(Codes:

- co - continental-size card
- dr - drawing
- fl - facing left
- fo - from above
- fr - facing right
- gr - on the ground
- il - in the landing
- lv - long view
- nc - new colors
- r - regular size card
- sv - side view
- to - on takeoff)

America West:

737-200 N137AW, co/fr/if
737-300 at LAS at night,
co/gr/fr
Note: Both HP cards are actual photographs backstamped with a postcard backing and the airline logo.

Air Europa 737-300 EC-EAK at Palma de Majorca, co/gr/fr
CAAC AN-2 spraying insecticide, co/if/fr
CAAC Shanghai A310, B2302

if/fr/co
Cypress Helicopters Bell N90328 (large card), if/fl
Eastern Express ATR-42 if/fr/r
Beech C-99 gr/fr/r
Beech 1900 gr/fl/r
SF-340 if/fl/r

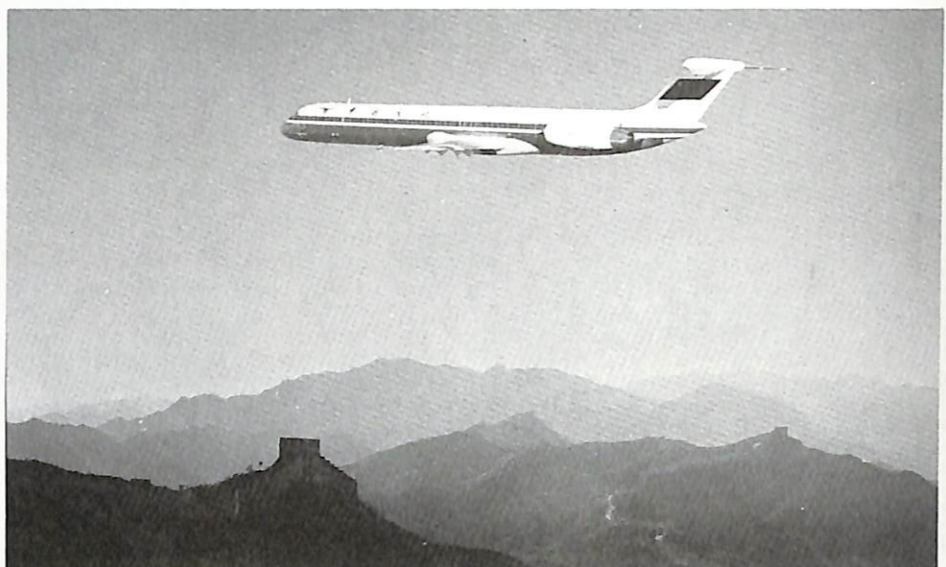
Garuda Indonesia (large cards) DC-9-30 PK-GNS, nc/fl/gr
F-28-4000 PK-GKT, fr/gr/nc
A300-B4, fr/gr
747-2U3B, gr/fr
Inter-Canadien F-28,

co/if/fr/dr
LTU 757-200 D-AMUX if/fr/co/lv
LTU 757-200, if/fr/sv/co
NorOntair DHC-6 Twin Otter C-GRBY, nc/fr/if/r

NorOntair Dash-8 C-GJCB if/fr/nc/r
Paramount Airways MD-83 G-PATA, co/to/fr



鸟瞰北京城 A bird's-eye view of Beijing city



长城 The Great Wall

Southern A.Tr. 707-320QC N523SJ, if/fl/co
Swissair F.100, HB-IVA if/fr/r
TNT BAe 146QT /if/fl/fa/co
Wardair A310 F-WWCQ, if/fl/r

AEROGEM

1101 Airborne Express DC-8-62
1102 Alaska A.L. L-1649A
1103 American BAe 146-200A
1104 American 737-293
1105 Canadian 737-2T7
1106 Canadian DC-10-30
1107 CF Air Freight 707-321C
1108 Continental 747-238B
1109 Delta Air Lines 747-132
1110 MGM Grand Air 727-191
1111 Northwest DC-9-51
1112 Pan Am 737-222
1113 Pan Am A310-324
1114 U.S. Postal Serv. 727-78F
1115 USAir 727-227

AEROPRINT

116 SAS Saab Scandia
117 Air Hudik SD-360
118 Salair SF-340A
119 Partnair CV-580

APC PUBLICATIONS

APC-A80 Continental Express ATR 42

AVIMAGE

31 Air Tahiti ATR 42
32 Pan Am Express ATR 42
33 Air Spain Britannia 312
34 Conair of Scandinavia DC-7
35 Air Mali 727-173C
36 Europe Aero Serv. Caravelle
37 British Caledonian A320-110
38 American Airlines A300-605R

AVIATION HOBBY SHOP

(Number prefixed AHS)
112 BOAC 747-136, G-AWNA

- 113 BOAC/Cunard Cargo 707-366C G-ASZF
- 114 BOAC VC-10-1101, G-ARVF
- 115 BOAC Viscount 701, G-AMOG
- 116 British Eagle Britannia 324, G-ARKA
- 117 Seaboard World 747-245F N701SW
- 118 Avianca L-1049E, HK-176
- 119 Mediterranean Express BAC One-eleven 476, G-AZUK
- 120 Mexicana DH-106 Comet 4 XA-NAB
- 121 BUIA C-47 G-AMHJ
- 122 MEA/Air Liban DH-106 Comet 4C, 9K-ACA
- 123 Laker AW BAC One-eleven 301AG, G-ATPK

EDITIONS P.L.

- 510 Air Portugal 727-200, CS-TBW
- 511 Air Gabon 747-2Q2B, F-ODJG
- 512 Air Lanka 747-238B, 4R-ULF
- 513 Talia AW 727-2H9, TC-AKD
- 514 Balkan Cargo AN-12, LZ-BAB
- 515 Tarom BAC 1-11, YR-BCJ
- 516 Kabo AirCaravelle 3, 5N-AWK
- 517 Nigeria AW A310, 5N-AUG
- 518 El Al 747-258C, 4X-AXF
- 519 Malev TU-134, HA-LBH
- 520 Stellair DC-3, F-GEOM
- 521 Air Madagascar 737, 5R-MFB
- 522 Egyptair 747 9K-ADA
- 523 JU AIR Junkers JU52/3m HB-HOT
- 524 Syrianair 747SP, YK-AHB
- 525 Republique Francaise Caravelle 10, FORAFH
- 526 South African Airways 747, ZS-SAS
- 527 Austrian MD-81
- 528 Korean Air Cargo 747-230F HL-7441
- 529 Swissair A310, HB-IPA
- 530 KLM A310, PH-AGA
- 531 Air Inter A300B2, F-BVGD
- 532 Air Inter Mercure F-BTTI
- 533 Air Inter Caravelle 12 F-GCUJ
- 534 Air Inter F-27 F-BPNJ

FLITE-LINE FOTOCARDS

FLF-080 Federal Express DC-10-30F
FLF-081 Continental/Frontier 737-200 (AIC'88 postcard)

JETSTREAM

J025 Intern'l Air DC-8-55F
J026 Iraqi Airways IL-76T
J027 VASP 737-2A1, nc
J028 Heavylift CL-44-0
J029 Treffield Int'l Britannia 102
J030 Janus AW Viscount 708
J031 Comair F-27-200
J032 Mandala Airlines DC-3

SKYLINER CARDS

015 Tebesti Air Tr. F-27-600 5A-DKD
016 Air Comores F-27-200 D6-CAI
017 Ansett Australia F.50 VH-FNA



- 018 Newman's Air DHC-7-102 ZK-NEX
 - 019 Aeroflot IL-14 CCCP-91483
 - 020 AESA A.L. DC-6BF YS-05C
- T.O. AVIATION PHOTOGRAPHY
a new publisher, address:
91 Professors Lake Pkwy
Bramalea, Ont. L6D 4T4, Canada
Toronto International Collectors Series

- 01 Wardair A300B4
- 02 Canadian 767-357ER

U.S. PUBLICATIONS

110 Viasa A300B4
111 SAUDIA (Armed Forces Medical Service) DC-8-72
112 Highland Express 747-123
113 Singapore Airlines 747-312
114 Conair A300B4
115 Orion Airways A300B4
116 Luxair 747SP
117 Aerolineas Mundo SA C-121C
118 ACES 727-46
119 LAM DC-10-30
120 Avianova ATR 42
121 Air America L-1011
122 E.A.S. Cargo DC-8-55F
123 E.A.S. Cargo 707-351C
124 Air Transat L-1011
125 Minerve 747-283B

U.S. PUBLICATIONS - Limited

Edition Collectors Postcard
(Numbers prefixed JH-:)
1 Alitalia Cargo System DC-8-62F, I-DIWC
2 Aer Turas Britannia 307F EI-BAA
3 Skyline-Sweden Viscount 814 SE-FOY
4 Singapore AL Concorde G-BOAD
5 Turkol Caravelle 3 F-BUFH

(Next numbers prefixed US-:)
1 Cayman AW HS748, VR-CBH
2 Inair Panama CV-880, HP-821
3 Air Comores DC-4, F-BBFR
4 Aerovias ASA 707-344, CC-CGM
5 Nordic L-188AF, LM-MOD

^ Airline-issue DC-9-32, PK-GNS

- 6 Scimitar AL 707-321C, G-BFZF
- 7 Air Madagascar DC-4, 5R-MCO
- 8 Lufthansa 737-230, D-ABDH
- 9 Nationwide Air Carvair ZK-NWA
- 10 Air Fret 707-131F, F-BUZJ
- 11 Air Calypso CV-440, 8P-SUN
- 12 Sunjet International CV-880-22M, N48063

WORLD AVIATION PRODUCTIONS

(Numbers prefixed WAP)
37 Burma AW F-27-600, XY-AEN
38 E.A.S. Cargo DC-8-55F 5N-ATS
39 LWA Cargo C-54E, EL-AJP
40 Thai Int'l 747-3D7, HS-TGE
41 United A.L. 747-222B N152UA
42 Pearl Air Viscount 804 VQ-GAB
43 Philippine Aerotransport L-382E, RP-C101 G-APET
45 AirUK BAe 146, G-CHSR
46 Viva Air 737-3A4, EC-EHX
47 KLM 737-3T5 PH-TVX
48 Zarkair MD-83, EI-BWB
49 Lion Air 747-121, LX-FCV
50 Air Holland 757-2B7, PH-AHE
51 Federal Express F-27 N709FE
52 Hispania 737-3Y0, EC-EBY

OTHER, MISCELLANEOUS ISSUES

Singapore 747-200 fr/gr/co
Singapore 747 gr/co, loading cargo, viewed from the rear
Both issued by Civil Aviation Authority of Singapore
Ansett New Zealand 737-100 Tiki Card P.2908, ZK-NEC if/fl/co
Philippine A.L. SD 360-300 Paul Duffy/Irish Avia'n B.07 EI-BTK if/fl/co

(Continued on p.48)

SAFETY CARDS

© 1988 Carl Reese

aboard CAAC

Part 1

Mainland China's CAAC occasionally carries Passenger Safety Cards. But generally you can count on the fact that you'll be hard pressed to locate even one single copy on any given flight. This is a fact that everyone that I spoke with that's experienced CAAC (and from my personal travel on CAAC) has certainly discovered.

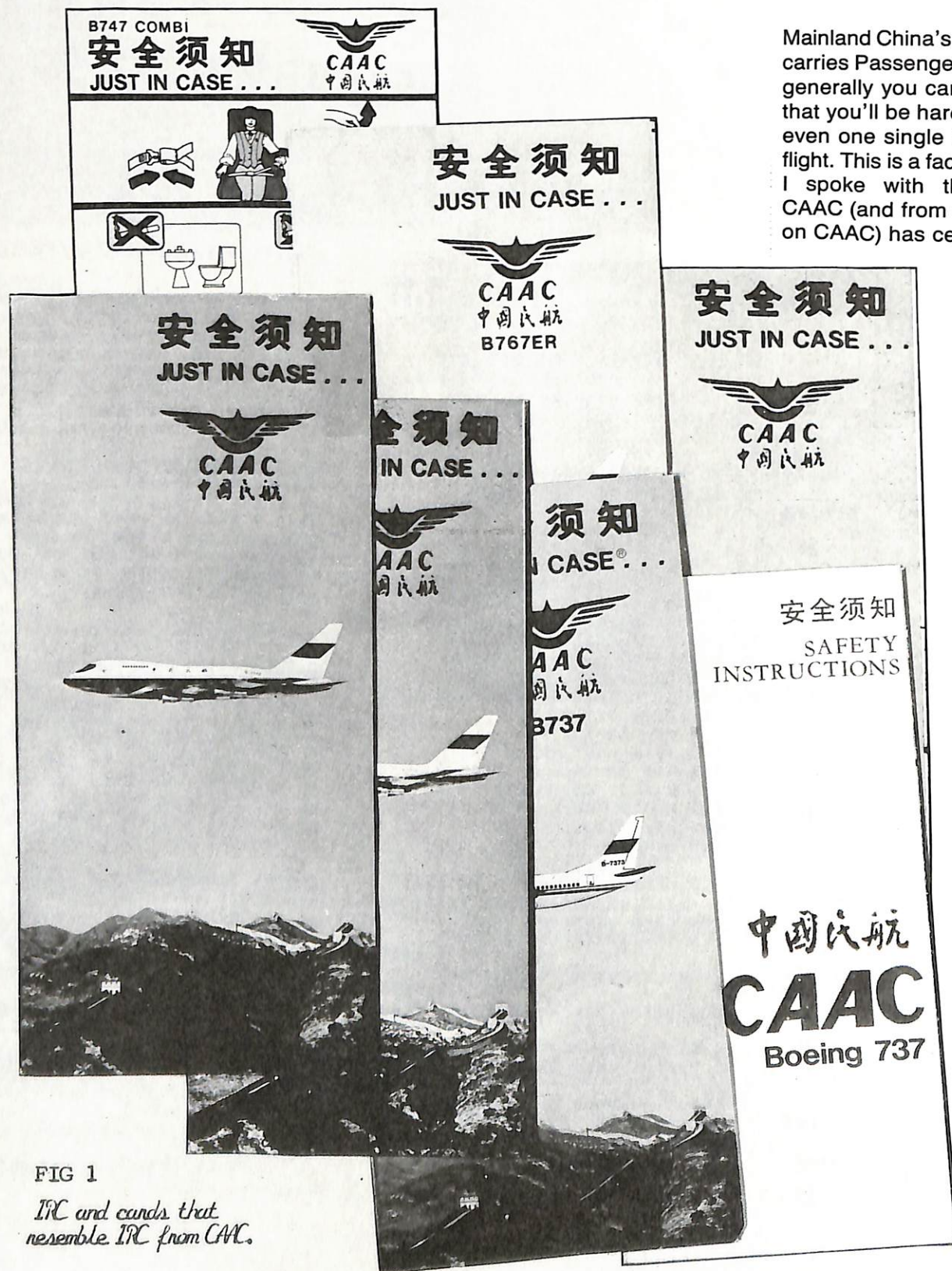


FIG 1
IRC and cards that resemble IRC from CAAC.

安全须知 SAFETY INFORMATION

TRI-2E

中國民航 CAAC



FIG 2
Cover of the CAAC Trident 2E Card.

In all fairness, it should be pointed out that you're probably just as well informed without an actual printed card. In other words, when you step aboard CAAC, you're on your own with regard to passenger safety!

Although the Cabin Staff are among the most courteous in the world, the departure oral briefing (which is seldom in comprehensible English) contains only demonstrations on life vests and/or oxygen masks. Assuming that your seatback and traytable are not broken (and you recall regulations enforced elsewhere in the world), you could raise them for takeoff and landing. A quick feel under your seat will most probably result in finding an empty life vest storage pouch. [Ed. Note: Personally, I was not overly concerned as I was aboard a 747-200 Combi enroute JFK to SFO and just said a simple prayer during the brief period while on finals over San Francisco Bay].

On those "special" occasions when you can find a CAAC Safety card, it will probably be for the incorrect aircraft type or contain precious little useful information.

Among those cards found in use with CAAC are those ever-present cards from Interaction Research. IRC has claimed that they produce all CAAC cards (as noted in a renowned industry magazine) and yet this doesn't seem to be accurate as only the following have appeared the lengthy period since the IRC press release.

Figure 1 shows the covers (Each of them use the same boring photo of "The Great Wall" to enhance them) from IRC as follows: 747SP (1980), B747 Combi (Code 271 of 1985), B767ER (Code 272 of 1985) and B737[-300] (Code 322 of 1985).

Also available are several cards that are clearly direct printings of IRC done by poor reproduction for the 747SP (with IRC copyright of 1980), 747-200 (with IRC Code 143 of 1980, Litho in Canada) and a white cover tri-fold with IRC artwork throughout

for the CAAC Boeing 737 [-200 with airstairs]. If Interaction did authorize these printings, then obviously they aren't interested in quality control since the printing quality is among the worst available.

Figure 2 shows the front cover of the folding cardboard CAAC Trident Safety Card entitled "Tri-2E". Also known to exist in this-style which closely resembles that of Singapore Airlines-is that for the IL-62.

The true "piece de resistance" is shown in Figure 3. Comically called

"The Pictorial on Safety of CAAC", this tri-fold paper leaflet (black and red print) covers the MD-80, Trident, and Antonov 24. Fortunately the 3/4 views of each aircraft with exit locations are labelled...even an experienced aircraft-spotter would have quite a time trying to identify the aircraft type from the primitive sketches.

In closing Part 1, for the reader's enjoyment, I allow CAAC to speak for itself...please enjoy the English translations from the card shown in Figure 3. Remember: lighthearted, tongue-in-cheek!

DO NOT REMOVE FROM AIRCRAFT

此册勿拿离飞机

AROUND THE WORLD

of Airline Schedules



Copyright 1988
George W. Cearley, Jr.
William Stubkjaer

The primary feature of the schedule column in this issue is a survey of system timetables published by U.S. airlines during the year 1987. This list is limited to airlines with origins prior to deregulation and also airlines formed after deregulation which operate pure jet equipment only.

1987 TIMETABLE SURVEY

AIR CAL	Mar 2, May 1
ALASKA	Mar 1, Apr 5, Jun 7, Sep 8, Oct 1, Oct 25, Dec 15
ALOHA	Jan 8, Apr 5, Jul 1, Sep 8, Oct 25
AMERICA WEST	Jan 15, Feb 15, May 20, Jul 1, Aug 1, Nov 15
AMERICAN	Jan 31, Mar 2, Apr 5, Jun 15, Sep 8, Nov 1, Dec 17
BRANIFF	May 14, Jul 15, Sep 15, Nov 1
CONTINENTAL	Feb 1, Jun 5, Sep 9, Dec 15
DELTA	Feb 1, Apr 1, May 1, Jun 1, Jul 1, Sep 1, Nov 1, Dec 15
EASTERN	Jan 31, Mar 2, Apr 5, May 1, Jun 1, Jul 2, Oct 1, Nov 1, Dec 15
HAWAIIAN	Jan 9, Apr 5, Jun 20, Oct 25
JET AMERICA	Mar 15, May 1, Jun 7
MIDWAY	Jan 5, Apr 5, May 1, Jun 1, Jun 15, Aug 15, Oct 1, Nov 15, Dec 18
MIDWEST EXPRESS	Jan 5, Apr 4, Jun 1, Jul 26, Sep 15, Dec 26
NORTHWEST	System TT not issued. City TT Issued for: Jan 31, Jun 1, Sep 9, Nov 1 International TT: Jan 31, Jun 1. Frequent Flier TT Issued: Jan 5, Jan 31, Mar 2, Apr 5, May 1, Jun 1, Jul 1, Sep 9, Nov 1, Dec 1.
PSA	Jan 21, Apr 5, Jun 10, Sep 9, Oct 28.
PAN AMERICAN	Feb 1, Apr 5, Jun 1, Sep 1, Nov 1.
PIEDMONT	Feb 1, Mar 15, Apr 15, May 15, Jun 15, Aug 18, Sep 10, Oct 10, Nov 15, Dec 8.
SOUTHWEST	Jan 6, Mar 10, Apr 5, Jun 4, Jul 1, Sep 8, Oct 25.
SUN WORLD	Feb 1, Mar 1, Apr 5, May 17, Sep 14, Dec 1.
TRANSTAR	Feb 1, Apr 1, Jun 15
TWA	Jan 31, Apr 5, May 9, Jun 1, Oct 1, Oct 25, Dec 17.
UNITED	Jan 31, Apr 5, Jun 5, Sep 9, Oct 31.
US AIR	Jan 6, Mar 2, Jun 1, Sep 8, Nov 1
WESTERN	Feb 1, Mar 1.

Notes on Above Schedule List

AIR CAL	May 1, 1987, last timetable. Air Cal merged into American on July 1.
ALASKA	Mar 1, 1987 - First timetable to include the Horizon Air schedule. Horizon Air continued to issue separate timetables. (Alaska and Horizon Air owned by same holding company.)
AMERICAN	June 15, 1987, included former Air Cal flights although they were not effective until July 1.
DELTA	Apr 1, 1987 - Delta-Western merger issue.
JET AMERICA	June 7, 1987 - Last recorded timetable. Merged into Alaska on Oct 1. Only one route was picked up by Alaska.
MIDWEST EXPRESS	Timetables undated on cover. All known 1987 timetables have the same cover design - tails of three DC-9's - N400ME, N500ME, and N600ME.
TRANSTAR	June 15, 1987 - Last recorded timetable. Ceased operation on Aug 9. Transtar was owned by Southwest Airlines.
WESTERN	Mar 1, 1987 - Last timetable. Merged into Delta.

AIRLINES *International* - D/FW



2nd Annual Mini-Convention
Holiday Inn DFW - South, Irving Texas
Saturday, April 8, 1989
9:30 am - 4:30 pm

We would like to thank the more than
600 people who attended the 1st annual
Airlines International DFW Mini-convention.



(Clockwise from top left): (1) Paul and Pat Collins - "Did you think in 1977 that this thing would get this big?"; (2) The other Collins couple, Joe & Jackie - "T-shirts or hats any-

one?"; (3) Dinnerware Editor Dick Luckin - "There is nothing wrong with a grown man collecting china"; (4) Wall-to-wall people; (5) John ("Mr. FedEx wing") Whitehead and wife.

by JOOP GERRITSMAN

When airline memorabilia collectors talk of "Good times in Denver" in '88, they refer to the annual three-day gathering of the clans. The clans of airline memorabilia collec-

GOOD TIMES IN DENVER

tors, that is.

It doesn't really matter whether you came home from Denver, CO, with a carload full of collectibles or with one single rare sticker, postcard or wing for your collection. The important thing is you took part in the 12th annual edition of the AIR-LINERS INTERNATIONAL convention and, it is safe to say, you came away richer for it.

That it was so, was largely due to the Colorado Airlines International Club of Denver with convention chairman Al Minich and his band of volunteers. To all go our heartfelt thanks for taking on the headaches of organizing the event so the rest of us could relax and do what we want to do most of all: have a good time among friends. But, Al, Sprague, Paul, Lynette and every other member of the Denver Flight Crew, how much time did you

guys and ladies have yourself to just relax on the convention floor? After straightening out the inevitable last-minute hitches, that is?

To those who didn't attend the Thursday evening welcoming cocktail party, as always hosted by WAHS president Paul Collins, I can only say: Try it next year. You don't have to drink if you don't want to and you never know whom you meet or what you get to talk about. To protect the innocent, I won't mention names, but I struck up a conversation about, of all things ... the almost-for-gotten and most-forgettable McDonnell 119/220 biz- and airline feeder jet of 1959. Now, that is a switch from the usual tall-talk about Boeing 747 and other "regular" aircraft.

On Thursday night that ol' organizers' organizer, Don Levine, laid down the law for table holders and as a result,

all the trading, buying and selling went smoothly throughout the convention. For the first time, and by popular demand, there were evening sale hours, on Friday.

But even a master like Don can't do it all alone. Many a time, when confronted with a question or problem, Don solved it by telling the caller to "See Linda."

Thanks, Linda Levine, for keeping Don out of trouble.

A big thank you goes also to another very special lady: Lynette Minich. For two years she put up with husband Al's long hours spent on convention planning and to top it off she also spent much time at the convention herself those three days, to be there when needed, which was often, because she was in charge of registration check-in.

Back to the floor: deals were made quickly and you had to be swift to buy what you wanted. I missed out on a nice copy of "The Chosen Instrument", a history of Pan Am and Juan Trippe, simply because I didn't buy it when I first saw it. When I went back an hour or so later to get it, it was gone.

Even so, I went home with more than a dozen books for my library, a stack of postcards and several dozen photographs.

I had arrived in Denver on Thursday afternoon on United Air Lines flight 231 from Chicago, pleasantly surprised that those who had told me to expect long delays at ORD, were wrong. There were no delays in landings and takeoffs on the flight to Denver and the flight back. The Clarion courtesy van was convenient for getting to the hotel on arrival, but it was an outright blessing when I left Sunday, laden down as I was, to meet UA 232.

My preferred tour, of the Stapleton Airport ramp tour, was cancelled "for security reasons".

Slide and video shows went on pretty well continually Friday and Saturday. Thanks Ron Hill, Dean Slaybaugh, Shea Oakley and others. I especially liked your slides of older and rare aircraft.

I am glad I was not a judge at the photo, postcard and model contests. I would have had a terrible time picking the winners. Not surprisingly, the slides and color prints I had picked to take first places, did not.

The postcard contest was new this year and is commented upon separately.

Your model editor, Gerry Cole, comments elsewhere in this issue on the model contest. I recommend you read his overview carefully if you intend to enter the model contest in Toronto next year or in Seattle the year after. The time to start planning for your prize-winning entry in next year's contests is NOW.

Those who had dinner or lunch at the Convair 990 restaurant (I did not) said they had enjoyed it. I did enjoy the buffet-style closing dinner Saturday evening at the Clarion Hotel. This way of serving allows diners to "pick 'n choose" to suit their tastes.

Thank you Dick and Diane Koran, Don Thomas and Dick Luckin. I feel privileged for having shared a table with you at the closing dinner.

Thank you too to Capt. Clay Lacy, the guest speaker (see separate story).

I again failed miserably in getting even a respectable number of correct answers in the Name-the-Plane and Trivia contests. Knowing, at the drop of a hat, which airlines Lloyd Hartman or Dionisio Trigo were associated with, is just not my style. I prefer to know where to find it when I need it. Of course I miss out on winning some nice prizes that way.

AL ("AI'88 Chairman") MINICH and
DON ("You do it my way or else") LEVINE



Recognizing aircraft from a single upright in the cockpit windshield, or by seeing its minuscule shadow in the grass of a cow pasture next to a runway, is not my cup of tea. I wish it were, but ...

However, it was great fun trying. And fun to hear the groans of mental anguish by so many grown people everytime another impossible slide was projected. Keep it up, though! My hat off and sincere congratulations go to the winners of both contests. I envy your ability to instantly recall the right answers.

Mike Machat's tongue-in-cheek view of the trials and tribulations of modern air travel was great.

We say thanks to the many large and small companies which contributed prizes and promotions to the convention. A few are mentioned elsewhere in this issue, because their donations are associated with draw winners. To the others I say with regret: Sorry, the list is much too long to name you all in the LOG. But I want to assure you, your names have been noticed in the program book, page 20, by all who attended.

To Al Minich and his crew: Many, many thanks for a big job well-done! I hope to see you in Toronto next year. Maybe, just maybe, you even get to relax, while others carry the burden.

By JOOP GERRITSMAN

When you have had as varied a career in aviation as Clay Lacy, it is not difficult to tell fascinating stories about it.

And that is just what he did at the closing banquet of AI'88 in Denver, illustrating his talk with slides and videos.

Capt. Lacy is best known for his recent flight around the world in a United Air Lines 747SP to raise money for children's charities through the Friendship Foundation of Seattle, WA.

His other flying accomplishments include

- Racing a P-51 Mustang WW2 fighter in every Unlimited air race from 1964 to 1972;
- Racing a DC-7 against P-51s, P-38s, Bearcats and other fighters in a pylon race in 1970 - and finishing in sixth place after having started in 20th place;
- Flying the DC-8 which carried the "Human Fly" on its back in 1975, 20ft (6 m) above the ground at speeds of 200 and 250 mph (320 & 400 km/h);
- Faking a gear-up landing in his Learjet for the movie "Capricorn I";
- Test flying the Pregnant Guppy conversion of the old Boeing Stratocruiser and the Conroy Turbo Three version of the DC-3;
- Chase flying for the Beech Starship on its test flights and
- Flaming part of the nonstop globe-circling flight of the Voyager.

Capt. Lacy has piloted aircraft since he was a 12-year-old in Wichita, Kansas, who hung around the local airport, helping where he could in return for rides and flying lessons.

Today, he has nearly 40,000 hours total, half of these on transport aircraft. His commercial licence has 26 type endorsements, including 20 transports. They include the DC-2, the first airliner Capt. Lacy ever saw, when he was 10.

He joined United Air Lines in 1952, flying DC-3s. He is now a senior captain with the airline, flying 747s on the Pacific service.

Of the 20 airliner types he has flown, "I fondly remember the Convair 340. I loved it more than any aircraft I ever flew," he said.



CAPT. CLAY LACY

In the late 1950s Capt. Lacy became involved in buying and selling old transport aircraft. One time he sold a Martin 2-0-2 to Mexico and trained six pilots to fly it. Of the six, only one spoke English, which did not make for easy communications.

At Quito, Ecuador, he trained crews on ex-Continental DC-7Bs he had sold there.

He also brought the last Panair do Brazil DC-8-33 back to the U.S.A. The airline had been taken over by Varig, and on the day of the departure, "all employees of the airline (Panair) turned out to say farewell to the last aircraft of the old fleet," he said.

In all his years of flying, Capt. Lacy only once "scratched" an airplane. That was a DC-3 which he belly landed on purpose for a movie. "I felt bad about it," he said. Fortunately, "only the props were bent a little," he said.

In 1973 Capt. Lacy operated a United Air Lines charter around the world over the poles and two years later he flew a charter to Antarctica. They were the two longest charters UA ever had, he said.



CLAY LACY AVIATION

In his other life, Capt. Lacy is principal of Clay Lacy Aviation, a specialty jet charter service. Since 1965 he has made more than 1,000 flights in his high-speed Learjet filming airliners in flight for TV commercials. He also did much of the air-to-air filming for the movie "Top Gun" and regularly shoots military TV commercials with his Astra-Vision equipped Learjet.

On 29-30 JAN of this year came the flight for which he will be remembered for a long time - around the world with 100 philanthropic passengers to raise \$500,000 for children's charities.

Capt. Lacy said he had had the idea for several years and originally planned to do it in a DC-8-72, then a DC-10-30.

"But I never got it together." Then, at the 1987 Paris Air Show, things clicked into place. Capt. Lacy and his associates founded the tax-free Friendship Foundation, United Air Lines donated a 747SP, renamed Friendship One for the occasion, Boeing and Pratt & Whitney donated \$50,000 each for fuel, Volkswagen of America donated \$30,000 and placed a VW Jetta on board for publicity purposes ("the fastest trip around the world by a car"), crew members volunteered and 100 people paid \$5,000 each for the privilege to sit in an airplane for the 36 hours, 54 minutes, 15 seconds it took to cover the 22,997 miles (36,785 km). They set foot on land only twice along the way, when the aircraft refuelled in Athens and in Taipei.

But they were not bored for a minute, Capt. Lacy said. They had games on board, and videos to watch.

Friendship One's average speed was 623.59 mph (997.74 km/h). That was 112 mph (179.2 km/h) faster than that of the previous record. Two weeks after the flight, the record was certified by the National Aeronautics Association.

"The passengers entertained themselves," he said.

"I had a lot of fun in aviation," Capt. Lacy ended his presentation. "I feel very privileged I have been at the receiving end of this thing."

Postcard contest

A postcard display and contest, sponsored by WAHS president Paul Collins, was a new feature at the 1988 AIRLINERS INTERNATIONAL CONVENTION.

Being so new, it is perhaps not surprising that there were only a handful of entries. The contest no doubt will grow in future years as it becomes better known. It certainly deserves it.

But it was surprising, however, that the quality of these first exhibits was so high.

With my European background, I particularly enjoyed the entries with a European theme or component, such as the Air France display by Guillaume DeSyon of Washington, D.C.

Not that I have anything against North American subjects. Far from it. But after having been away from Holland for 20 years, it does my heart good to see something I was surrounded by when my interest

AIRLINERS INTERNATIONAL TORONTO '89



Toronto, Ontario, Canada, has been confirmed as the site for the 1989 AIRLINERS INTERNATIONAL convention.

It is the second AI for Toronto after 1978. It is again sponsored by the Ontario Aviation Enthusiasts Society.

At their business meeting during this year's convention in Denver, CO, WAHS members also picked Seattle, Washington as the site for the 1990 convention.

The dates for Toronto are 20-23 JUL and the four-star Skyline Toronto Airport Hotel is the venue, said Mark and Vicki Coles, '89 convention co-chairmen. Room rates this year are CAN\$57 single and CAN\$65 double. The Canadian dollar stood at US\$0.80 to US\$0.84 most of this summer.

American Airlines is the official airline of AI'89. Any special privileges for AI'89 participants will be announced later.

A special Canada Customs program for convention participants eliminates duties on

in aviation first crystalized. Call it nostalgia, if you want, but that is just how I feel.

Winners of the postcard contest were:

JETLINERS

First place: Hubert Jansen, San Jose, CA, 28 points (CV-880 & 990 cards)

Second place: Guillaume DeSyon, Washington, D.C., 27 points

Third place: Guillaume DeSyon (Air France display), 25 points

YOUR DENVER '88 FLIGHT CREW

CHAIRMAN: Al Minich; VICE-CHAIRMAN: Paul Andes; REGISTRATION/TREASURER: Sprague Limbaugh; REGISTRATION CHECK-IN: Lynette MINICH; ART, GRAPHICS & LOGO DESIGNER: Rich Kurz; HOTEL & RESTAURANT CO-ORDINATION: Mike Bolden; AUDIO-VISUAL CO-ORDINATION: Gib Hochstrasser, Jr.; TRANSPORTATION: Kevin Mathews & Mike Powers; CONTEST CHAIRMEN: Fred Beardslee (models), Mike Bolden (photos) & Paul Collins (postcards); PUBLICITY: Lance Ross; ASPEN AIRWAYS TOURS: Jay Gates; ASPEN AW FLIGHT ATTENDANTS CO-ORDINATION & SCHEDULING: Paula Stueve; GENERAL COMMITTEE MEMBERS: Dorrie Andes, Don England, George Lawrence, Mike Marsh, Kevin McCaffrey, Scott Peterson; SPECIAL VOLUNTEERS ASPEN AW FLIGHT ATTENDANTS, Sharon Murphy.

They handled 421 pre-registration forms involving 532 people; 124 walk-in registrations and 476 \$2 walk-ins, mostly members of the general public who had read about the convention in the Saturday editions of the two local newspapers and who came to see what AI'88 was all about.

That is a grand total of 1,132 people who visited the convention for a shorter or longer period of time.

115 dealers had set up shop in the large hall Friday and Saturday. Together, they used 164 sales tables.

Finally, there were 340 people at Saturday night's banquet.

most goods crossing the border, as long as you tell customs where you are going and can produce a list of items you are bringing in. A customs officer will also be assigned to the convention floor.

Many activities are being planned for the families of AI participants who do not want to stay put in the hotel, said Vicki. Also downtown Toronto and recreation and entertainment facilities can be reached easily and inexpensively by public transit direct from the hotel.

SEATTLE '90

Following presentations by Bryant Pettit on behalf of Atlanta, GA, and Jon Proctor for Seattle, WA, members selected the latter city for the 14th AIRLINERS INTERNATIONAL convention in 1990.

No hotel has been chosen yet, Jon said. Room rates in the type of hotel AI needs, are in the US\$69 range this year.

AI'90 dates are 21-23 JUN, early because of the Goodwill

AIRPORTS

First place: Guillaume DeSyon, 28 points

PROPLINERS

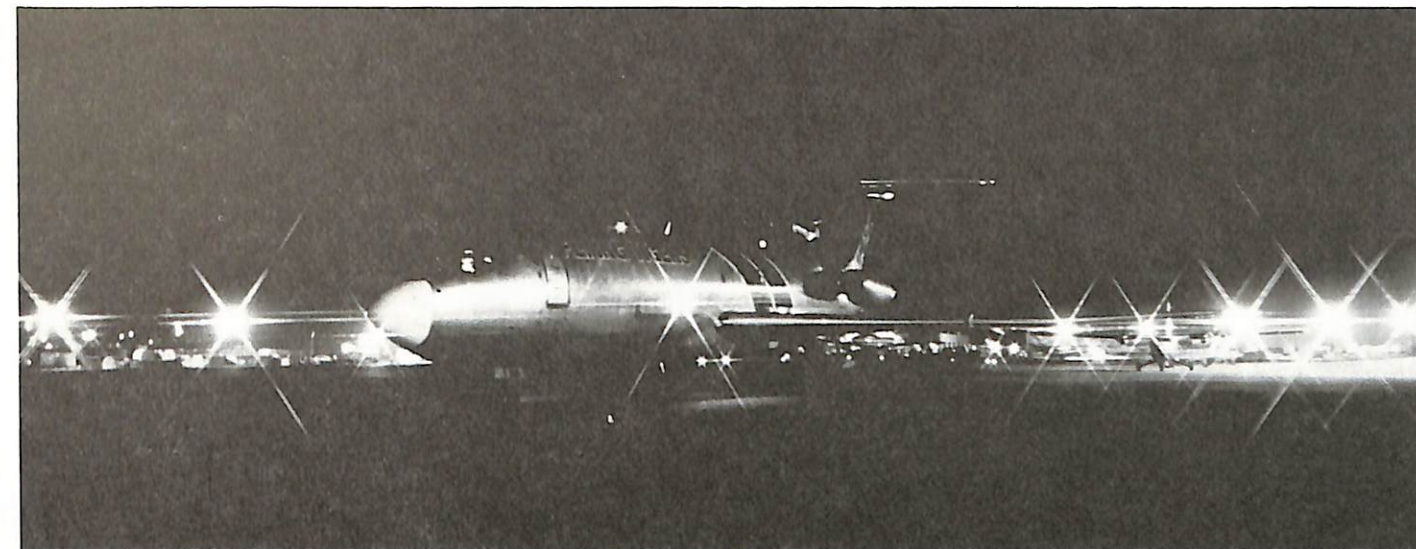
First place: Bryan Cameron, Dorval, Quebec, Canada, 30 points

Second place: Guillaume DeSyon (Up to 1960s), 30 points

Third place: Guillaume DeSyon (From 1960s on), 21 points

BEST OF SHOW

Hubert Jansen, best display overall



35 mm SLIDES, FIRST PLACE: George Dyson of 5847 Harpers Farm Road, Columbia, MD, with Flying Tigers Boeing 727 -100, N941FT, Baltimore-Washington Int'l Airport,

29 DEC 87. Taken with Minolta X-700 & Minolta lens 28mm, f/28 in program mode with Hoya filters star-six and FLD. On Ektachrome 160 (tungsten) film.

WINNERS AND THEIR PHOTOS

By JOOP GERRITSMAN

This year's Airliners International photo contest attracted 124 entries of very high quality. I don't envy the judges who had the task of selecting the best entries in each category.

Just for the record, there were 56 color slide entries, 44 color prints, 16 salon photos and eight black & white prints.

As in any contest, some people come away happy and the others well, there is always next year.

George Dyson of Columbia, MD, was this year's big winner, with two firsts and a third.

(While the names of the various categories are self-explanatory, one category needs further clarification: photo contest participants can not enter the Spirit of Flight category. This prize is awarded to the slide or photograph, which according to the

Judges, best exemplifies the spirit of flight. It is selected from among all entries in the photo contest, regardless of category).

The photo contest was sponsored and the winners' plaques were provided by Marion Pyles of Air Pix. The judges were Phill Glatt, Donnie Head and Erik Bernhard. Thank you all, gentlemen.

The winners were so kind to provide me with technical details about camera equipment and films used for the shots, and this is included.

35 mm SLIDES, SECOND PLACE: Michael J. Chew of 3503 Hillcrest Dr., Belmont, CA, with PSA 146 on short final to Runway 30L at San Jose, CA, MAR 87.

Taken with Nikon N2020 and 70-210 mm zoom lens, f-stop between 5.6 and 8, 1/500th sec. On Kodachrome 64 film.



35 mm SLIDES, THIRD PLACE:
 Ronald Kluk, 3923 N. Pacific,
 Chicago, IL, with:
 Flying Tigers Boeing 747
 N804FT taking off from
 Runway 22L at O'Hare Int'l
 Airport, Chicago.
 Taken with Nikon F-3-HP, 100-
 300 mm lens, 1/250 sec, f/5.6
 on Kodachrome 64 film.



COLOR PRINTS, FIRST PLACE:
 George Dyson of 5847 Harpers
 Farm Road, Columbia, MD, with
 Continental Express (Pres-
 idential Airways) BAE Jet-
 stream 31, N101XV, taken
 at Dulles International
 Airport, 30 DEC 87.
 Taken with Minolta X-700 & Mi-
 nolta lens 28mm, f/28, in pro-
 gram mode with Hoya filters
 star-six and FLD. On Koda-
 chrome 64 film. Cibachrome
 print.



COLOR PRINTS, SECOND PLACE:
 David Campbell of 62A E.
 Blackwell Sreet, Dover, NJ,
 Continental (ex-PE) Boe-
 ing 737, N435PE taking off
 from Runway 22L at O'Hare
 Int'l Airport, Chicago,
 01 JAN 88.



COLOR PRINTS, THIRD PLACE:
 George Dyson of 5847 Harpers
 Farm Road, Columbia, MD, with
 Zantop Lockheed L-188
 Electra N5522 at Baltimore-
 Washington Int'l, 28 JAN 88.
 Taken with Minolta X-700 & Mi-
 nolta lens 28mm, f/28 in man-
 ual mode, 1 sec, with Hoya
 filters star-eight and FLW. On
 Ektachrome 160 (tungsten) film
 pushed to 320 and special pro-
 cessing in ESP-1, ISO 320).
 Cibachrome print.



SPIRIT OF FLIGHT
 (Only one prize awarded):
 Tom Livesey of P.O. Box 2357,
 Saratoga, CA, with
 US Air Boeing 737-300
 and a seagull both on
 final approach to Run-
 way 01R at San Francisco
 (SFO) on 17 DEC 97.
 Taken with Minolta XGM, 35-105
 mm macro-zoom lens, f/5.6,
 1/250th sec. on Kodak K-25.
 Tom says, "The seagull was
 not planned! It appeared just
 as the 737 went by. I shot

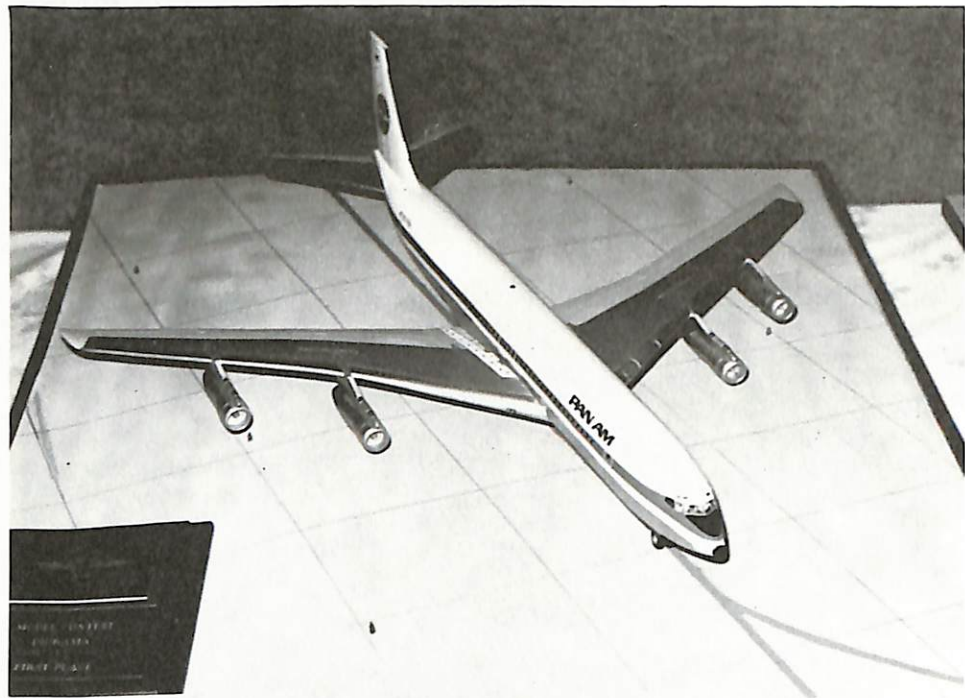


three in succession with the
 motordrive. The second shot
 had the seagull on it!
 "Approaches SFO Runways 01R
 and 01L are very rare. This
 occurs only when strong winds
 blow from the Northeast. This
 type of approach to SFO may
 occur only three to five times
 per year! Normal approach to
 SFO is over water to Runways
 28L and 28R."



AIRLINE MODELING

by GERRY COLE



I'd like to lead off this column with the results of and some personal observations about the model contest at the Airliners International '88 convention in Denver.

The model contest was directed by Fred Beardslee of the Colorado Airliners International group. When I arrived at the convention on Saturday at about noon, Fred and local IPMS modelers Dale Summers and Tim Stumpt were hard at work judging. The model contest room had to be cleared for later use and contest registration had closed at 11 a.m.

With fewer than 40 entries, this was not a record-setting year. However, there were some very interesting models.

Photos of the first-place winners appear in this issue, along with the list of names of all builders whose models finished first through third in each category.

Additional photos will appear in this column throughout the year, as space permits.

AIRLINER MODEL CONTEST WINNERS Airliners International '88

Jets, 1/150 and smaller.

1. Frontier 737-200, Thomas Kim

2. Ansett 737-200, Dave Jones
3. America West 737-300, Rick Guilbault

Jets, 1/126 - 1/149.

1. Air Seychelles A300, Jim Childs
2. TWA MD-80, John Mui
3. Spantax Convair 990, Bob Verditti

Jets, 1/125 and larger

1. Fed Ex Falcon 20, James Peters

Props, 1/100 and smaller

1. TWA Super Connie, Rich Kurz
2. Eastern Super Connie, James Peters
3. NorOntair Twin Otter, Dave Jones

Props, 1/99 and larger

1. Ozark DC-3, James Peters
2. Piedmont F-27, Rick Neyland
3. Fokker F.III monoplane, Steve Bridges

Flights of Fancy

1. DC-9 Super 88, William Moore
2. United Propfan, Rick Guilbault
3. Eastern Air Bus, Chad LeBeau

Conversion, scratch, vacuform

1. Alaska 727-100, Mark Hooper
2. Qantas 767, Rick Guilbault
3. Canadian 767ER, Mike Bolden

< 1. Winning 1/72 scale 707 diorama of the model contest of the Airliners International '88 convention at Denver, Colorado.

(Name of builder is unknown and he or she is requested to identify him- or herself.)

"WE ALL OWE THE DENVER GROUP A COLLECTIVE "THANKS" FOR GETTING THESE AIRLINE MODELS AND MODELERS TOGETHER"

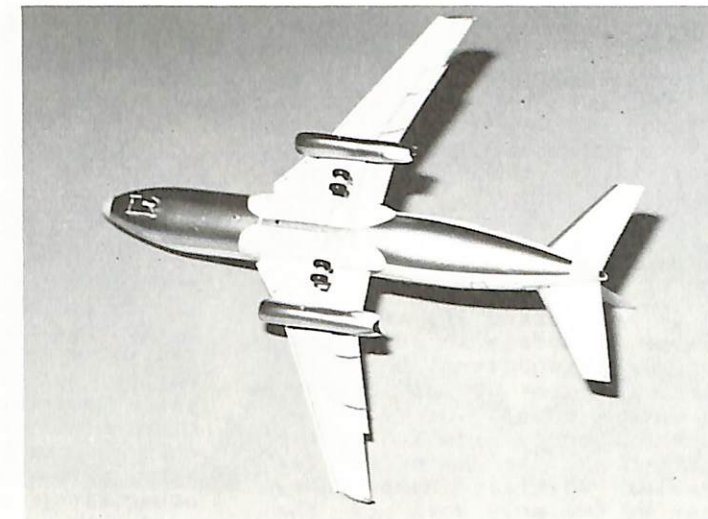
Diorama

1. PanAm 707 on taxiway, The Mystery Modeler
2. DC-3 loading passengers, Frank Hines
3. Piedmont gate with 737-400, Rick Guilbault

Unfortunately, the name of the builder of the winning 707 diorama was not known to the convention organizers, nor to your model editor. If he or she will contact me, I will include the name in a future column.

There were two winning models this year with extended flaps: the 737-200 of Tom Kim and Mark Hooper's 727-100 and both were well done. However, I suggest to anyone who wants to try this extra detail, to be sure you have mastered seam filling and finish application. Remember, the basics are judged first.

Everyone was talking about Rich Kurz's Super Connie. It was my choice for the best of the prop models, very well done. When I looked at the photos I took of the Twin Otter by Dave Jones in 1/144 scale, I had trouble telling it from the Matchbox 1/72 scale kit. It shows that a fantastic model can be made from a limited-run kit. It is



more difficult, but it can be done!

We all owe the Denver group a collective "thanks" for getting these airline models and modelers together.

Before leaving the convention coverage, I'd like to make a few personal observations about the contest itself, rather than just the models.

There were few local modelers present, despite at least three large IPMS chapters in the Denver and the Colorado Springs areas. Fred Beardslee noted that no real attempt had been made to invite these people and no special fee structure had been provided to accommodate them. Are we missing an opportunity to attract potential WAHS members who are primarily modelers, but who also have an interest in airliners? If growth in the model contest is desired, we had better broaden our base.

For the past two years, I have tried to help the organizers of the annual Airliners International conventions with rules and classes for the model contest. My conversations with Steve Bridges from Indianapolis and Fred Beardslee from Denver indicate we have a problem. Each year we try to re-invent the wheel by trying to define a new set of contest rules. As a result, feedback from contests doesn't benefit next year's event and the modeler, for whom the contest may well be the high point of the convention, suffers from a lack of advance publicity and little knowledge of what to expect when he or she arrives.

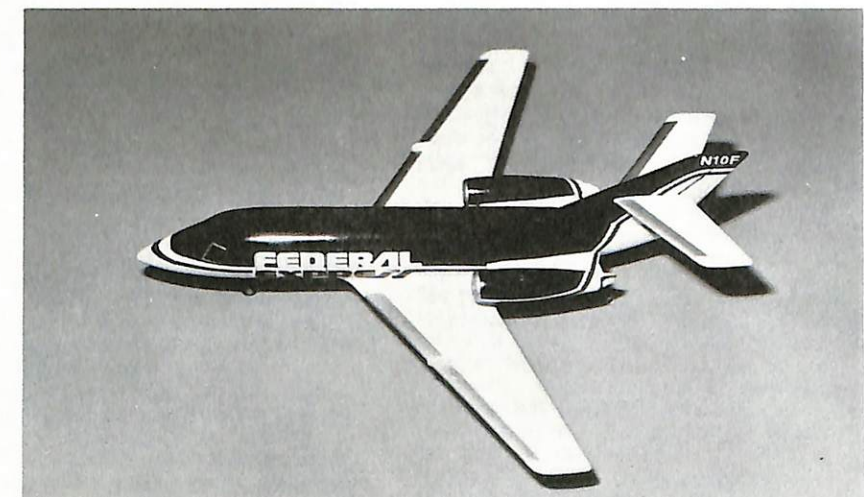
Rather than blaming anyone, I propose we solve the problem. I suggest we draw up a set of "official" model contest rules for future Air-

(Top left) 2. Thomas Kim's "Judges' Best of Show" Frontier 737 at Denver.

(Above) 3. Underside of Thomas Kim's 737.

(Below) 4. 1/144 scale A300 by Jim Childs.

(Bottom) 5. Heller Fed Ex Falcon 20 by James Peters.



liners International conventions. The following suggestions are based on experiences at the past three conventions, and are consistent with current International Plastic Modelers Society contest rules:

WAHS/AIRLINERS INTERNATIONAL MODEL CONTEST RULES

1. Any person may enter any number of models in any category or categories. One need not be present at the contest to enter models or to win. However, entry fees for proxy entries are the same as for regular entries. Each entry must be the sole work of the person under whose name it is entered.

2. Eligibility of an entry will be at the judgment of the model contest director, who reserves the right to make the necessary determination should the need arise (e.g. for oversized entries, controversial themes, etc.). The contest director will have final say in which category an entry may be entered.

3. Judging of the entries will be done by at least three judges per category, none of whom may have entries in that category. No entrant will receive more than one place (first, second or third) per category, unless there are no other entries or an insufficient number of participants in that category. In the event an entry is nominated for a second (or third) place, but was entered by a contestant who had already taken first (or second) place in that category, that entry will be passed over for the second (or third) place in favor of the next-highest ranked model in the category, submitted by another contestant. In the event of an insufficient number of contestants in a category, one modeler may win up to three places, provided he or she has submitted at least three entries in that category. Winners in any regular category are also eligible for any special awards which may be available.

4. Models may be made from any type of material. Judging will be based on accuracy, realism, skill in construction, and finish. Consideration will also be given to the use of handmade markings.

5. A major conversion must represent a significant change made to an available model kit such as converting a 747-200 to a 747SP, or a DC-6 to a DC-7. Replacement of kit markings does not constitute a

6. Beautiful 1/144 scale TWA Super Constellation by Rich Kurz.

conversion, nor does adding or subtracting constant-cross-section fuselage plugs to the same basic kit, nor adding extra detail to better reflect the kit's prototype. Commercially-available conversion kits, or parts from other kits, may be used to convert models.

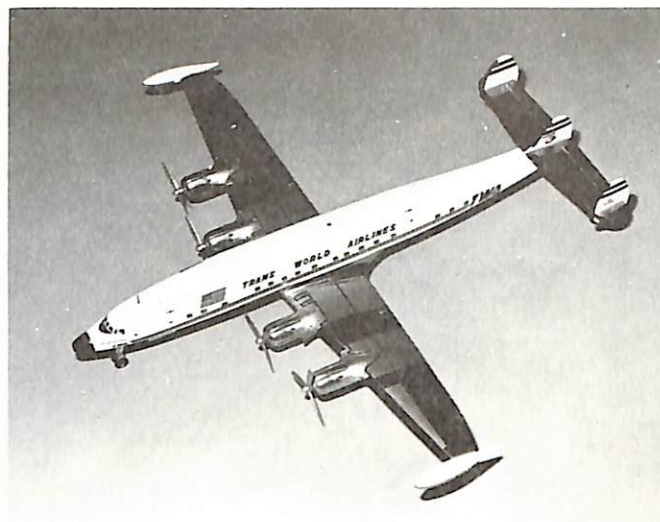
6. Aircraft or any nation or airline may be entered, provided it can be proved the subject, in the given markings, is related to airline history. With the exception of "Flight of Fancy" entries, the subject of an entry MUST have been used in actual commercial airline service (e.g. to carry passengers, freight, mail, or any combination of these) in the markings presented. Although the subject aircraft may originally have been developed for military or other non-airline use, military aircraft in military markings will not be eligible for this contest. The eligibility of an entry will be determined by the contest director upon its entry. If doubt exists, the entrant must be ready to document the airline status of the model subject on demand.

7. Entries may be displayed on bases or stands of a reasonable size. However, bases or stands will not be considered by the judges in other than the diorama category.

8. Models winning 1st, 2nd or 3rd place in a previous Airliners International national model contest are not eligible.

9. A diorama is defined as one or more models so presented as to depict a scene or event. In this category only, detail external to

7. Ozark DC-3 in 1/72 scale by James Peters.

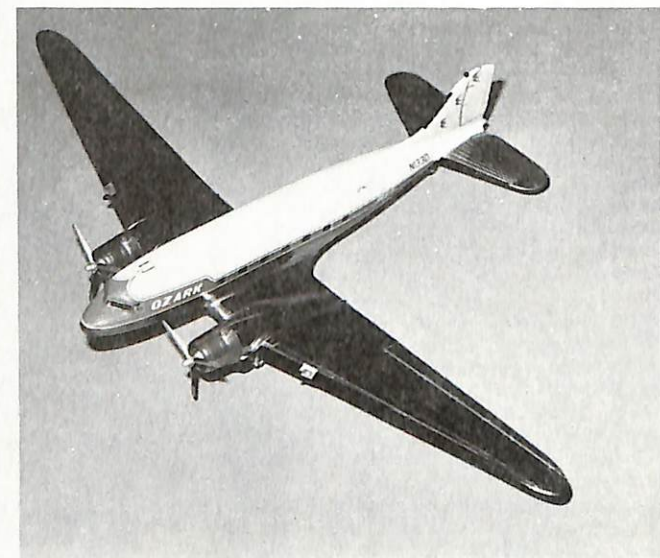


the model, and not attached to it, shall be judged as part of the entry. A single piece of equipment used for support of the model, and attached to it (such as extended airstairs) will not in itself qualify the entry as a diorama.

CATEGORIES

I propose the following categories for future Airliners International model contests:

1. Propeller and jet, 1/100 or larger (e.g. 1/48, 1/72, 1/10)
2. Propeller and jet, 1/101-1/199 (e.g. 1/125, 1/144)
3. Propeller and jet, 1/200 or smaller (e.g. 1/200)
4. Major conversion, All scales and types
5. Vacuform and scratchbuilt, All scales and types



6. Diorama, All scales and subjects, stock or conversion
7. Flights of Fancy, All scales, fictional or humorous subjects

Special awards

Theme award, to be determined by the sponsoring organization
Judges best of show

Note that there are only seven categories. This is the minimum required to give a wide variety of possible model types a fair chance in the competition. The organizers may at their discretion, expand the number of classes by subdividing those shown. An obvious expansion would be to separate props from jets in categories 1 and 2.

The number of categories has deliberately been kept to a minimum to ease the burden of expenses for trophies on the organizers.

The diorama category deserves some more discussion. The key element in a diorama is its story, its theme. Development of this story line is often more difficult and therefore more satisfying, than construction of the actual model entry. I can perhaps best illustrate the point by describing a non-airliner diorama built by my son a few years ago. He had a WW1 Sopwith Pup, already mounted on a base depicting a grass field. He wanted to convert it to a diorama for entry into that year's IPMS convention, but how?

The airplane on a field did not tell a story. It was only a model on a base. After considerable deliberation and many suggestions, he added a small privy (outhouse) to one corner of the base, and an RFC pilot figure with pipe in hand, walking toward it. The

(Left) 8. William Moore's hypothetical DC-9 Super 88.

(Right) 9. 727-100 conversion in 1/200 scale by Mark Hooper.

diorama was titled "Back from the front". Perhaps the title is the key to a good diorama. If you can't think of a title for it, perhaps it isn't a diorama.

In addition to its story and title, the diorama should be time- and space-consistent. That is, all figures in a diorama depicting for instance a DC-3 in pre-WW2 livery should ideally be dressed in late 1930s attire. Models which are shown in a flying attitude should have their flying surfaces positioned in a manner consistent with that attitude.

Perhaps most important, real airliners usually operate with the crew on board! If you are going to depict an airliner ready for takeoff, either model the crew in the cockpit or don't let anyone see inside it. Remember, the ideal diorama tells a story. It depicts an event in airline history.

NEW PRODUCTS

In addition to some attractive models, the Denver convention provided some new products for the modeler. The Flight Design decal for the Air Seychelles Airbus A300 is now available in both 1/144 scale for the Airfix kit and in 1/200 scale for the Hasegawa kit. The attractive red and green livery with blue lettering was used by Jim Childs on his winning entry.

Dean Slaybaugh from Sasquatch Models entered their new 1/144 scale kit of the Dash-8 in Air BC markings. Both the kit and the decals should be available soon from

Sasquatch and AA/ATP. Revell, WG has produced a 1/144 scale Airbus A320 kit with decals for Lufthansa, Air

Revell, WG has produced a 1/144 scale Airbus A320 kit with decals for Lufthansa, Air France or British Airways. The kit is molded in white plastic, with minimal surface detail, scribed control surfaces and spoiler outlines, as well as good engine detail. Also included is a 12-piece aircraft tug and a three-piece towbar. There will be more on this kit the next time, but my preliminary impression is positive. The price will be in the U.S. \$25-range. My thanks to Clint Groves of AA/ATP for getting the kit to me in time for this review.

Also from Revell, WG comes a true Dornier DO-228-201 in 1/72 scale. To date I have only seen the kit in West German "Marineflieger" (Naval aviation) markings. The kit is the same as the -100 version, but with an extended fuselage. Now, if we can only get someone to make airline decals.

Jet Set Systems have announced new decals for DEC 88 release. They plan a LACSA Boeing 757 in 1/144 scale, AirSpur Twin Otter and Jetstream in 1/72 scale, an Arrow Air DC-10 and PAL new colors wide-body jets. Future plans call for an Australian airline decal, plus British Air Services Trident, Aeromaritime DC-8 and old-colors UTA DC-8 and Caravelle. They also plan to re-issue four 1/144 scale sheets in 1/200 scale. All in all, a very ambitious list of projects.

DEPARTURE LOUNGE

I appreciate your responses to my requests in LOG 14/1 for contributions. Please keep the photos and model descriptions coming.

In this issue I show the only China Airlines swizzle sticks I have ever seen, plus some sticks and variations from Cathay Pacific Airways Ltd., the international airline of Hong Kong.

If anyone knows of any other sticks or variations which do not appear in this column, I would sure like to hear from you. If possible, please send photocopies of the sticks, with color descriptions, sizes and so on.

Information about where they were used and on which flights will also be welcome.

Fig. 1: This stick has two identical sides with the exception of the logo. It is backwards when the stick is turned over. The stick is five inches long (12.7 cm) and the top from aircraft nose to tail is one inch (2.54 cm). The stick has a round shank and contains no writing or even the name of its manufacturer. Colors known to me are red, dark blue and white.

Fig. 2: This stick is identical to the one in Fig. 1, but is 5 7/8 inch (14.9 cm) long with a 1 3/4 inch (1.9 cm) top. This stick also has no writing or manufacturer's name. A red color is known to me, but it probably also comes in dark blue and white.

Fig. 3: The stick in this figure is six inches (15.2 cm) long, has a flat shank with raised name on one side only, and has a round end. Both sides of the top are identical, with engraved "waves", but once again, when reversed, they are backwards. There is also no manufacturer's name and I know of a brown stick and a maroon one, both with gold writing. I have a variation of this stick in medium green, but the raised writing on this one is on both sides in the same color as the stick and the raised logo following one side of the square end, although I do have one on which it doesn't appear. I know of two colors: chartreuse (with the TOYSO name) and dark yellow (without the name).

Fig. 4: A 5 7/8-inch (14.9 cm)-long stick with a maroon shank which is thicker than it is wide. The writing on both sides is raised and is in the same color as the stick. The top has engraved "waves" on both sides. It has the raised manufacturer's name TOYSO on



Fig. 1

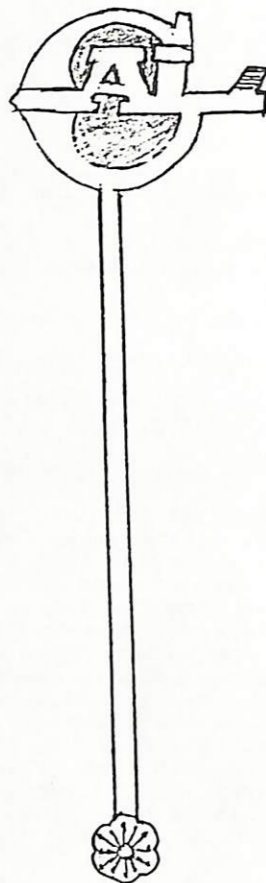


Fig. 2

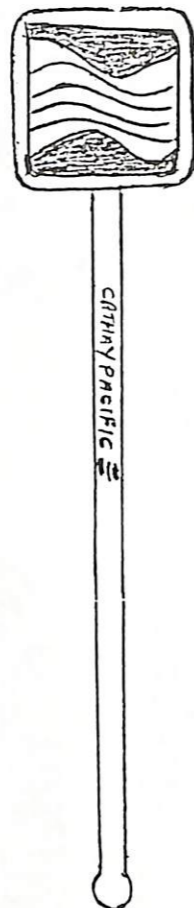


Fig. 3

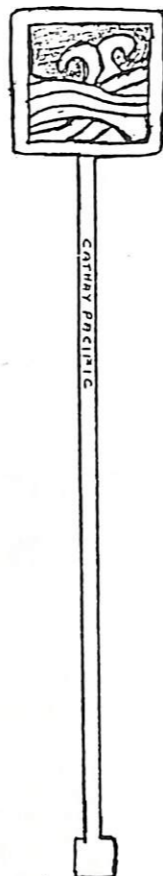


Fig. 4

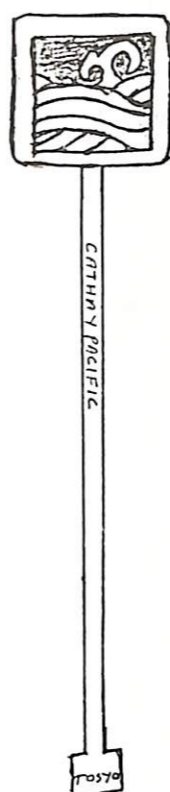


Fig. 5

one side of the square end, although I do have one on which it doesn't appear. I know of two colors: chartreuse (with the TOYSO name) and dark yellow (without the name).

Fig. 5: This stick is identical to the one in Fig. 4, except it is only 5 1/4 inch (13.3 cm) long and the shank is not as thick. The name TOYSO, raised, is on both sides of the end.

Note: All shaded areas shown in the tops of these sticks are areas which are cut out.

As I have said before, I can describe only those sticks of which I have examples in my collection and those of which collectors like you have told me about. I therefore always welcome new sticks or descriptions of sticks, preferably accompanied by a picture (photograph, photocopy or even a tracing) and with information about colors and measurements.

Thank you very much for writing me. Happy collecting.



Back in issue 13/2 of JUL 87 I ran an article with several slides by Peter Zsille of Budapest, Hungary. I received a very positive response, especially to the photos of Eastern block airliners. I promised to include more when the opportunity arose.

Well, here is another selection of Peter's work, as well as a few prints which I received from Pavol Bencik (pronounced Benchik) of Casta (Chasta), Czechoslovakia. For their protection I won't disclose where these photos were taken, except for the British Midland, NLM and Okada Air, which were taken at Amsterdam.

I am also including in this issue a "parting shot" of a Western 737 with Delta titles.

I would like to take a few paragraphs to mention a few matters.

First, I would like to present photographs of Asian and Australian airliners in a future issue and I need contributions from you shutterbugs out there to do it.

In general, I would like to present more slides and photos from you, the readers of the CAPTAIN'S LOG. It will give the SLIDE COLLECTOR column a broader base of subjects, and that will appeal to a larger segment of our readership. But I need your help, your contributions to do it. Without them, the ma-



jority of my offerings must out of necessity come from Newark.

So, please send me your slides and photographs. They will be published and returned to you after publication.

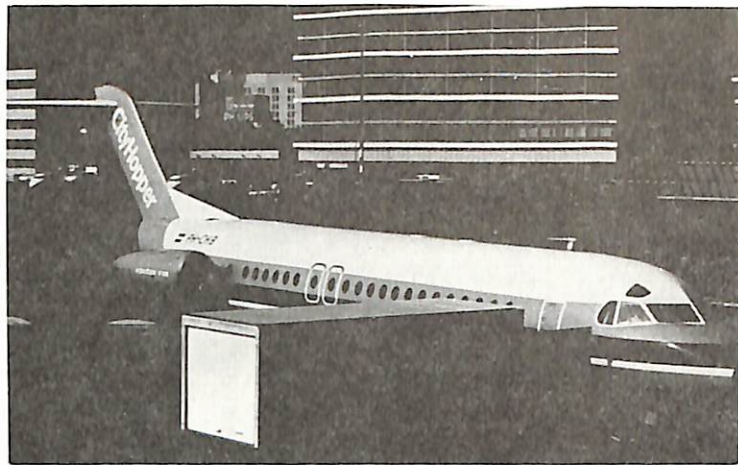
Second, especially to those whose photographs and slides have already appeared in the LOG, you'll be getting them back from me shortly.

Finally, as some of you may have heard, Kodak is no longer processing slides. They have sold part of the business to a Japanese firm. However, my dealer informs me your

pictures will suffer no loss of quality. The Kodak processing remains the same, but for business and legal purposes, the slides processed by this new company will be marked with the "Qualex" trademark.

NEWS

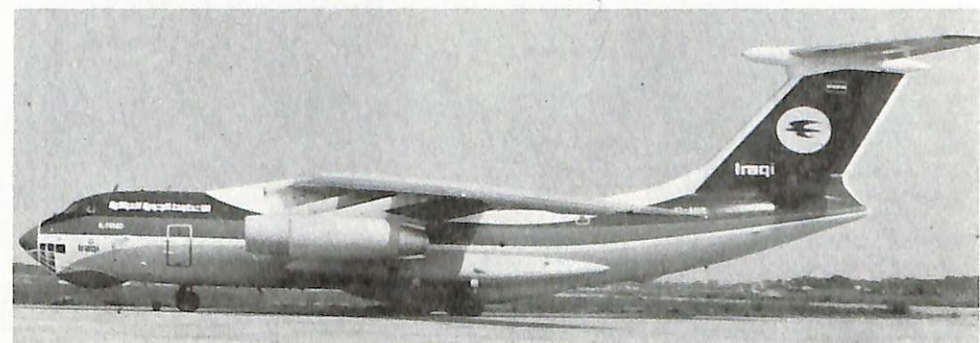
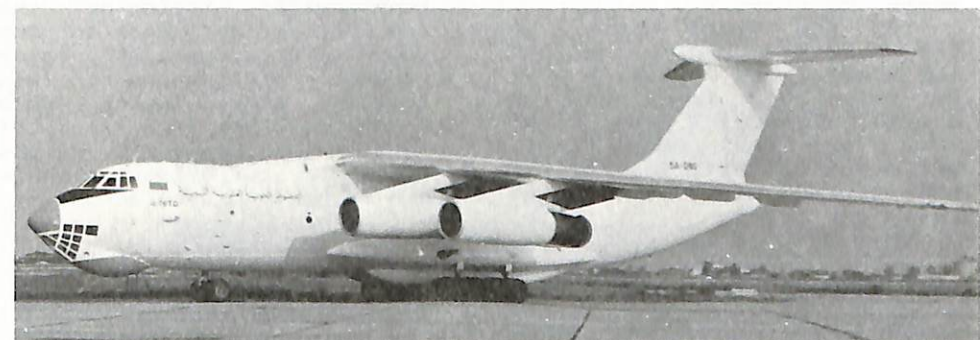
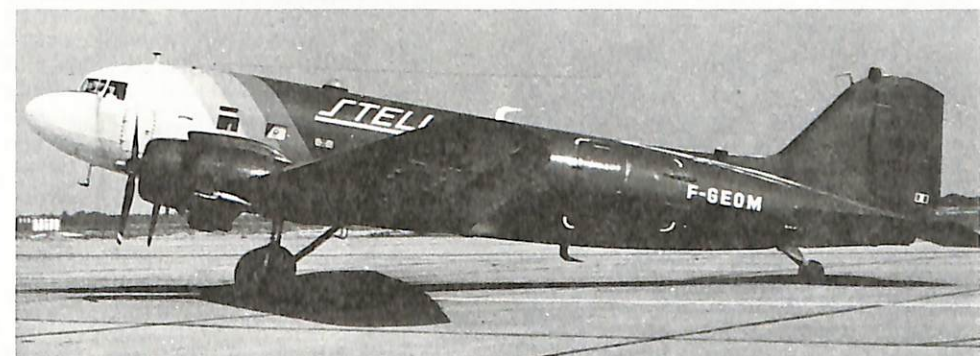
United will have a small livery change. The United titles on the fuselage will be larger and the three color stripes move down one level. In the new version, the windows will be in the orange (top) stripe, rather than in the red (middle) stripe.



Just before going to press, we ^ received this photo (above) of United 737-322, N327UA in the "new" colors, taken by Michael Chew at SFO, 07 JUL 88. Thank you, Mike. For comparison, see the photo by Ron Kluk of United 737-322, N301UA at ORD (above, right). This shot won Ron first place in the color slide section of the AI'87 photo contest in Indianapolis. The larger titles, higher location of tail logo and the cheatlines lower by one level are noticeable in the "new" livery.

(Below, top to bottom):
Three more photos by Pavol Bencik
-Stellair DC-3C (C-47A-DL),

freighter, F-GEOM
-Libyan Arab Airlines Ilyushin IL-76D freighter, 5A-DNO
-Iraqi Airways Ilyushin IL-76M freighter, YI-ANB



FACING PAGE:
Four photos with a definite Hungarian flavor, all by Peter Zsille.

(Left, top to bottom):
-MALEV Tupolev TU-134, HA-LBE
-MALEV Yakovlev YAK-40, HA-YLR
-Transavia-Holland 737-222, PH-YVA with tail of MALEV TU-154B-2, HA-LCB in background;
-British Airways 737-236 Adv., G-BKYC, also with MALEV TU-154Bs in background.

(Right, top to bottom):
Next three photos all taken at Schiphol Airport, Amsterdam:
-NLM Cityhopper Fokker F-28-4000, PH-CNB at the gate
-Okada Air 707-355C, 5N-A0Q, from Niageria
-British Midland DC-9-10 and G-BMAA and Turk Hava Yollari A310 (TC-FCS?)
-ex-Western 737-247, N4507, c/n 19604, in hybrid Delta livery. Taken At Fresno, California on 01 APR 87 by Sonny Esparza of Clovis, CA.

WINGS & THINGS

by RICHARD KORAN

From a Rocky Mountain "High" at the 14,110 ft. summit of Pike's Peak to a low of 10 hundred level of the Mollie Kathleen gold mine at Cripple Creek, Airlines International '88 in Denver was a real event!

For me, the display hall hours just flew by! I never talked so much at one of these conventions. I know because I missed a lot of the tables and the folks at them. But it was worth it. There was so much to see inside and outside the hall in the Mile-High City! And, of course, there was the annual hunt for that "elusive" wing.

We spent a few extra days after the convention traveling to Colorado Springs and Manitou Springs for some family R & R. Heading down the highway we first stopped at the Air Force Academy. At one point in my military career I had been a Liaison Officer for the AFA and I hadn't visited there for quite a number of years. We followed the self-guided Falcon Tour signs around the grounds and visited the Cadet Chapel as well as going down into the Cadet Area. Paid a special visit to the General "Robby" Risner Trophy monument.

The Cog Wheel Route to Pike's Peak aboard the Manitou and Pike's Peak Railway's newest Swiss-built train was, in a word, awesome! I have flown over Pike's Peak many times, but being up there was better than flying over it at 500 miles per hour.

The Mollie Kathleen Gold Mine has been in operation for more than 40 years. It, too, was an experience. Having spent many of my waking hours in the air, the descent aboard a 3 x 5 foot metal miner's cage, called a "skip", to a level of 1,000 ft underground caused my heart to skip! I began to have second thoughts about going down into the mine not long after buying the tickets! No concern here, right?

But our guide knew his stuff, since he was a miner and the tour of the Mollie Kathleen, a real gold mine, was worth the trip "down under". Besides, when we were



(Above) CAAC lapel pin finished in black, gold and red letters below the Panda bear. Given to me by Martin Chundela of Frankfurt, West-Germany, this pin measures half an inch across and shows the versatility of my new photo capabilities. Unfortunately, my choice of background for this photo looks almost like Swiss cheese.

(Below) This silver Flying Tigers lapel pin has a lot of fine detail, including the small "copyright" mark in the lower right corner. It proves to me how nice my macro lens and extension ring work together to get this kind of detailing. Obviously, the tiger has your attention. This pin is half an inch across.



returning to the surface, we found out our guide was from Highland Park, Michigan. Small world ... or was it the very narrow shaft?

Now on to wings and things. Some of you may recall my columns in LOGs 12/3 and 12/4 about Imperial Airways Capt. Gordon Percy Olley whose tropical uniform wings I have, amongst some other goodies. You know, too, that in LOG 14/2 I wrote of the Civil Personal Album photographs published in the FEB 88 issue of Aeroplane Monthly, which had been sent in by Gordon Olley's daughter, Dr. June Cumbrae-Stewart. About the time I wrote the column, I also wrote to Dr. Cumbrae-Stewart and sent her photocopies of the two LOG columns about her father.

Well, as luck would have it, Dr. Cumbrae-Stewart answered my letter with, "This is all very exciting and will take a lot of answering so please forgive me if I don't get it all done in one go."

I had enquired about some old photographs which I could show in a future LOG column and she replied, "What sort of photo of my father would you like to have, and what size? We don't have any unusual ones in the ordinary sense, he never stayed still long enough to photograph."

"There are several passport size photographs of great historical interest," Dr. Cumbrae-Stewart continued, "for example, the one which went with his registration in 1921 as the (Number 3) civil pilot for the Dutch. This was issued in The Hague. You might prefer something as an older man, flying the Duke of Windsor when he was Prince of Wales, or with Jock Whitney, as you are American."

Her letter goes on, "Mother has one of the early signed postcards of G.P.O., but she looks at it and has it out regularly, so I can't let you have that."

With reference to what I wrote about her father, Dr. Cumbrae-Stewart corrected me regarding his wear of the miniature medals with, "Daddy would never have worn his miniatures while flying. He just wasn't that kind of person."

Legends have sprung up about him. Of course, the miniatures were worn to official functions, such as Guildhall dinners, aviation evening dress functions, etc."

To be sure, my contact with "G.P.O.'s" daughter will continue and I hope to have someday some photographs to share with you, and perhaps some other items of interest.

Not long ago I wrote a letter to Maersk Air in Denmark, asking for one of their lapel pins. Well, the word "pin" must have been interpreted as "wing" and my letter was forwarded to a Technical/Crew Instructor, Jørgen Petersen, who must be considered predisposed to aviators and their unusual wants.

Anyway, Petersen answered my letter and offered me two of his duplicate wings, one from his years with Japan Air Lines and the other from his year or so with Internord. The Internord wing overwhelmed me since it is part of a "three-wing-family", Nordair, Aero-Nord and Internord. Having the Internord wing would complete the group since I already had the first two in my collection.

"Back in early 1960," Peterson wrote, "the company started with the name of Nordair. They flew DC-6 -mostly charter- out of Copenhagen towards the sunnier areas around the Mediterranean. The home base was Copenhagen, but having run out of money in 1964, they stopped for a few months, changed the name around, i.e. Aero-Nord, and did the same kind of flying, again mostly charter, but with DC-7Bs."

"I started flying for Aero-Nord as Flight Engineer in 1965 on the DC-7B," Petersen continued. "The Swedish company Osterman flew charter out of Stockholm, also with DC-7A/B, and was amalgamated with Aero-Nord and therefore, in 1966, (the two firms) changed names and became one company, namely Internord, flying the Convair 990A from American Airlines."

"The crew training was done in Chicago and then later on in Copenhagen. However, the running costs of the aircraft proved too much for our company, and in October, 1968, the Internord company was closed down and has never started up again. The aircraft were fetched by crew from A.A. and some again sold to the

Spanish charter company, Spantax," Peterson concluded.*

After this issue of the LOG has been printed, I'll be photocopying the column for about six guys at American who were part of this operation ... and for sure, they're sitting on their verandas!

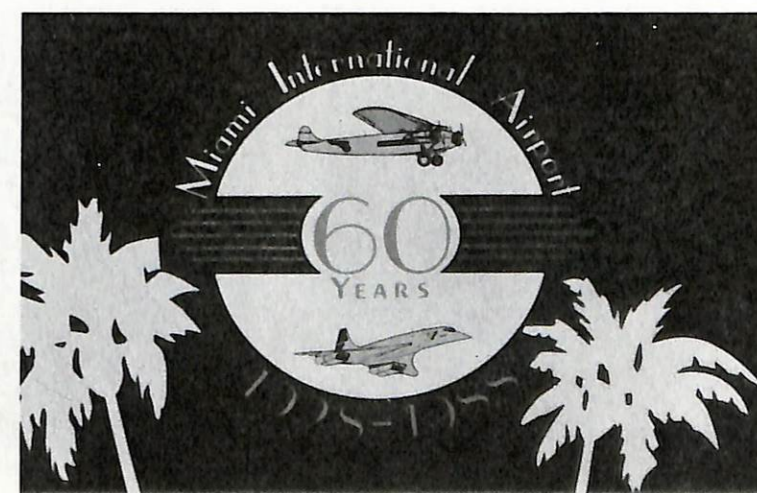
As for Jørgen Petersen, he has been quite busy of late, helping with the change-over of the domestic fleet at Maersk Air as they are now flying the new Fokker 50.

Now on to something that I have meant to do for some time. That is to pass on some information about the photography of wings and pins in the hope of getting some of you readers to do the same and to share your wings with me and fellow collectors. Dick Luckin, I hope you're reading this, so you can help me.

So far, except for the wings of a few other collectors, I have been using my own collection as the basis for

* Spantax suspended operations on 29 MAR 88. At that time it still had one former AA 990A on charge. It was EC-B20, c/n 30, ex-N6843 and ex-N5618. However, she had been withdrawn from service some time prior to this and was parked at Palma de Majorca. My records show the aircraft had been delivered to AA on 05 JUN 62 as N5618, served with Middle East Airlines from 20 JUN 69 to 19 OCT 71 as OD-AFG, returned to AA as N6843 and went to Spantax on 24 JAN 72. -JG)

A booklet illustrating the history of Miami International Airport has this logo as part of the cover. MIA's history dates back 60 years when Pan American Airways purchased a small tract of land along the south side of N.W. 36th Street. The booklet was produced by the Technical Support Division of Miami International Airport, and authored by Herb Buscher. Background is black with green, red and off-white printing.



Air Liberia lapel pin, from Hector Cabezas, is from the Liberian national airline, based in Monrovia. This fine example of pin-making is marked on the back "ST. ECK FRANKF.". The pin is overall gold with the bird at the left in black, the star in yellow-gold, the leaf in green and "Air Liberia" in black. The pin is 3/4 inches across. My choice of background again leaves a little to be desired.

all you see and read. I would like to have some of you camera-minded types join in and share those great wings that are in those other collections. Black and white are the best for reproduction here, but color prints are O.K. too. They are better than nothing at all.

I have set up a small operation in my basement and use a Nikon FE camera and a Micro-Nikkor 105 mm lens for more

than 90% of the work. The 105 mm lens affords me the opportunity to get quite close to the wings to be photographed, by taking advantage of what the lens can do, rather than me crouching over a wing trying to get a decent shot. I bought a copy-table at a local camera store with four lights, two on each side, for most of my work. The lights provide ample illumination for what I am doing. I also use a hand-held light to help accent the feathering of a wing - I am still learning to work with that.

The copy-table's vertical tube supports the camera on an adjustable mount which slides up and down, so I can get into the best vertical position for focussing on the subject. For background I use a very light grey cards and the wing which is being photographed, is supported above the card by a small machine nut, set at the vertical or on its side, depending on the size of the wing's center, so the nut can't be seen. I also use small balls of clay for this, especially when the center of the wing has an unusual shape. I have also used a small thread spool. Elevating the wing helps to eliminate the shadows which might detract from the photo.

As you can see from the photos with this column, I have acquired a capability for better close-up work with a Nikon FN-11 Auto Extension Ring.

Extension rings fit between the camera body and the 105 mm lens and, since the Nikon folks use great "glass" in their lenses, the "close" pictures came out pretty darn good.

There are many cameras out there besides Nikon which will do great work, so don't be bashful when you are looking for one. They all have a lens or two which will get you in the photo-mode. Also, B&W film isn't that expensive and the printing costs aren't that bad either. Cheaper than color.

For those of you who saw the photographs of my wing collection at the convention, they were all taken outdoors, using available light, i.e. the sun, behind the roof of the house, or trees. I took photographs on the front porch at first, using the camera mounted on a tripod, until direct sunlight began to peek over the roof. Then I moved to our deck in the back and set up my "studio" there while the



This Lapplandsflyg AB wing for the northern Scandinavian carrier has been in my collection since 1966 and shows a little wear on the surfaces of the company's logo. This wing is gold with blue enamel and is a fine example of wing-making from that part of our world.

Jamtlands-Flygskola pilot wing from an aviation school in Scandinavia is another example of the fine art of wing-making. The detail of this wing's enamelled center shows clearly in this close-up. The moose is in silver with the hawk and the wolf done in a light gold wash. This is one of the first close-up photographs I took and I think the detail is quite nice.



< How about this airline collectible? A metal box for a typewriter or adding machine ribbon sold by Manifold Supplies Co., Brooklyn, N.Y. The logo says to "Panama Your Letters" by using this ribbon product. A Pan American M-130 Clipper is shown in flight over the Panama Canal on the box lid. The water area is dark blue and the Clipper white. A red band is around the container's edge and the land mass is gold with red and white letters. A nice item at a flea market for \$1. A second box depicts a Boeing 314 Clipper.



Early 1970s pilot wing of Trans Magic Airlines, a commuter with routes in the western states of Idaho and Utah and one of a number of air taxi operators scattered widely around the U.S. They provided service to communities which did not merit flights by local or trunk carriers. The detail of this silver wing is quite nice, with the outline of Idaho, letters TMA and the Air Taxi organization logo as well.

sun moved around to the front of the house. At no time did I allow the sun to reflect directly on a wing. You have to learn to avoid these reflections so as to limit hot spots. Also, I removed the glass top of the Riker Mount before taking the picture. I didn't want to see myself in the glass.

As you can see here, too, I discovered by using the ring

Federal Express cloth pilot wing, introduced for wear without any input by the pilot group, according to John Whitehead (see LOG 14/2). This cloth wing of silver thread on dark blue, was worn of the jumpsuit worn by crew members. The "FE" in the center of the wing is, as John commented, "barely discernable". The same was true of the metal wing in this pattern.



Cape Smythe Air pilot wing is a new wing from this North Slope air carrier, based in Barrow, Alaska. The polar bear design is also used on the tails of the airline's aircraft, recognizing its services in northern Alaska. Small scratches appear on the polar bear, even though the wing is new. This proves even more careful handling of your wings is in order to preserve these pieces of airline history.

small object of attention, define it with close-up photography." As an example of just that, take a good look at the Flying Tiger lapel pin ... that is close!

Off to Oshkosh, Wisconsin now, and to the Experimental Aircraft Association's annual Fly-In. The Concorde will be there again, along with many historic airplanes - some of them old airliners, I hope.

Lake Central Airlines pilot wing of the early 1960s shows a lot of wear when seen close-up. The surface of the LGB-made Sterling silver wing has a lot of small nicks and scratches which are barely noticeable when the wing is seen with the naked eye. The condition of the black and red enamel has held up quite well, however.

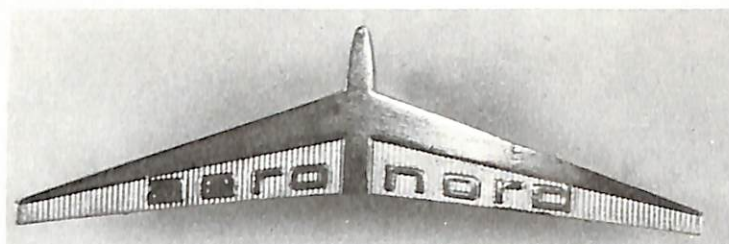




Nordair was a 1960s charter operator flying out of Copenhagen, Denmark to the sunny shore of the Mediterranean with DC-6. This gold wing, made by C.L. Seifert of Copenhagen, has brushed appearance with polished raised letters and logo. The airline went out of business in 1964 and re-emerged as Aero-Nord ...

... Aero-Nord began charter operations with DC-7 and -7B, also to the Mediterranean area. This gold wing was also produced by the C.L. Seifert jewelry firm of Copenhagen. All raised surfaces of this wing are polished gold with the lower portion of the wing having the vertical pattern in the design. In the late 1960s the Swedish carrier Osterman Charter AB merged with Aeronord and they became Internord Aviation ...

... Internord Aviation was formed in 1966 in the merger of Aero-Nord of Denmark and Osterman of Sweden. It acquired Convair 990s from American



Airlines to supplement te DC-7Bs it had inherited in the merger. But the expense of operating the 990s became too much and Internord ceased operations in 1968. This wing is in gold with orange enamel in the center. The "I" is done in gold. This fine wing was produced by C.C. Sporrang & Co. of Stockholm.



Air 2000 Limited, a new air carrier operating from England's Manchester International Airport, is flying Boeing 757s. When he sent me this wing, the chief pilot of Air 2000 said they were "looking forward to picking up many more real wings from Seattle as the years go by." The wing is of gold wire with black backing, the center is off-white with the latitude and longitude lines in gold wire and Air 2000 in red thread.

This Mackenzie Air Service pilot wing, sent to me by a Canadian collector, was in use during the early 1940s about the time when they became part of Canadian Pacific. The gold-wire wing has a khaki-colored background with a trimming of black thread. Likewise for the gold and black in the center of the pilot's wing.



< This new American Eagle pilot wing surfaced at the Denver convention and I acquired it without any knowledge as to its parentage. Since returning home, however, Ed Young came to my rescue with its identification: Nashville Eagle, the AA feeder operation through the Nashville, Tennessee hub. The wing is a Balfour product and is Sterling with a double screwback for wear. The wing is overall silver with the lower wing surfaces being matte finish. The word "Eagle" is placed over a matte center.



McClain Airlines, based out of Phoenix, Arizona, went out of business and I thought I had missed the opportunity to acquire their wings. Thanks to Clark Skillman at the Denver convention, I was able to add this wing and the hat badge to my collection. Produced by Green Jewelry Company in Kansas, this gold pilot wing is striking, as is the Phoenix bird in the center. Imagine just the Phoenix bird and you have the hat badge! The same design was shown on the tails of McClain's 727s seen at O'Hare.



JUNIOR CREW INSIGNIA

by STAN BAUMWALD

Several new junior crew member wings have been issued since the previous LOG was published, so let's get right to it.

#1. Henson Airlines, a Piedmont Commuter, has come out with a Stoffel-type wing. It is gold in color with the name of the airline in red and has an airplane flying from right to left in light blue.

#2. Ports of Call, a Denver-based travel club, has also turned to Stoffel for their new junior wing. It is in silver with the logo in blue and yellow.

#3. From one of my collector friends in Europe, I received a new Polish LOT Junior Pilot wing. This is in the same style as the previous LOT type but with a substantially-different layout of the lettering. I am sure there is also a Junior Stewardess wing, but I haven't seen one yet.

I understand there is a new Air New Zealand wing, just issued.

#4. It is really interesting how we collectors do find our treasures. In July I had a trip to Frankfurt and I rode to the hotel in the crew bus. I have been on this bus before and the driver is a collector of sorts who uses pins and stickers to decorate his bus. I knew it would behoove me to give the collection a closer look. Lo and behold, there was a new Air Canada wing. I made a trade and now I have this one to show. It is of the vinyl stick-on type, similar to the latest issue by PanAm, USAir, etc. This Air Canada wing is in gold, with red for the logo and the airline name.

#5. Northwest Airlines celebrated the opening of its new hub at Milwaukee with a big production. The theme was "Milwaukee is spreading its wings". Probably as a first in the industry, they produced a wing for this special event. Though this wing was not intended to be given out to children on airplanes, it does have the airline name on it and was given away free to anyone who happened to be at the celebration that day. I wasn't there, but I was able to make a trade with a fellow

collector for an old NWA timetable. The wing is unusual because it is of metal with a plastic covering. There are a picture of MKE in the center and the name "Northwest Airlines" in small print at the bottom. The colors are gold, dark blue and light blue.

#6. Don Sullivan, a collector from the Orlando area, just returned from a vacation in Europe. On one of the legs of his trip he flew on Austrian Airlines. Never missing a chance, Don asked the flight attendant for kiddie wings. Guess what? They have just issued their first junior wing. It is quite large and the colors are gold and red. The detail is quite intricate.

#7. Finally, just before writing this article, my good friend Hector Cabezas from Frankfurt sent me the brand-new Air France junior wing. It is quite unusual because it is made of cloth with a peel-off back to make it a stick-on. Showing the nose of the Concorde, the text says "Futur Pilote" in gold and "Air France" in white with a blue and red design below the nose.

Credit should be given to those who help write this article and keep the junior wing book updated. Henry Cole, one of our newer collectors, has sent me several pictures of new and old wings for inclusion and I want to publicly thank him for Captain Franks Air Hawks. He would like to know whether there are more of this particular wing out there.

Now a question: who sent me the picture of the "GE and Proud" wing?

Thank you for your help in getting this article written. Please keep sending me information and pictures.

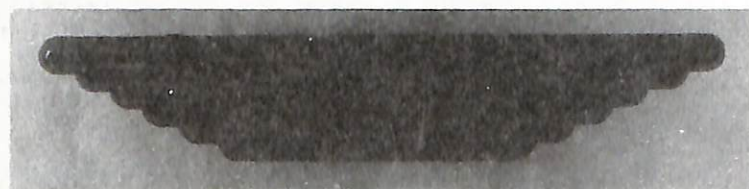
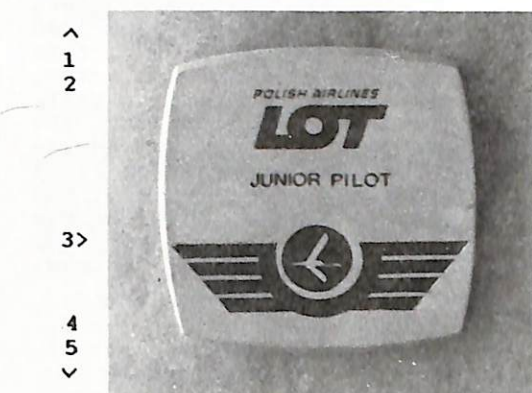
Happy Collecting.



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Miscellany

Harm Hazewinkel, a noted Dutch aviation historian, recently contributed some miscellaneous historic material which is no doubt of interest to CAPTAIN'S LOG readers.

Mr. Hazewinkel is editor of the monthly LUCHTVAARKENNIS of the historical section of the Royal Dutch Society for Aviation.

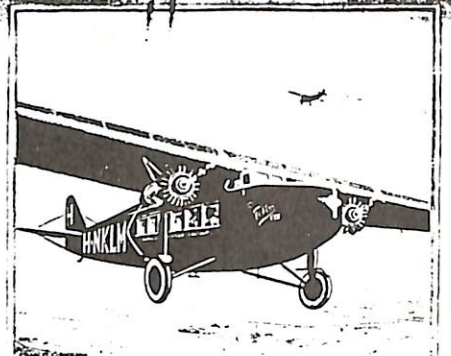
KLM Royal Dutch Air Lines timetable for winter 1929-1930 services. Printed on kraft paper. Front shows a 2-crew, 15-passenger Fokker F.VIII, KLM's newest airliner at the time, with the spurious registration H-NADU and H-NAED to H-NAEI. Note the use of the word "Aerodrome" for airport in the "Notes for Passengers" (see facing page)

Notes for Senders.

Commissions. K.L.M. Air Lines can convey practically any class of Freight, either in small parcels or consignments of several tons. Light and bulky parcels. For light and bulky parcels cubic capacity rates are charged. Packing cost. Packing cost is reduced to a minimum by airtight forwarding. Clearance and Delivery. Goods are cleared through the Customs on the aerodrome with a minimum of delay and are immediately delivered by special vans to their destination. Conversion of Livestock. Special rates which will be found extremely reasonable are charged for livestock. Apply for the special K.L.M. livestock pamphlet. Collection in London. Goods for dispatch by K.L.M. Air Lines can be collected from any address in the City or West End of London, or they may be handed in to our Head Agents Messrs. Wm. H. Muller & Co. (London) Ltd., 66-68 Haymarket, W. 1, and Electric House, 78 Moorgate, E. C. 2, or to any of the Company's freight Agents. From the aerodrome. Goods may be despatched by passenger train to any London Railway Station for collection by K.L.M. Such consignments should be addressed to the Company's Head Agents and marked "to be carried for". Senders should advise the Head Agents of same. Goods from the Provinces can also be consigned to K.L.M. Air Lines, East Croydon Station, which is near to the Aerodrome. Collection in Paris. Information: K.L.M. freight office, 18 rue Chauveau Lagarde, coin Blvd. Malesherbes 14.

K. L. M. OFFICES

LONDON AND CONTINENTAL.
West-end Office.
 Wm. H. Muller & Co. (London) Ltd.; Greener House, 66/68 Haymarket S. W. 1.
 Telephone: Regent 7331.
 Telegrams: Instaviline Piccy-London.
City Office.
 Electric House, 78 Moorgate, E. C. 2.
 Telephone: London Wall 0417.
 Telegrams: Northumberland Avenue, W. C. Arrival & Departure Station. Tel. Gerrard 0426.
Aerodrome Office.
 Air Port of London, Croydon, Surrey.
 Telephone: Croydon 2510-2511.
 After office hours Wallington 1819 or Gerrard 0426.
 Telegram: Transaera-Croydon.
Paris:
 K. L. M. Office, 4 rue Scribe (Holl. America Line) Telephone: Opéra 00-55. Telegrams: Nam-Paris.
 K. L. M. freight office, 18 rue Chauveau Lagarde, coin Blvd. Malesherbes (Kniekerbocker Tours). Telephone: Louvre 30-00 - Gut 57-73.
 Gut. 62-03 - Gut 62-04.
 Telegrams: Kniekerbocker-Paris.
Aerodrome Office.
 Le Bourget Aerodrome, K. L. M. Office.
 Telephone: Nord 83-02. Telegrams: Kalmaera Paris.
Brussels:
 Sabena, 32-34 Blvd Adolphe Max.
 Telephone: 210.06-256.62.
 Sabena, Haren-Aerodrome.
 Telephone: 510.07.
 Telegrams: Navigaera-Haren.
Amsterdam:
 K. L. M. Office, Leidscheplein. Tel. 33480-42302.
 Telegrams: Transaera-Amsterdam.
Rotterdam:
 K. L. M. Office, 115 Coolingsingel. Tel. 9198-9199.
 Telegrams: Transaera-Rotterdam.
The Hague:
 K. L. M. Head-Office, 9 Hofweg. Tel. 17600.
 Telegrams: Transaera-The Hague.
 9-29-15 D.



K. L. M.
ROYAL DUTCH AIR LINES
WINTER SERVICE
1929-1930
OCTOBER 7th 1929—APRIL 5th 1930
LONDON-ROTTERDAM-AMSTERDAM
PARIS-BRUSSELS-ROTTERDAM-AMSTERDAM
 and vice versa.
 Book your ticket through

K. L. M. - Royal Dutch Air Lines.

Société des Lignes Aériennes K. L. M.
WINTER SERVICE 1929-'30
 October 7th 1929—April 5th 1930 incl.

TIME TABLE

Daily services except Sundays and Xmas.
 Times: 12.00 Greenwich time = 12.20 Amsterdam time = 13.00 Mid European time.
 (The times are given in the official time of the country).

I. London-Rotterdam-Amsterdam:

9.30	dep. LONDON, Hotel Victoria	arr. 15.30
10.30	dep. CROYDON, Aerodrome	arr. 14.30
13.10	arr. ROTTERDAM	dep. 12.15
13.30	dep. ROTTERDAM	arr. 11.55
14.00	arr. AMSTERDAM	dep. 11.25

In addition to which, there is a special Freight Service.

II. Paris-Brussels-Rotterdam-Amsterdam

10.00	dep. PARIS	arr. 15.00
11.45	arr. BRUSSELS	dep. 13.05
12.00	dep. BRUSSELS	arr. 12.50
13.05	arr. ROTTERDAM	dep. 12.15
13.25	dep. ROTTERDAM	arr. 11.55
13.55	arr. AMSTERDAM	dep. 11.25

Departure and Arrival
 Points regarding Passenger Cars connecting with the Air Service.
London: Hotel Victoria, Northumberland Avenue near Trafalgar Square. A Representative of the Company is in attendance one hour before departure.
Paris: Grand Hotel, 2 Rue Scribe. A Representative of the Company is in attendance one hour before departure.
Brussels: Sabena Office, 32-34 Blvd. Adolphe Max (45 min. before departure).
Amsterdam: K. L. M. Booking Office, Leidscheplein (45 min. before departure).
Rotterdam: K. L. M. Booking Office, Coolingsingel (45 min. before departure).

FARES.

ROUTE:	FARES.		Excess Baggage. 10 lbs. or 15 K.G. of baggage free per passenger.	
	OUTWARDS	INWARDS	OUTWARDS	INWARDS
London-Amsterdam	Fl. 4.-	Fl. 48.-	per lb. 5 s.	per K.G. Fl. 0.50
"-Rotterdam	" 4.-	" 48.-	" 5 s.	" 0.50
Paris-Amsterdam	Fr.Fra. 400.-	Fl. 39.50	Fr.Fra. 5.-	Fl. 0.50
"-Rotterdam	" 400.-	" 39.50	" 5.-	" 0.50
Brussels-Amsterdam	" 275.-	Fr.Fra. 350.-	" 3.-	Fr.Fra. 3.50
Brussels-Rotterdam	" 275.-	Fr.Fra. 350.-	" 3.-	Fr.Fra. 3.50
Amsterdam-Rotterdam	Fl. 7.50	" 7.50	Fl. 0.10	" 0.10

Return tickets 10% reduction on return fare.

Notes for Passengers.

Aeroplanes: All K.L.M. Air Lines are run by the famous Fokker Monoplanes, carrying 8-15 passengers, and are in constant touch with the Aerodromes by Wireless Telephone. The cabins are fully enclosed, central heated and well ventilated. Windows on either side can be opened or closed at will.
 Reservations: Seats should be booked in advance. Any agent can reserve a seat on request.
 Children: Children in arms are carried free. Children up to 7 years of age: half fare, over 7 years of age: full fare.
 Heavy Baggage: Heavy baggage can be taken at cheaper rates. Particulars on application.
 Maps of the Route: Maps of all K.L.M. routes can be obtained at the K.L.M. booking offices and aerodromes.

FREIGHT RATES.

ROUTE:	RATES:	OUTWARDS		INWARDS	
		Minimum	Maximum	Minimum	Maximum
London-Amsterdam	5 s. per lb.	1/8	Fl. 0.50 per K.G.	Fl. 1.-	Fl. 1.-
"-Rotterdam	5 s. per lb.	1/8	" 0.50	" 1.-	" 1.-
Paris-Amsterdam	Fr.Fra. 5.- per K.G.	Fr.Fra. 5.-	" 0.50	" 1.-	" 1.-
"-Rotterdam	Fr.Fra. 5.- per K.G.	Fr.Fra. 5.-	" 0.50	" 1.-	" 1.-
Brussels-Amsterdam	Fr.Fra. 3.50	Fr.Fra. 3.50	Fr.Fra. 3.50	Fr.Fra. 3.50	Fr.Fra. 3.50
Brussels-Rotterdam	Fr.Fra. 3.50	Fr.Fra. 3.50	Fr.Fra. 3.50	Fr.Fra. 3.50	Fr.Fra. 3.50
Amsterdam-Rotterdam	Fl. 4.00	Fl. 4.00	Fl. 0.50	Fl. 0.50	Fl. 0.50

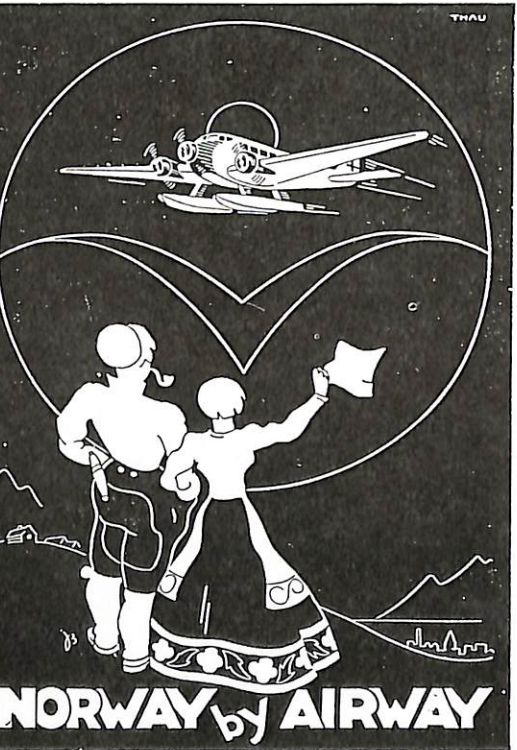
Special Rates are quoted for regular or large consignments.



Tupolevs were used. The circular label with gummed back measures 95 mm in diameter. It has a wide outer border, red inner circle and silver center. The birds are in blue and the text is white. The vertical label, 74 x 118 mm, shows in red the airline's routes from Moscow to Berlin via Kaunas, Königsberg and Danzig, and a branch line from Kaunas to Leningrad via Riga and Tallinn. The land color is off-white and the sea is blue-grey. The pair of compasses shows how far travellers can go by flying Deruluft and connections on other airlines. The German text reads: "Service to the USSR and the Baltic states."

Printed on kraft paper, this is a 1938-39 promotion by the Finnish national airline Aero OY. The Olympic rings are a reminder that the 1940 Olympic Games had been awarded to Finland. They were of course never held. The color picture shows a Junkers JU-52/3m of Aero OY over an island. Text at the bottom is light blue, text in the black bar under the picture is yellow. The reverse of the 105 x 229 mm item has the names and addresses of six "Helsinki Hotels of Repute."

This DNL (Det Norske Luftfartsselskap - The Norwegian Airlines) brochure advertises its scenic domestic services from Oslo to the interior and along the coast. (Facing page.) The picture on the front shows a couple in traditional red and black costume waving to an overflying white Junkers JU-52/3m on floats, which is crossing through the airline's logo. All cover printing is in black, red and white.



Two DERULUFT stickers from 1936. Deruluft (DEutsche-RUS-SISCHE LUFTverkehrs) was a joint German-Russian airline founded in late 1921. It star-

ted service between Moscow and Königsberg (later extended to Berlin) on 01 MAY 22 with Fokker F.III aircraft. In later years, Junkers aircraft and

When visiting Norway this summer, do not miss the opportunity of seeing the country from the air. While you are comfortably seated in one of the company's modern multi-engined planes, we will take you along the coast in a few hours, covering distances that before took several days to traverse.

The wonderful Norwegian nature, its smiling valleys and picturesque lakes, the deep fjords encircled by towering snow-clad mountains, the glaciers and the vast highlands... all will be spread before you.

The tale of the magic carpet has come true

D.N.L. (The Norwegian Airlines) welcomes you to Nature's Wonderland, the land of the Midnight Sun.

This map shows you the routes operated by DNL:

Oslo-Moss-Arendal-Kristiansand-Stavanger-Haugesund-Bergen

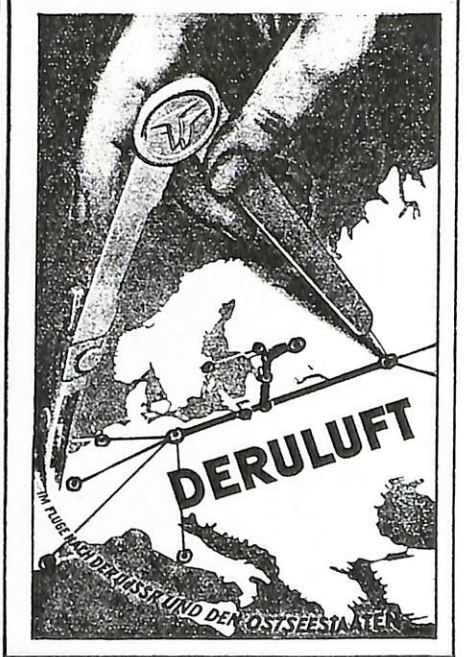
daily service (except Sundays) during the period 4th May-5th September.

"The Midnight Sun Airway"

Bergen-Ålesund-Molde-Kristiansund-Trondheim Brønnøysund-Sandnessjøen-Bodø-Harstad-Tromsø

Northwards: Sunday, Tuesday and Thursday.
 Southwards: Monday, Wednesday and Friday.
 During the period 7th June-18th September.

Information regarding fares etc., and reservation of seats through the travel bureaux or the D.N.L. agents.



FINNISH AIR TRAFFIC COMPANY

LENTOYHTYDET
FLYGFÖRBINDELSERNA

1938-39
 2. 10. 38-31. 3. 39

AIRLINE DINNERWARE

by RICHARD W. LUCKIN

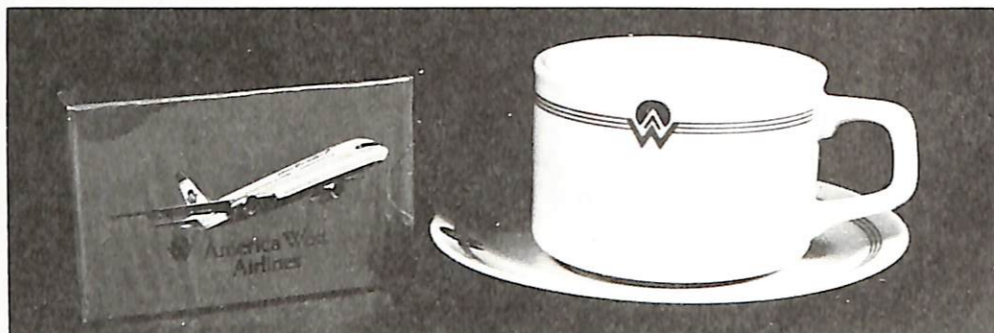
Sometimes, when I tell people at work I collect airline china, they look at me rather strangely. "You collect china? Airline china?" they'd ask.

After I assure them there is nothing wrong with a grown man collecting china, the next comment is, "I didn't know airlines still use china."

The reason is, most folks buy a super saver fare and sit in the wrong section of the plane to ever see any porcelain dinnerware.

"THERE IS NOTHING WRONG WITH A GROWN MAN COLLECTING CHINA."
Dick Luckin

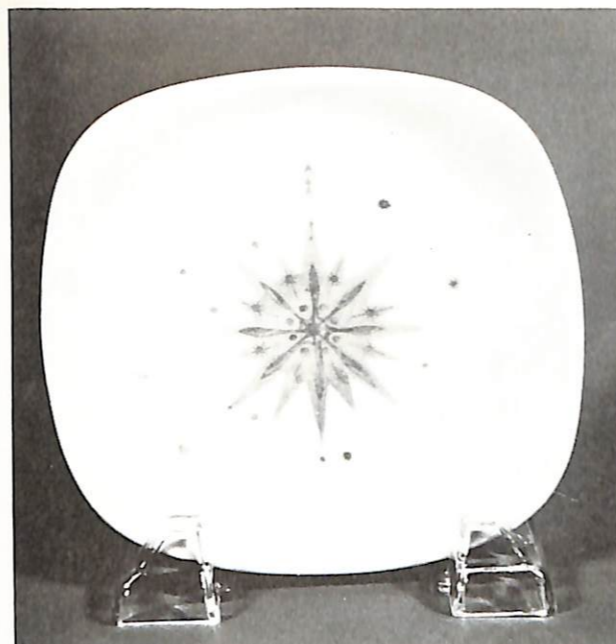
1. A fairly recent new china pattern comes from America West Airlines. A very attractive pattern, the design contains a logo composed of a dark mustard gold "W", a stylized "A" in a dark red and three pinstripes in blue.



2. The manufacturer of this China Airlines china is RECO of Japan. All of the decoration design appears to be an overglaze.



3. BOAC purchased a very unique pitcher, having a light blue body with the letters BOAC in white. The shield is also white, but is outlined in black. Note the unique handle. The inside of the vessel is white.



4. This sunburst pattern comes from UTA of France. Its design contains various shades of blue and gray. The backstamp is a UTA logo.

The closing section of this column features some promotional mugs. This type of ware, particularly the air cargo variety, is not usually used in flight. The majority of this type of ware is made by companies specializing in advertising items, not by regular china companies.

The five mugs shown here are by no means all which were ever offered.



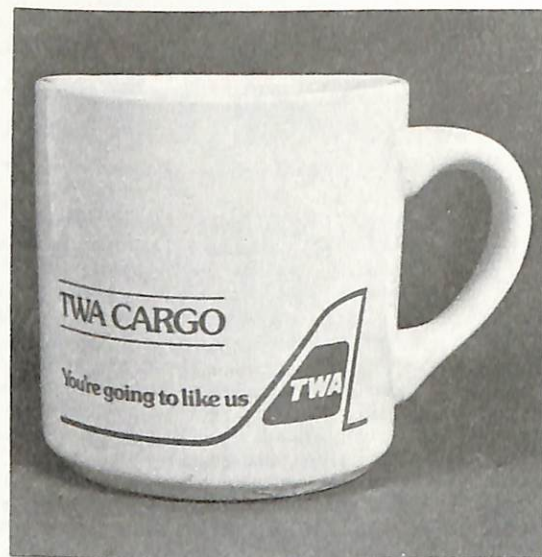
6. Eastern gave away this pedestal mug as an advertising tool.

7. Continental used a mug made of milk glass.



5. National Airlines used this plain china. It is in tan and features one brushed-gold pinstripe. The backstamp is a green decal, naming Jackson China Company as the manufacturer.





< 8. This TWA coffee mug has a white body with red decoration. The second coffee mug from TWA shown here ...

9. ... was offered > as a cargo & freight salesman give-away to induce people to ship TWA.



10. Multi-colored mug from > United for their promotional advertising.



What's on tap for next time?

Well, for starters, I'll show some airline china ashtrays. Red Carpet Room china will also be included, and yes, more international First Class china which most of us rarely ever see.

See ya then.

POST CARD CORNER

(Continued from p.17)

Next three cards by Thought Factory:

#3 Caribbean A.W. 747-123
LX-LCV gr/fr/co
#5 Wardair A310-304 C-FGWD
gr/fl/co
Air 2000 757-28A G-OOOB
il/fr/co

With special thanks to: Howard Grant, Stephen Chung, John Pinnow, Bill Stubkjaer, Bill Curry.

TRIVIA & NAME-THE-PLANE CONTEST WINNERS

Winners of the Trivia contest by the Airlines International DFW were Michael Adkins of Tucson, AZ in first place with 10 points and his brother John Adkins of Mesa, AZ, second with nine points. Each will receive one of his airline history books from George Cearley.

Winner of the Name-the-Plane contest by the Southern California Airline Enthusiasts was Scott Haase of Beavercreek, OH with 15 points out of 20. He received the Paul Goethe Memorial Trophy.

(Until Denver, the highest winning score at any of these contests had been 14 points.)

Just to show how difficult this test can get: a piston engine shown on the screen was that of a deHavilland Canada DHC-4 Caribou - only one person, Michael Rairden of Palo Alto, CA, got this one right.



pass winners

Each year several airlines make passes on their networks available as draw prizes at the annual closing banquet.

The lucky winners of these passes at AI '88 were:

ASPEN AIRWAYS:

Walter Schoendorf, Merrick, NY;
Robert DuBert, Rochester, NY;
Glen Rigby, Midvale, UT.

UNITED AIR LINES:

Frances Sedgman, Revesby,
New South Wales, Australia;

AMERICAN AIRLINES:

W.W. Kenner, St. Louis, MO;

AIR CANADA:

Robert C. Wilmoth,
Louisville, KY.

PRESERVATION

A GRAND PIECE OF NOSTALGIA WITH WINGS

Former astronaut Scott Carpenter calls it "a grand piece of nostalgia with wings."

He was only one of hundreds of people who came to the Kansas City Downtown Airport/MKC on the morning of 09 JUL 88 to witness the roll-out and dedication of "Star of America," the restored L-1049H Super Constellation of the Save-A-Connie, Inc.

Retired TWA Captain John Testrake, pilot of the TWA 727 hijacked and held in Lebanon in JUN 1985 by Shiite Muslims, also spoke at the dedication ceremony. Capt. Testrake has 8,000 hours on Connies.

The roll-out of N6937C followed 30,000 hours of volunteer labor during more than two years by dozens of former TWA employees and others.

In July and early August the aircraft was having cockpit instrumentation and engine controls installed, but she was expected to have flown again in mid-August, before this issue of the CAPTAIN'S LOG is published.

The aircraft may well become the nucleus of a complete airline museum at Kansas City/MKC in the years to come, writes WAHS member Terry Anderson of Independence, Missouri.

With what has been accomplished in so short a time with the Super Connie, those plans are "not wishful thinking anymore," he says.

Painted in original TWA colors but without the airline's titles (for legal reasons), "Star of America" will tour the U.S. air show circuit. It is hoped that eventually passengers can be carried, but that is still some time into the future.

The aircraft is a former freighter with Slick Airways and Airlift International (see the LOG, 13/1, APR 87).

During her operational life of about 20 years, she operated Military Air Transport Service contract flight to and within the Far East and on scheduled U.S. transcontinental civil cargo services.

The jets rendered her obsolete, even on cargo services



and by 1985 she resided at the desert boneyard at Mesa, Arizona, a relic of a glorious past. Globe Aircraft was her owner at that time.

At an auction of the Globe assets on 25 OCT 1985, the Super Connie was bought by Paul Pristo of Scottsdale, Arizona, for \$4,000. Pristo intended to sell her to Save-A-Connie, but ended up donating her to the group instead.

And now she is ready to fly again. Air shows at Cleveland, Ohio (03, 04, 05 SEP, perhaps at Lakefront Airport), Cincinnati, Ohio at the Lunken Airport on 17/18 SEP, and in the Miami area on either 22 or 29 OCT, are on the schedule. The aircraft will be on static display and probably do a fly-by at each of these shows as well, but she will not carry passengers yet this year. The cabin will not be finished with 70 passenger seats until this winter at MKC.

Harry Ward, in charge of air show scheduling, told Mr. Anderson the aircraft will not carry paying passengers. SAC is now drafting a policy which says only SAC members can fly. Minimum membership is \$10. It might be that air show visitors could buy a \$10 SAC mem-

(Top of page) Restored Super-H Connie N6937C, in TWA "Super-G" colors, during 09 JUL 88 roll-out ceremonies at MKC. (Below) "Star of America" during a quiet moment the following day. (Terry Anderson photos)



BOOKCASE



MODERN CIVIL AIRCRAFT: BOEING 757/767 (Vol. 6) and McDONNELL DOUGLAS DC-10 (Vol. 7)

by Philip Birtles (757/767) & Alan J. Wright (DC-10) (1987)

Two new titles in a series which every airline enthusiast and airline model builder should have.

Both titles follow the development and design of their respective types from the beginning. Each 80-page title contains nearly 100 photos and several detail drawings

Photos (all in B&W, except the covers) show the aircraft in the liveries of most operators, as well as views of the production lines. Detail drawings show technical aspects, ranging from wing flap operations to cabin seating arrangements and ground turn-around procedures.

Measurements, performance figures and order books are given in a tabulated format.

The DC-10 book has 23 pages with capsules about the individual operators. It even does not shun controversy, as witnessed by an entire chapter, "Unwelcome events", which details the incidents and disasters involving the aircraft. Photos include views of the wreckage of the Paris (Turk Hava Yollari), Chicago (American) and Mt. Erebus (Air New Zealand) crashes. The book also deals with the MD-11 and it has a chapter on the KC-10 military tanker/transport version.

PUBLISHER: Ian Allan, Shepperton, Surrey, England, 1987, softcover, 80 pages.

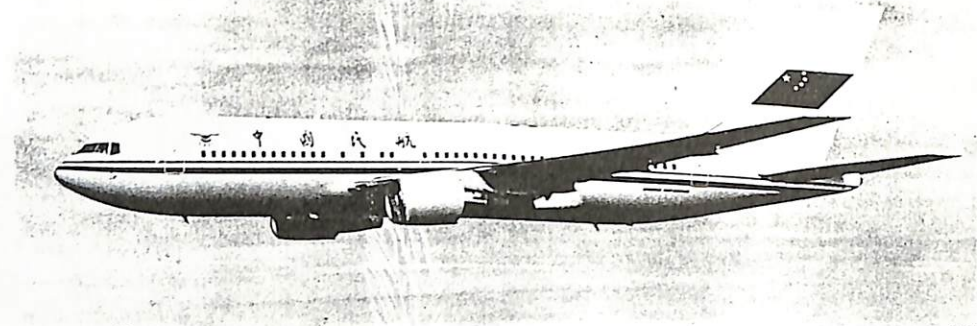
Previous titles in this series include the Vickers VC-10 (#1), Concorde (#2), Airbus (#3), 747 (#5) and BAC One-eleven (#5).

BOEING 707 & AWACS

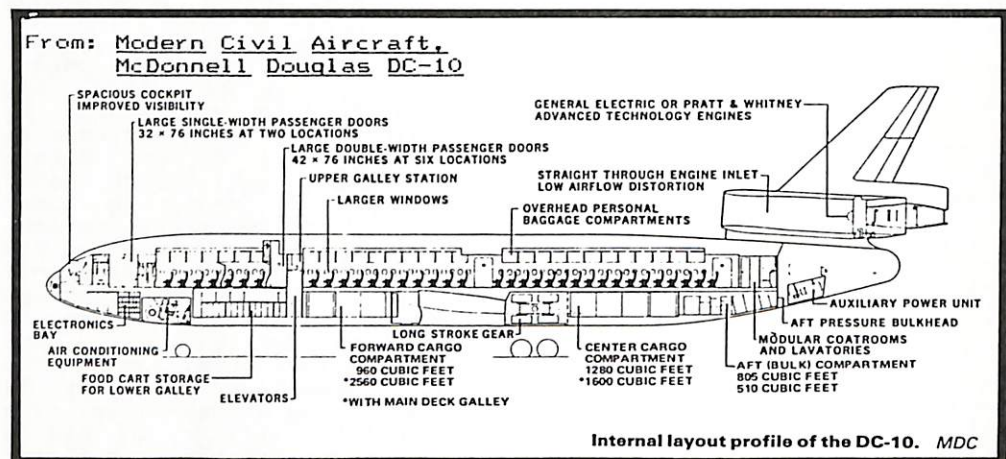
by Alwyn T. Lloyd (1987)

This is another in the Detail & Scale series so well known to modellers of military aircraft. BUT, this title, #23, is about an airliner!

Author Lloyd is a service engineer for the Boeing Commercial Airplane Company in Seattle and has been closely connected with various 707



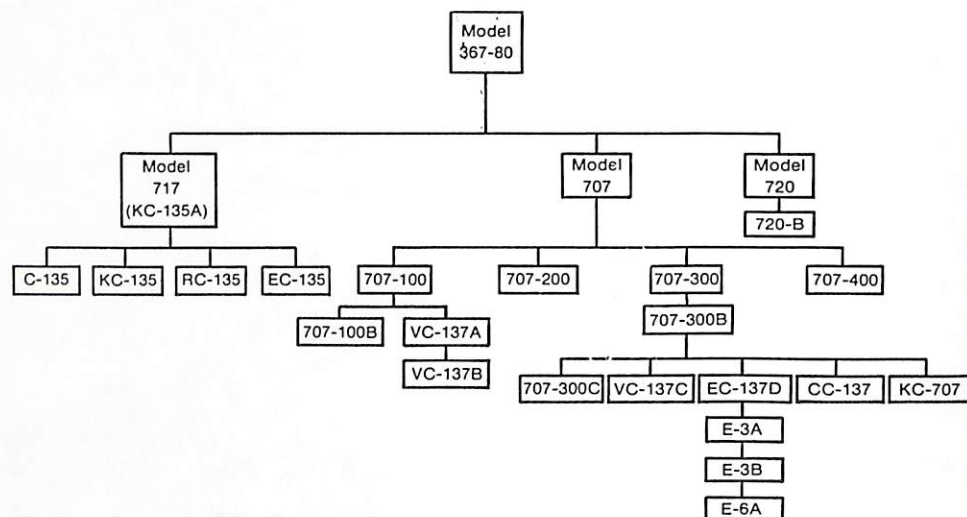
One of six CAAC 767-22ER (From Modern Civil Aircraft #6, BOEING 757/767)



All reviews by JOOP GERRITSMAN

707 FAMILY TREE

The derivations for the various -135 and Model 707 airplanes may be seen in the following chart:



From: Boeing 707 & AWACS

The main text of this book is in Swedish, but there is an English summary and the captions of the numerous photos and drawings are in both Swedish and English. The complete production list with details of each aircraft is in English.

An interesting book for the airline history purist who likes to study more than just mainstream airliners.

PUBLISHER: Aviatic Forlag, softcover, price approx. US\$10.

BIG JETS

by Norman Pealing (1987)

The 122 large color photos in this book will appeal to just about every photo and slide collector, as well as to model builders. They show all of today's large jet airliners in the liveries of most of the major and many of the smaller operators, from Pan Am to the new Emirates Airlines.

Photos of the 747, 757 and 767, Airbus, TriStar, DC-10 and AN-124 (nine pages of this aircraft alone!) show them on the ground and in the air.

Modelers will appreciate the detail photos, including flight decks.

The only negative aspect I could find with this title is that many photos are printed over two pages, thus cutting them in half. But that is a strictly personal opinion. I know collectors to whom it doesn't matter.

PUBLISHER: Osprey Publishing, London, England, softcover, price approx. US\$10.

TWA

by George Cearley (1988)

This is the eighth of the series of airline history books by ever so prolific author and historian George W. Cearley Jr. (the 10th if you count revisions of two earlier titles).

Like its predecessors, this is one terrific book. Packed full of photos of aircraft, schedule covers, as well as diagrams, route maps and all the rest which makes the Cearley books such good reference works and all-around good buys for the airline enthusiast.

Trans Continental & Western Air was formed on 16 JUL 30 by a merger of Western Air Express and Transcontinental Air Transport, forced by then-



Boeing 307 Stratoliner was first pressurized airliner in scheduled service (From TWA)

postmaster Water F. Brown.

Mr. Cearley details the fleets and operations of the airline, as well as its crucial involvement in the development of the DC-2, Boeing 307 and Lockheed Constellation before WW2.

After the war, Transcontinental and Western Air became Trans World Airline (the S in Airlines was added in 1950) and the book guides the reader with a wealth of photographs and brief but comprehensive text through post-war route and fleet expansion from the Constellation, DC-4 and Martin 4-0-4, to the Boeing 747 and 767, the TriStar and MD-82 of today.

The book's final photograph is that of a former Ozark DC-9-32 in full TWA colors at Lambert Field, St. Louis in APR 87.

PUBLISHER: George W. Cearley Jr., P.O. Box 12312, Dallas, TX 75225, softcover, 136 pages, hundreds of photographs, price U.S. \$17, \$24 outside the USA.

JP AIRLINE FLEETS International, 1988/89 edition

by U. Klee (1988)

If your main interest is in airline fleets and airliner registrations, this annual book is your aviation "bible" without which you cannot get by.

This 22nd annual edition presents the complete fleet lists of more than 3,600 large and small airlines of the world. In the 492 pages of this book one can find the complete fleets (correct through FEB 88) of American Airlines (4.5 pages) and Delta

Airlines (four pages) as well as that of Valus Andersen Flug of Iceland with a single Piper Navajo.

There are 20 pages of full-color airliner photos (three per page) in the centre, and the covers feature more color photos.

Alphabetical indexes by airline, by international civil aircraft markings and by country complete make it easy to find your way around in this invaluable handbook.

PUBLISHER: Bucher Publications, Kanalstr 17, CH-8152 Glattbrugg, Switzerland, softcover, 492 pages, price approx. U.S.\$40.

Available from every aviation bookseller and from Bucher Publications, J.F.K. Int'l Airport, P.O. Box 30053, Jamaica, NY 11430-0053, USA.

AIRBUS, The European Triumph

by Bill Gunston

An extensive history of how the French aircraft industry, substantially destroyed during WW2, rebuilt itself in the past 40 years and is now capable of challenging world-leader Boeing in the building and selling of major airliners.

Mr. Gunston, a prolific British aviation writer as well as a consultant to Airbus, uses much of his inside knowledge to describe the Airbus A300, A310 and A320, as well as the design projects which led to these three types.

However, his assertions that Airbus International is truly an international company might sound hollow to industry observers in Britain, West Germany, Holland and Spain.

programs. He is also editor of Boeing Airliner magazine, a technical journal for Boeing customers. A unique position to write about the 707.

The many B&W photos of the 707s/720s are the main reasons to buy this book. They show the aircraft in the liveries of many of their operators and also show interior and exterior close-up detail photos. There are also a large number of detail drawings.

The text is brief and gives only a synopsis history of the 707 from the 367-80 to the 720. There are several tables and three-view drawings showing the exterior differences between versions of the 707.

The author also details the military C-18, VC-137, foreign military 707s and the E-3 Sentry AWACS, all of which are based on the 707. However, the USAF's KC-135 tanker is not included because this is not a Model 707, but a 717 instead. It has a narrower fuselage cross-section and "Modelers cannot take a 707 model, fill in the windows, and end up with a KC-135!" the author says.

The final four pages contain kit reviews and a listing of available 707 decals.

PUBLISHER: AERO, a division of TAB Books Inc., Blue Ridge Summit, PA., softcover, 74 pages, 70+ photos (incl. 34 in color).

WALKING ON AIR

by Ted Beaudoin (1986),
UNCHARTERED SKIES
by Walter Henry and The Canadian Bush Pilot Book Project (1987).

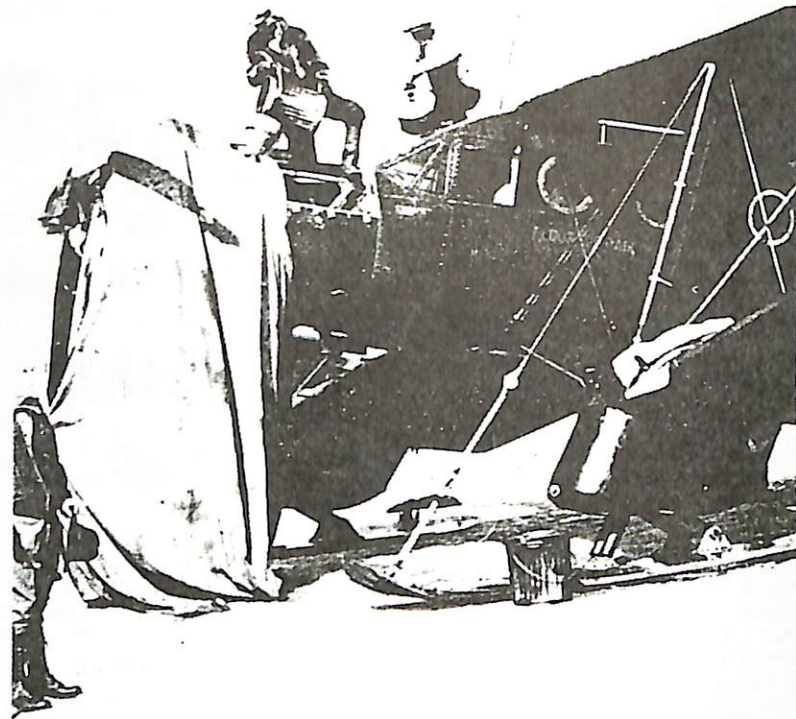
Two books about the Canadian bush aviation scene of the 1920s and 1930s.

Walking on Air tells the story of Sheldon Luck, an early Canadian bush pilot, the first Chief Pilot for Canadian Pacific Airlines and a member of Canada's Aviation Hall of Fame.

"Sheldon went through a number of incidents and accidents in his long and colorful career," the author says on p. 2 of Chapter 1. And from that point on, Walking on Air is a long string of anecdotes about supply flights, real and near emergency landings, mercy flights and the like, out of places like Edmonton, Fort St. James and other locations in Western and Northern Canada.

Great reading for anyone

Another cold-morning start! Hot oil being poured into engine of Stan McMillan's Bellanca.



From: Uncharted Skies

with an interest in early bush flying, but I cannot help but believe that the author, an acclaimed newspaper journalist, has used his experience in colorful and dramatic newspaper writing to relate these true events to more effect.

The way the incidents are strung together left this reviewer slightly bewildered as to the chronological sequence of events, even though the book progresses from the early 1930s to JAN 84, when Luck "chose to not renew his private pilot's licence - 54 years and one month from the day of his first solo."

PUBLISHER: Paramount House Publishing Ltd., P.O. Box 613, Vernon, B.C. V1T 6M6, Canada, softcover, 304 pages, no photos.

Uncharted skies deals with the same subject matter: Canada's bush flying in the west and north between the World Wars. But it does so in an entirely different fashion. The book is the result of more than 10 years of work by several people who interviewed former bush pilots to preserve their stories while they were still alive to tell them.

These pilots include people such as Stan McMillan of Dominion Explorers; Herbert Hollick-Kenyon of Western Canada Airways; the legendary C.H. "Punch" Dickins who was

also known as "Canada's Sky Explorer"; the just as well-known W.R. "Wop" May who found and directed the Royal Canadian Mounted Police to, the cabin where Albert "The Mad Trapper of Rat River" Johnson was hiding after he had murdered an RCMP officer; Sam McKnight, "Westy" Westergaard of WCA; Gil McLaren and many others. Their pioneering laid the foundations for today's Canadian air transport industry.

In down-to-earth language they tell how it was to fly the Fokkers, Bellancas, Fairchilds and Stinsons across Canada's uncharted skies between the two world wars.

I enjoyed reading this book.

PUBLISHER: Reidmore Books, hardcover, 192 pages, 55+ photos.

SAAB SCANDIA - The Story of an Airliner
by Anders Annerfalk (1987)

This book of nearly 80 pages covers the design, production and service life of the SAAB Scandia, a 24-32-passenger airliner from Sweden. Only 17 of this 1946 design were built for SAS of Sweden and Real/VASP of Brazil. The Scandia was the only Swedish airliner until the popular SAAB SF-340.

Aircraft builders in those countries have contributed substantially to the development of the Airbus types and are building major components for them, but it are the French who dominate the design and production.

Politics aside, this is a book worth having for anyone interested in learning how it is possible to carve out a niche against giants like Boeing and McDonnell Douglas.

PUBLISHER: Osprey Publishing, London, England, hardcover, price appr. US\$20.

NORTHWEST ORIENT
by Bill Yenne (1986)

This book covers much the same ground as FLIGHT TO THE TOP, reviewed in LOG 14/2. Both tell the history of Northwest Orient and Northwest Airlines from 1927 to today.

But whereas Flight to the Top was officially approved by and published for Northwest Airlines, Mr. Yenne's book is a commercial publication.

As a result, there are significant differences between the two books. The text in NORTHWEST ORIENT concentrates on the development of the network and the fleet and it goes into much less detail of the corporate structure and workings behind the scenes.

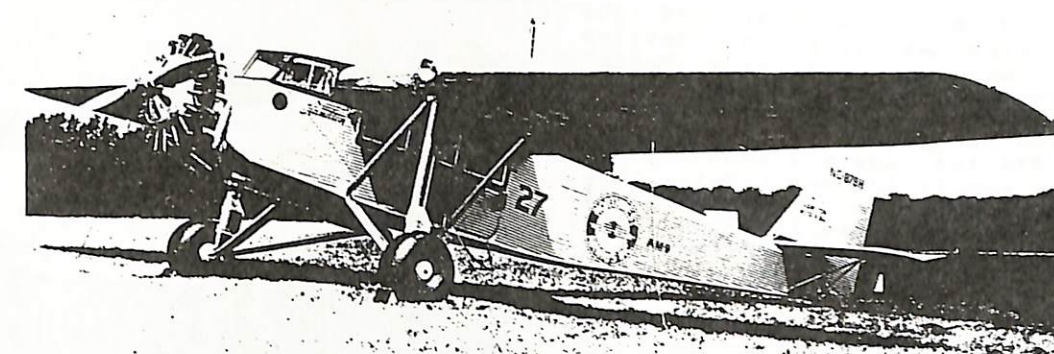
Airline enthusiasts, however, will appreciate the larger photographs in Mr. Yenne's book and the more extensive use of color illustrations for aircraft photos, reproductions of brochures, time table covers and so on. I must say, however, that use of larger photos has resulted in many of these being hacked in half to spread over two pages.

This book was printed in Hong Kong and the printer has done a superb job.

PUBLISHER: Bison Books, 176 Old Brompton Road, London SW5, England, large-format hardcover, 112 pages, 110 photos, many route maps, time table cover reproductions and other illustrations.

FLYING THE ROYAL MAIL
by Samuel Brimson (1984, '86)

"The history of Australia's airline industry is an illustrious one," Samuel Brimson writes in his introduction to this, the story of Australia's airlines from the pioneer days just after World War 1 to the



Hamilton Metalplane of Northwest Airways and early route map (Both from NORTHWEST ORIENT)

present day.

The first barnstormers, joy riders and aerial taxis came to "down under" in 1919, with the return of Australian airmen from the European front.

The Charles (later Sir Charles) Kingsford Smith was one of them. Others included Charles Ulm, Norman Brearley (founder of Western Australian Airways), controversial Jimmy Larkin and the founders of Qantas: Hudson Fysh and Paul McInnes.

From a series of rag-tag operations, these and other pioneers had by 1939 fashioned airlines which were every bit as well-organized and well-equipped as their U.S. and European counterparts. Their fleets, although much smaller than those of the major U.S. and European airlines, were just as modern, with DC-2s, DC-3s, L-10s, L-14s and four-engined Short S.23 Empire flying boats. The latter connected at Singapore with the Imperial Airways air mail service to and from Europe.

In World War 2 Qantas, Australian National Airways and other carriers operated military services for the government.

Rebuilding and re-equipment after WW2 was fast, but the

NORTHWEST AIRLINES 1932

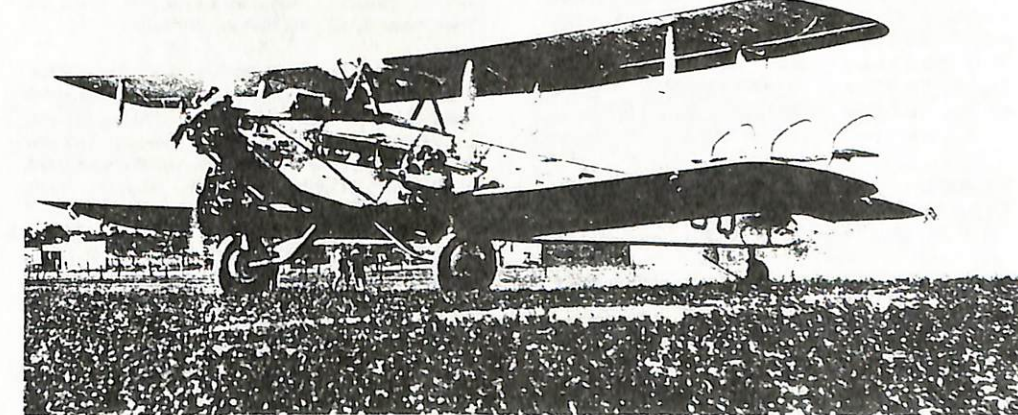


1950s was a decade "in which TAA (the state-owned airline) could not put a foot wrong and ANA (a private corporation) could not put a foot right," author Bramson says.

Competition got so fierce, in 1957 ANA was ready to collapse and offered itself to the government, which did not want it. Ansett came to the rescue and took over ANA.

However, this struggle resulted in the government's infamous "Two Airlines Policy"

DH-66 at Perth in 1929 (From FLYING THE ROYAL MAIL)



This dictated that TAA and Ansett-ANA were to develop alongside each other, operating the same routes with the identical types of aircraft. TAA was forced to sub-charter half its modern Viscount fleet to Ansett-ANA and had to take back half the latter's DC-6B fleet. When TAA in 1959 chose to re-equip with the Caravelle but more-conservative Ansett-ANA selected the Electra, the government decreed both were to buy the Electra.

These identical route and identical fleet requirements were abolished in the late 70s and "for the first time some form of competition appeared on the scene."

TAA chose an Airbus/727/DC-9 fleet and Ansett ANA went for a Boeing 737/767 combination.

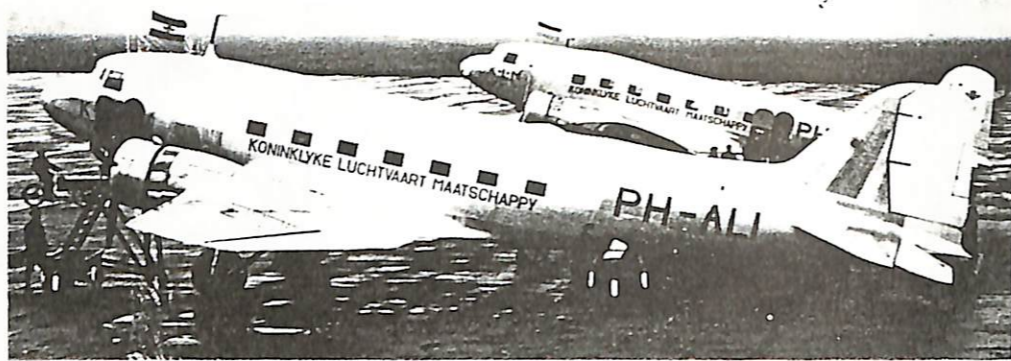
Qantas, meanwhile, had been insulated from the domestic squabble because it was operating exclusively international and intercontinental routes (with some New Guinea services thrown in). Starting in 1945 with Lancastians (converted Lancaster bombers) it went from the DC-4, Constellation and Super Constellation to the Boeing 707, 747, 747SP and 767 of today. The 1950s and 1960s also saw the emergence of a number of independent airlines such as Butler Air Transport, Connellan Airways, Airlines of South Australia and others. But one by one these, and the remaining pre-WW2 independents such as McRobertson-Miller and East-West Airlines, have now been taken over by the Ansett-ANA group.

This is a fantastic book about a subject many airline enthusiasts in North America and Europe know little about. There are many fabulous aircraft photos in this book, both in B&W and in color, but sadly, some of the best have been hacked into two to fit over two pages.

PUBLISHER: Dreamweaver Books, GPO Box 1546, Sydney, NSW 2001, Australia, nearly 300 photos, of which 18 in full color, several route maps, price approx. U.S.\$33.

WINGED SHELL: Oil Company Aviators 1927-87
by Hugh Scanlan (1987)

This is an aviation book with a difference. The author tells how Royal Dutch Shell oil company became world leaders in the supply of aviation fuels. The company contributed



1936: first DC-3 on the Dutch register, PH-ALI c/n 1590 (From DAKOTA)

substantially to the development of Europe's trunk air routes to East Asia (KLM, Imperial Airways, Air France) and Africa (Imperial Airways, Air France) and much of this is told.

However, it is the way in which the story is told, which is unique: it concentrates on telling the story as seen through the eyes of the pilots who flew for Shell and the airlines in many parts of the world. The descriptions of flying in Africa, Ecuador, Borneo, Venezuela and other places are as interesting as they come.

The book also contains a listing of all Shell corporate aircraft (which included many airline aircraft) between 1927 and 1987.

Even military aviation enthusiasts find something for them in this book. Shell was a major supplier of fuel to the outposts of the Royal Air Force around the world, during the days Britain still had an empire. That story is also told.

PUBLISHER: Alison Hodge, England. Price approx. US\$22.

DAKOTA - DC-3/C-47's onder Nederlandse vlag
by Theo Wesselink, Thijs Postma and others (1985)

To enjoy this book to the fullest, one must understand the Dutch language. But even without that, the 360 large photos and easily-understood tables with dates make it worth having.

As the subtitle says, this book lists all 163 DC-3/C-47s operated under Dutch civil and military colors and it illustrates a good many of them.

On 14 AUG 36 KLM Royal Dutch Airlines, already a major DC-2 operator, ordered

eight DC-3s from Douglas. The first one of these, PH-ALI, arrived in Holland the following October.

KLM DC-3 operations pre- and post-WW2 are detailed in separate chapters, as is the wartime destruction of the fleet in MAY 40, during the German invasion of the country.

The six independent Dutch airlines which operated DC-3s and KLM's pre- and post-WW2 East Indies operations, service in New Guinea and in the West Indies also get a chapter each. So does the operation of one DC-3 by the Royal Flight of the Department of Transport.

There are even two fine photos of ex-Moormanair DC-3 PH-MAG with the titles "Dakota Airlines" for use in the production of a movie.

Military operators include the Royal Dutch Navy and Air Force, the WW2 Dutch squadrons in the Royal Air Force and the Royal Australian Air Force.

One chapter deals with the pre-WW2 DC-3s sold in Europe by Anthony Fokker.

Each chapter includes a table with registrations, operators and pertinent dates for each of the aircraft discussed in that chapter. These tables are easy to understand, even for those who do not speak Dutch.

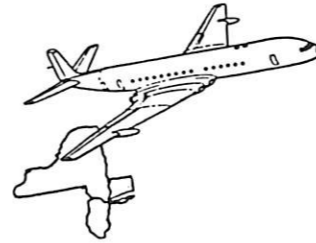
PUBLISHER: De Alk, Publishers, Alkmaar, Holland, large-format hardcover, 136 pages, printed on heavy, glossy paper, 360 photos, incl. three in color, eight full-color gouaches by Thijs Postma.



MEETINGS & CONVENTIONS

We have been notified of the following mini-conventions and other meetings for the airline enthusiast:

TRI-STATE AIRLINE HISTORICAL SOCIETY



10 SEP 88 (Saturday)

AIRLINERS NORTHEAST MINI-CONVENTION.

Vista International Hotel, Newark Airport, 1170 Spring St., ELIZABETH, NJ 07201.

9:30 a.m. to 5:30 p.m. Displays; trading; slide shows. Admission \$3 adults, free for childr. under 12. Display tables \$15 (includes 2 adult admissions).

Sponsored by Tri-State Air-line Historical Society.

For info write Shea Oakley, 58 Wildwood Rd., RIDGEWOOD, NJ 07450 or call 210-447-1292

17 SEP 88 (Saturday)

2nd INT'L AIRLINER CONVENTION COLOGNE-BONN AIRPORT,

Departure C, 9 a.m. - 5 p.m. Safety cards, slides, prints, books, stickers, postcards.

Admission DM 3, table DM 10 For info: write to Jorg Helkenberg, P.O. Box 4104, 5014 KERPEN, W. Germany



01 OCT 88 (Saturday)

2ND ANNUAL SWAP & SALE FOR AVIATION ENTHUSIASTS.

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) 244-4490 after 6 p.m., or write: 15 Adele Ave., DOWNSVIEW, Ontario, Canada M3L 1J2



BAY AREA AIRLINE HISTORICAL SOCIETY

08 OCT 88 (Saturday)

AIRLINE COLLECTABLES SHOW & SALE

Sheraton Airport Hotel, 1177 Airport Blvd, BURLINGAME, CA 94010. Rm rate \$49, call

(415) 342-9200. Admission \$3, child under 12 free when with parent.

Sponsored by Bay Area Airline Historical Society. For info: Thomas Draggas, (414)574-8111



15 OCT 88 (Saturday)

MEMORABILIA SHOW

Ramada Hotel, Miami Int'l Airport (East side), 3941 N.W. 22nd St., MIAMI, FL 33142, Ph. (305) 871-1700

Airport ramp tours, model contests, photo & slide contests, trading, buying, selling. Admission \$2.50,

child under 12 free when with adult. Display tables \$20.

Sponsored by South Florida Airline Historical Ass'n

For info, call Don or Linda Levine at (305) 935-1791 or 935-2922. Model contest co-ord. Dave Jones, 963-1043

29 OCT 88 (Saturday)
AIRLINER EXPO ATLANTA 88
Sheraton Airport Hotel, 1325 Virginia Ave., ATLANTA, Georgia, USA. Admission \$3-adult, \$1 child 6-12, free child under 6.

Special convention room rate \$50 single, \$55 double. Call hotel 1-800-325-3535 (toll free) and request Airliner Expo rate. Regular rate will be quoted but convention rate will be given on check-in.

Model contest, trading, buying, selling; slide shows; displays; contests; door prizes all day. 9:30 a.m. - 5:30 p.m.

For info write: Bryant Pettit, 3756 Windsor Circle, CLARKSTON, GA, USA 30021, or call Bryant at (404) 292-6969 (days) or John Joiner at (404) 487-3732 (nights). >

Meetings & Conventions is a free listing service for anyone 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.

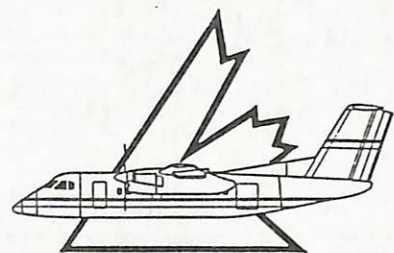
MEETINGS & CONVENTIONS
(Continued from previous page)



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.
For info, write: OAES, Box 72, MISSISSAUGA, Ontario, Canada L4T 3B5, or phone Brian Dunn, (416) 793-0941.

AIRLINES *International* - D/FW

08 APR 89 (Saturday)
2nd ANNUAL MINI-CONVENTION
Holiday Inn DFW-South, IRVING, TX, 9:30 a.m. - 4:30 p.m.
Sponsored by Airlines International - DFW



20 JUL - 23 JUL 89
All day each day.
AIRLINERS INTERNATIONAL '89
Skyline Hotel, Toronto, Ontario, Canada
Hosted by Ontario Aviation Enthusiasts Society (OAES), Box 72, MISSISSAUGA, Ont., Canada, L4T 3B5.

The largest gathering of airline memorabilia collectors, traders and enthusiasts anywhere. Participants come from all over the world to take part in this annual event. More info will be published in the CAPTAIN'S LOG as it becomes available.

21 JUN - 23 JUN 90
All day each day.
AIRLINERS INTERNATIONAL '90
in SEATTLE, Washington.
Hotel to be announced

READERS SAY:

The CAPTAIN'S LOG welcomes letters from readers, concerning articles published in the LOG and on other matters related to airline memorabilia. Letters of general interest will be published on a space-available basis.

LOG 14/2, JUNE 88
A DC-2 IS REBORN (p.43)

The DC-2 rebuilt by the Douglas Historical Foundation, N1934D, subject of our PRESERVATION article, was built at Santa Monica, not at Long Beach, writes Ed Young of Burbank, CA.

"It was a Santa Monica product long before Long Beach was even thought of," says Mr. Young. He was a full-time employee at the Santa Monica engineering department when the Long Beach plant was built.

Now a member of the McDonnell Douglas West Retirees Association, he helped raise money to refurbish this DC-2 at Long Beach.

Mr. Young continues, "For your information, as a slight technicality, TWA paid to put their name on the DC-2 when it was parked for a year or two at Santa Monica, not the museum.

"Point of interest though, as I recall, they only painted the side that passers by would see. How's that for making your advertising dollars go a long way?" Mr. Young writes.

Also, says Mr. Young, the DC-2 was repainted in 1934 Delta Airlines colors on 28 JUN 88 as McDonnell Douglas sent the aircraft to Delta on an MD-11 sales campaign.

Thanks, Ed, for the info. It is much appreciated.

LOG 14/2, JUNE 88
DDA (p.38)

DC-2 c/n 1288, acquired by the Dutch Dakota Association to be repainted as PH-AJU, the famous "Uiver" of KLM, had the civil registration NC-13738 while with Eastern Air Lines, writes Thomas G. Foxworth of Woodbridge, VA.

(The U.S. registration was by mistake left out of the aircraft's biography on p. 41 of LOG 14/2 - JG)

The aircraft had Eastern fleet number 328, Mr. Foxworth writes.

Mr. Foxworth is a senior captain with United Air Lines. He was previously with PanAm for 21 years and transferred to UA with the Pacific route sale in 1986. His father was a captain with Eastern and Mr. Foxworth (the son) now has his father's old logbooks. They show Mr. Foxworth Sr. first flew on NC-13738 on 27 JUL 35 between Washington and Newark. His last flight in this aircraft took place on 04 SEP 40 on an instrument check conducted at La Guardia, New York. His last DC-2 flight was on 31 OCT 40, "by which time the DC-2s were rapidly disappearing, being replaced exclusively by DC-3s," Mr. Foxworth Jr. writes. "The pilots flew both."

Thanks very much for this additional information.

LOG 14/2, JUNE 88
ALASKA AIRLINES RESTORES A DC-3 (P.45)

Kent Kistler, now the retired director of operations of the Museum of Flight at Seattle, Wash., sent some additional information about the museum's two DC-3s.

"To the best of my knowledge, Corona Airlines was an airline in name only," he writes. "Name used for business purposes only although I do believe that they did some charter work."

(Corona was the last owner DC-3 N138D before it was purchased by the museum in JUL 87.)

However, the "logbooks and paperwork on N138D and N15748 (the museum's other DC-3, now being restored for static display) are very incomplete," Mr. Kistler writes. In the case of N15748 they are missing, "as is her c/n plate. N138DD was hung in the Great Gallery (of the museum) before I had a chance to examine her c/n plate.

"The aircraft will be exchanged sometime later this year and I'll try and get more information for you."

We hope you'll get that opportunity to check N138D, Kent. We'd like to hear the results.



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

by

Paul F. Collins

The 1988 Airlines International convention is now history--what a show! Almost 200 tables full of airline memorabilia to pick over! Every year the convention gets bigger and better than the previous year. I don't know how the guys and gals in Toronto will top what the Denver group did, but I got a feeling that somehow they will! And speaking of the Denver group, they did a fantastic job considering the fact that they were operating in a hotel that was under reconstruction. Great job DENVER!

At the business meeting for selecting the 1990 convention, Seattle was selected from the sites presented. This will be our first trip with the convention to the Great Northwest and I am sure everyone will be looking forward to visiting that area of the country. The Toronto committee was on hand to firm up information on the 1989 affair and what they have to offer is super. Remember that the U.S. dollar buys a lot more in Canada. I believe that we will really have a great time north of the border.

The Society business meeting was held following the convention meeting. The usual question was asked, was the membership satisfied with the way the Society was being operated and if the membership desired to have elected officials and a constitution. As usual, those present stated they were well satisfied with the way the Society was being operated and that they had no desire to have officers and a constitution.

There was some discussion about whether or not I have made money operating the World Airline Historical Society. I assured those present that if I had made any money operating the Society that they could rest assured that any profit made, went back into the operation of the Society. I don't know who the person was that made the statement that I was making money running the Society, but if he would every like to talk to me about it, I would be happy to do so. Until that time, I will tell you all that I have not made any personal monetary

gain operating the Society, and with that statement, I'll let it rest.

With the mailing of this issue of the LOG, many of you will be receiving renewal notices. Please note that those having membership number lines that end with 14/3, your renewal is due before the next issue is mailed. Those with membership lines ending with 14/4, your renewal is due after you receive the next issue of the LOG. If you do not receive a renewal notice, the time for you to renew is sometime in the future and you will receive a notice when it is time for you to renew.

With this mailing you will be receiving your second membership roster update. I hope that all of you have started some type of folder to keep your updates in order. We have gained a number of new members since the last issue of the LOG was mailed and a number of "late renewers" are also listed. Along with the new members and those that have renewed, listed also will be those that have their entry updated for some reason and those that have had a change of address.

The editors have put together a good issue this time around. Especially of interest is Tom Kalina's story on his trip to China. Tom has provided a number of pictures to illustrate his trip and Joop has done a super job in laying the material out. All the other articles appearing in this issue should help to make it one of the better issues of the CAPTAIN'S LOG that we have published.

We still have a number of members that are moving and not giving Society headquarters a change of address. In just about every issue of the LOG I have requested that you send in a change of address when you move. The only one that can correct this problem is you--the member. Please, if and when you move please send in the information to Society HQ.

The LOG Editor has plans to get out all four issues of the LOG before the end of the year. I think he is going to make it. This will certainly get the LOG back on a yearly schedule, like it should be. Joop is doing a super job as Editor and we should all appreciate the work that he is doing.

That should about cover all that I have to say this issue. It's not too early for you to start making you plans to attend the convention in Canada next year. Until next issue--happy collecting!



FOR THE GOOD OF THE SOCIETY

In the last two issues of the CAPTAIN'S LOG we have run an advertisement for FLY FILMS. Several Society members have sent checks to this company and have not received the merchandise ordered. At this time, and until we can get a response from FLY FILMS, we urge you NOT to purchase material from this advertiser. If and when we are able to contact FLY FILMS, we will advise in the next issue of the LOG. Please, DO NOT purchase material from this company.

John A. Giambone, 1808 Lucks Drive, Reynoldsburg, OH 43068 is looking for people that would be interested in getting together to form a L-1011 TriStar Society. John states that since there were only 250 of these beautiful aircraft built, there future is limited in this fast changing aviation industry. Now is the time to start preserving all the memorabilia that can be gathered. If your interested in participating in this group, please write with your ideas on how we should organize and eventually, possibly print a quaterly magazine/journal, on L-1011 happenings. All letters of inquiry will be answered. Thank you.

SEATTLE IN 1990--BY TRAIN!!!

Paul Collins and his wife Pat, after riding a steam train in Colorado following the 1988 convention, came up with the idea of taking the train to the 1990 affair in Seattle. The idea would be to take the train from Chicago to Seattle and then those that did, could return home via their favorite (or cheapest) airline. This will take some considerable planning and co-ordinating to accomplish, but Paul thinks it can be done. While no dates or costs have been established, Paul would like to hear from those who plan on going to the Seattle convention in 1990 and would like to take part of the trip via train. This will be a two day trip, but we sure could have a ton of fun. Please write if you would be interested in this trip. Write Paul Collins, 3381 Apple Tree, Erlanger, KY 41018 or call me at 606-342-9039.

VOLUNTEER COMMITTEE?

Member Roger Braatz has brought up something that may be a worry to a number of members of our organization and really is something that we should address. He presented the problem of what does a family do with the collection of another family member when that member passes on or becomes to ill to continue to take care of said collection. I think we all know of situations where a fellow collector has died and the family is immediately inundated with telephone calls and letters from people wanting to know what will become of Joe Blows collection. Roger suggests that we, the World Airline Historical Society, set up a committee that the bereaved family could contact and receive advise and assistance from, especilly if their interest is in disposing of the collection of Joe Blow. This plan/idea has considerable merit and is something that we all need to think about. If you have any comments or suggestions with regards to such a committee being formed, please contact Society HQ at 3381 Apple Tree, Erlanger, KY 41018 and we will move forward on this as your letters dictate. Thank you.

Roger also brought up the problem that some members of the Society have in attending the national convention during the summer months. Back in, I believe, 1979, at

the convention in Dallas, those present at the business meeting voted on three things that those hosting a convention would have to abide by when having a convention: (1) the convention name would always be AIRLINERS INTERNATIONAL (and the year), (2) the annual business meeting of the convention would be held on the FRIDAY EVENING of the convnetion week-end, and (3) that the convention would always be held between the 15th of June and the 15th of August. To change any of these three "rules" there would have to be a motion made at the next convention and a vote taken. This vote would be by those in attendance at the convention when the motion is made, and not a vote of all Society members. So, if anyone wishes to have the dates during which the convention can be held changed, they must be present at the convention business meeting and make a motion that a change be made. The motion can be carried by a majority of those present at the business meeting. If there is any additional explanation needed on this, please contact Paul Collins and he will be happy to answer your questions.

PUBLICATION DISCOUNT RATES

Several issues ago I stated that I would do some research into the possibility of reducing the cost of renewing your subscription if you did so in multiple years, such as for three years at a time or more. After thinking about the time and effort it would take, I have come to the conclusion that to do so would not be all that beneficial to the Society. Also some talk was made about having lifetime memberships in the Society. A number of years back a lifetime membership was offered and six members of the Society took advantage of it at that time. These memberships were offered under extenuating circumstances and hopefully they will never rise again. Again, I see no advantage to the Society to offer lifetime memberships.

A number of members, over the years, have sent in renewal checks that covered anywhere from two to five years. I have no problem with any member that sends in a renewal check for more than one year, at the current renewal rate. Should the rate go up during this renewal period, I have never made it a practice to go back and tell Joe Blow that he owes an additional \$1 because the rate went up.

Your continued support of the Society is greatly appreciated--regardless of how you make your renewal!

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

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