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CAPTAIN'S LOG

Airline and Airliner quarterly



Delta Air Lines Douglas DC-8-11 at the International Arrivals Building, New York International Airport at Idlewild. On September 18, 1959, Delta became the first operator of the Douglas DC-8. George Cearley surveys the early history and development of the DC-8 Series 10 through 50 in this issue of the Captain's Log. (Delta Archives Photo via Jackie Pate, Betty Moore, and Paulette O'Donnell.)



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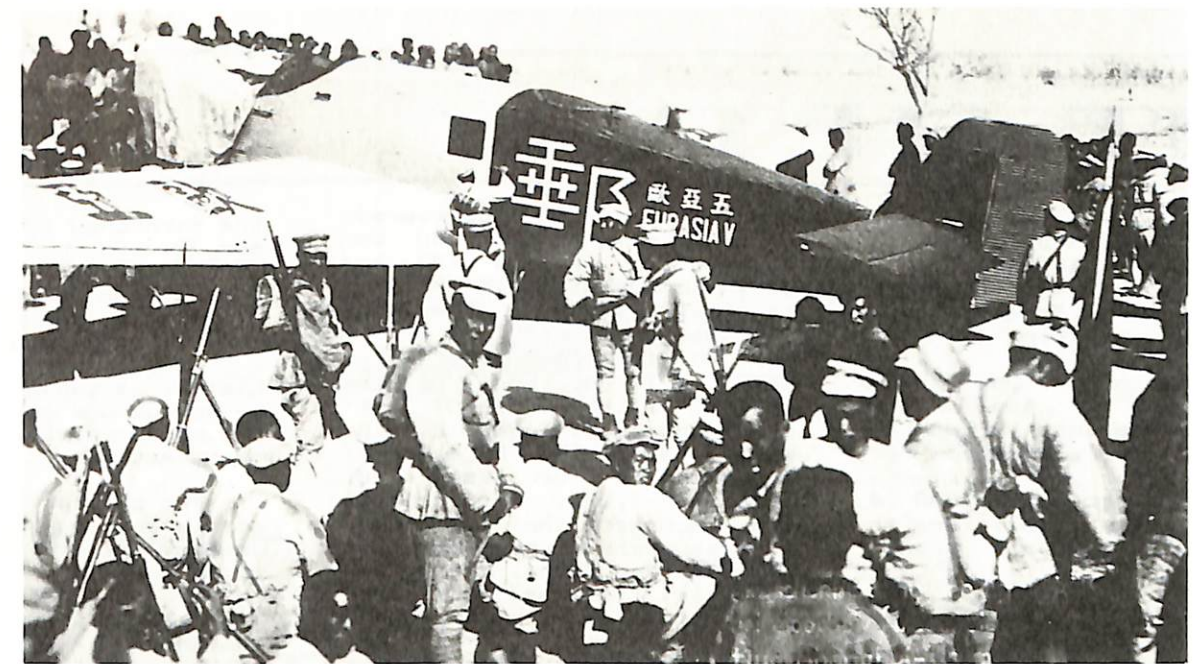
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Thank you



Route proving flight by Eurasia Junkers W 33, the EU-V, from Peiping to Urumchi in Singkiang, 20-22 DEC 31. Heavily-armed soldiers and irregulars were an everyday sight in China in the 1930s. In this issue we take a look at Eurasia's tumultuous history, 1931-1943. (Lufthansa photo)

CAPTAIN'S LOG

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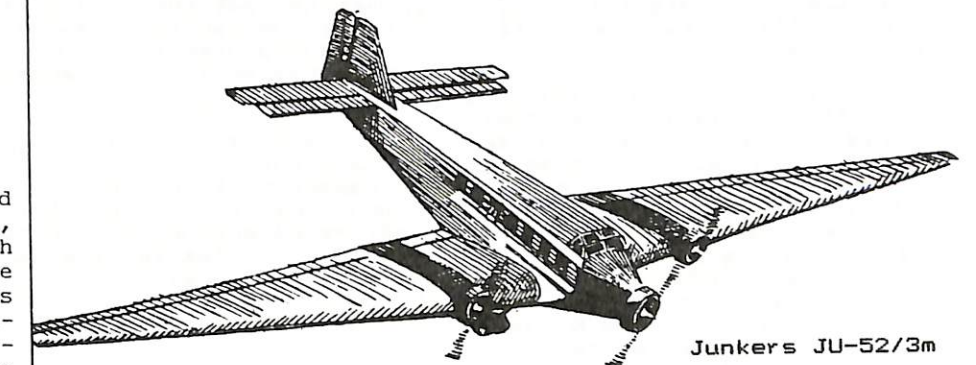
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Junkers JU-52/3m

FLIGHT MANIFEST:

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- 3. MAKE A DATE WITH A DOUGLAS DC-8 .GEORGE CEARLEY JR.
- 14. WORLD OF AIRLINE SCHEDULES GEORGE CEARLEY JR.
- 21. THE SLIDE COLLECTOR RICHARD FEDORCO II
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- 49. AIRLINE MODELING GERRY COLE
- 52. BOOKCASE JOOP GERRITSM
- 52. MEETINGS & CONVENTIONS
- 53. AIRLINE HAPPY HOUR AL TASCA
- 54. JUNIOR CREW INSIGNIA STAN BAUMWALD
- 55. MEMBERSHIP NEWS PAUL COLLINS

TAKE-OFF TALK

Several weeks after the previous CAPTAIN'S LOG had gone to press, I received a copy of the 1987 annual report of the International Civil Aviation Organization (ICAO).

ICAO, as most of you know, is an agency of the United Nations. Membership is open to governments and stands now at 157.

One of the roles of ICAO is to monitor the economic health of international air transport.

It is most pleasing to read in the annual report that air transport is apparently rising from the doldrums and uncertainty it has been in for the past decade. ICAO says world scheduled and domestic revenue air traffic in 1987 saw the highest annual growth rate since 1979. The total number of passengers carried was 1.04 billion, an increase of 8.5 per cent over the year before. The world's airlines flew 1,591 billion passenger-kilometers, a rise of 9.7%.

It is amazing to read how much the statistics are dominated by the airlines in the United States. According to ICAO, U.S. airlines handled 37% of all airline traffic in the world in 1987. Add to this the 11% share of Aeroflot of the Soviet Union, and we see that nearly half of the world air traffic is in the hands of two nations. Between them, the USA and the USSR have 79% of all domestic travel in the world (58 and 21% respectively). On international services, about 28% of all traffic is carried by airlines of the USA (18%) and the United Kingdom (10%).

Another indication of the returning health of the civil airline industry is that jet aircraft orders reached a new high during 1987, both in number of aircraft and in value of the orders. ICAO says 144 four-passenger jets were ordered during 1987, and 36 were delivered; 511 twinjets were

ordered and 359 delivered. Combined with orders and deliveries for trijets (33 and 3) and cargo jets (21 and 15), the total is 709 ordered and 413 delivered.

These orders are worth US\$37 billion, up from the US\$25.2 billion worth of aircraft ordered in 1986. By the end of 1987, the backlog of aircraft to be delivered, stood at 1,559, the highest ever recorded. (None of these figures include production in the USSR and China, for which reliable figures are not available.)

Pleasant from the traveler's and freight shipper's points of view is that fares and rates rose only moderately in 1987, ICAO says. Fares went up by an average of six per cent and rates by three per cent.

Overall aviation safety figures for 1987 were about average. But there is a caveat here: the record worsened for scheduled operators, but was much better for non-scheduled carriers.

One final figure before I leave the subject: since air transport turbo-jet aircraft went into production, the airlines of the world have bought 10,921 of them (excluding the USSR and China).

Let's now go to this issue of the CAPTAIN'S LOG. We are starting the publication of two multi-part histories.

George W. Cearley Jr. presents the first part of his comprehensive study of the Douglas DC-8 (I still can't get used to calling it the McDonnell Douglas DC-8, although I have no difficulty calling the MD-80, even the DC-9, a McDonnell Douglas). This first part deals with the "short" aircraft, the Series 10 through 50. In the second part, to be published in our next issue, George discusses

the stretched DC-8, Series 60 and 70.

Of course also included is a selection of timetables from George's collection, all dealing with the subject aircraft.

Those who remember the history of the Boeing 707/720 by George one year ago, know his DC-8 history is "must read" material.

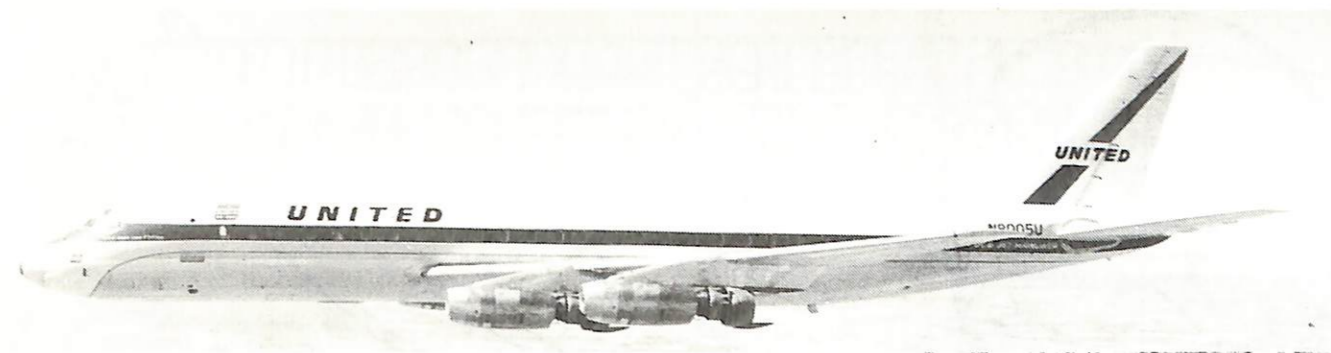
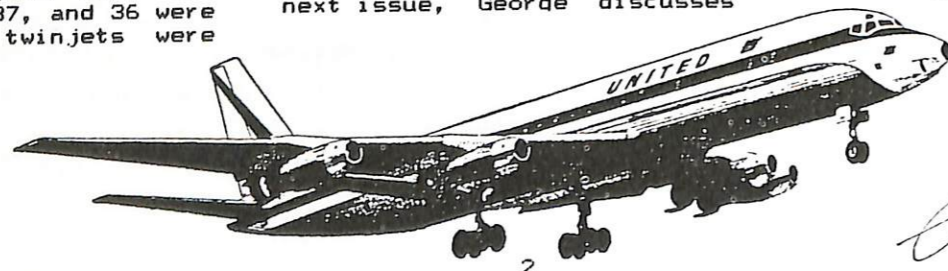
The second series taking off in this issue is about the development of commercial air transport in China. I had intended to present in this issue the history up to the Communist takeover in 1949, but once again, a shortage of space foiled those plans. Therefore you'll find only the Eurasia history in this issue, with CNAC, CATC and CAT to follow in Vol. 15, No. 1.

Several of your Editors have included material related to the DC-8 and/or China in their columns for this issue: Gerry Cole (how to improve a DC-8 model kit), Bill Demarest (DC-8 postcards), Richard Fedorco (DC-8 slides), Dick Koran (pilot wings of 1960s and 1970s DC-8 operators, and China material) and Don Thomas (labels to go with my China history - more to follow).

The flip side of this has been that I also had to hold over several interesting contributions by a number of readers. I am really sorry about this, but my hands are tied: for now the WAHS cannot afford to publish the LOG with more pages (Heaven knows I have asked Paul Collins often enough. But he can't help it either. He must keep one eye on the bank account.)

Well, that seems to be it for this time. I expect this issue to be delivered before the end of the year and I wish all of you a

HAPPY CHRISTMAS
and a
HAPPY NEW YEAR



A RAPE VIEW OF UNITED DC-8-11/12, N8005U, SHOWING TRANSLATING RING DEPLOYED IN FLIGHT. (United Air Lines Archives via Trey Urbahn)

Make a date with a DOUGLAS

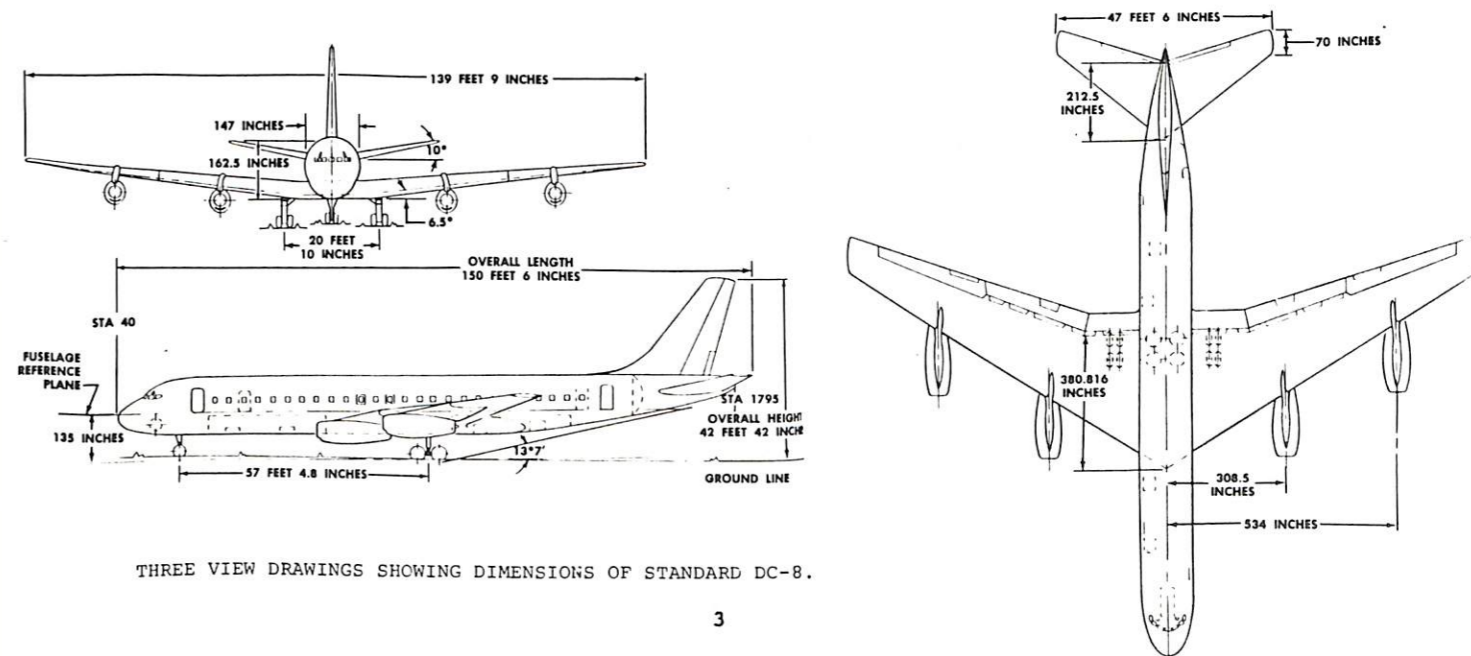
DC-8

Copyright, 1988
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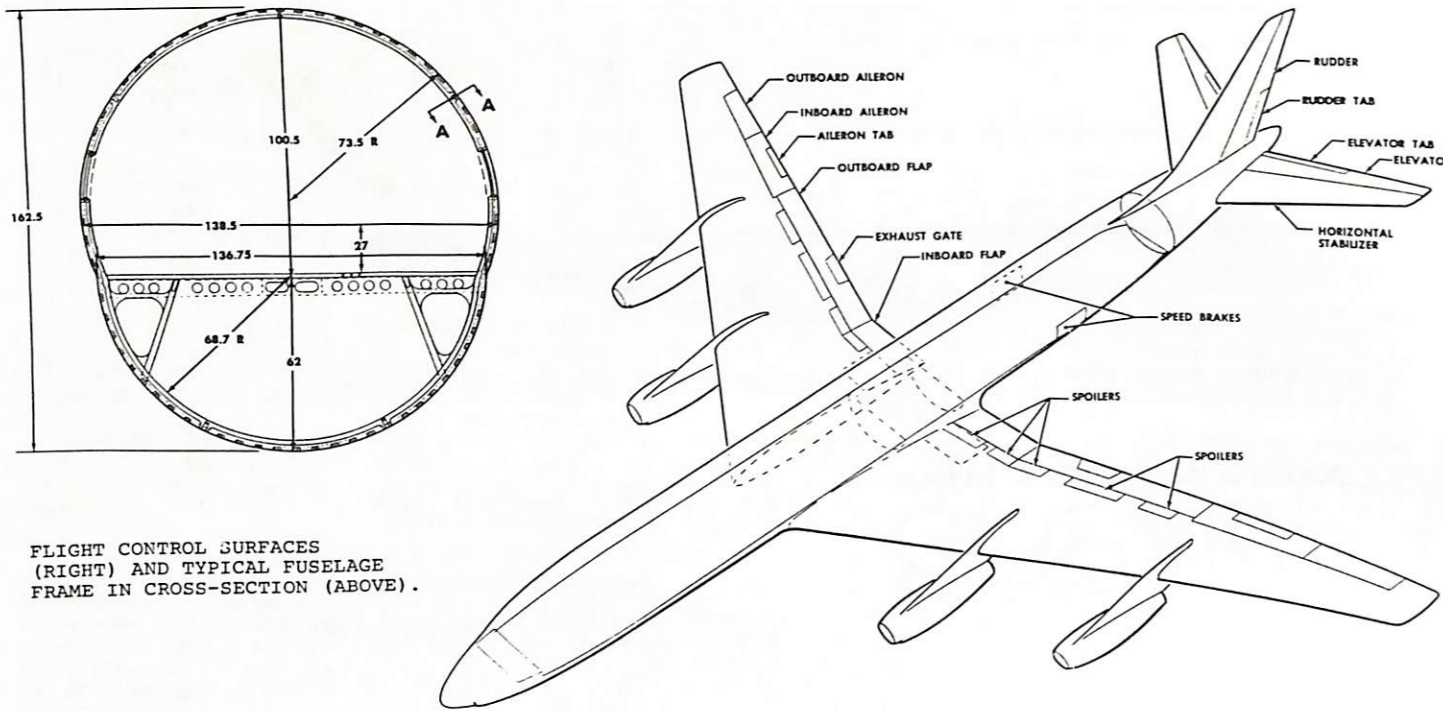
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The DC-8 represented the second American venture to build and market a jet transport, Boeing's 707 being the first. The DC-8 was very similar in appearance to the 707 but had 5' less wing sweep (30' instead of 35' as on the 707). The DC-8 also had more conventional flight controls, outboard all speed ailerons, full power operation throughout, continuous inboard flaps, nose mounted fresh air intakes and turbo compressors, and a smaller number of larger cabin windows (one per each row of seats). Wing roots featured an inverted profile, being flatter on top than below to avoid local turbulence at speeds near Mach 1. Like the 707, all tail surfaces were swept back and there was a dihedral in horizontal stabilizers.

The standard (unstretched) DC-8 was eventually offered in several domestic and intercontinental versions, and a total of 294 were built for airlines throughout the world.



THREE VIEW DRAWINGS SHOWING DIMENSIONS OF STANDARD DC-8.



FLIGHT CONTROL SURFACES (RIGHT) AND TYPICAL FUSELAGE FRAME IN CROSS-SECTION (ABOVE).

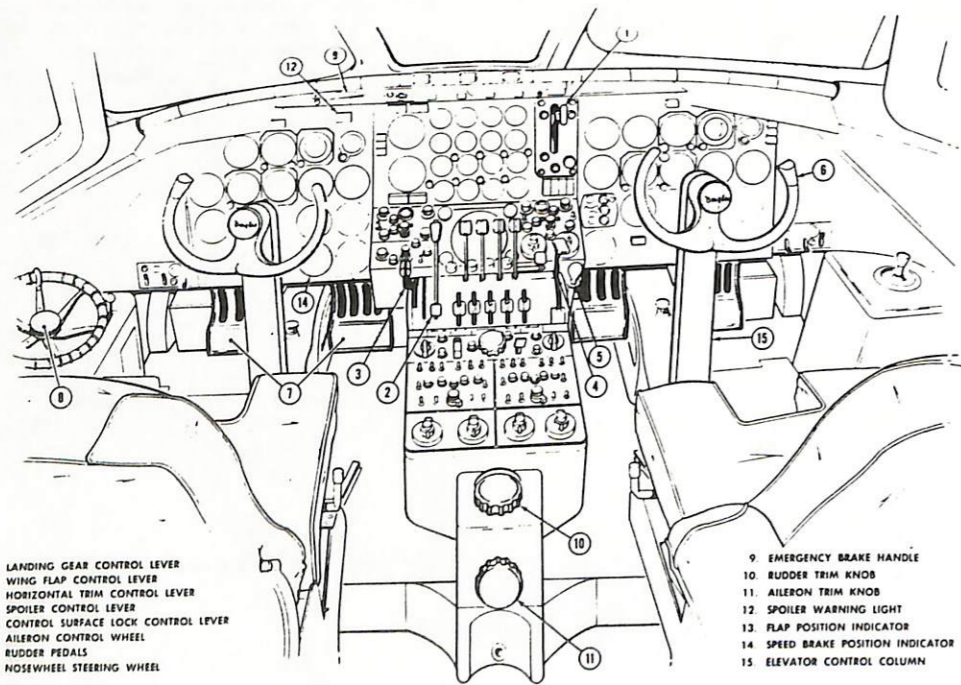
At first the DC-8 was designed for U.S. domestic operations with sufficient range for nonstop transcontinental flights. The weight was to be 211,000 lbs. and powerplants were to be derived from the military J57 engines. Engine civil designation was JT3C. Span would be 134.6 ft. and fuselage length 140.6 ft. Higher gross weight versions (up to 257,000 lbs) were projected for intercontinental models.

On October 13, 1955, Pan American World Airways ordered twenty DC-8's and became the first customer for this aircraft. Pan American also placed a similar order for the Boeing 707 at the same time. Douglas secured \$25 million to build a DC-8 prototype. It then utilized progress payments from customers to raise the \$250 million for the certification program.

To match competition from Boeing, the DC-8 design grew in 1956. More range and payload capacity were incorporated, thus increasing span to 139.7 ft. and length to 150.5 ft. Gross weight of the domestic model increased to 265,000 lbs. Douglas, also to meet competition, offered its overwater intercontinental version with a gross weight of 287,500 lbs. and JT4 turbojet powerplants derived from the military J75 engine. Also added in 1956 was a third Royce Conway bypass engines.

Series variants (srs. 10, 20, 30, 40, 50) were not adopted until the end of 1959.

First carriers to order the DC-8 included Pan American, United, National, Eastern, Delta, Panair do Brasil, Panagra, Olympic (order cancelled), SAS, Swissair, Northwest, KLM, Philippine, Japan, Trans-Canada, Canadian Pacific, Alitalia, UAT, and TAI.



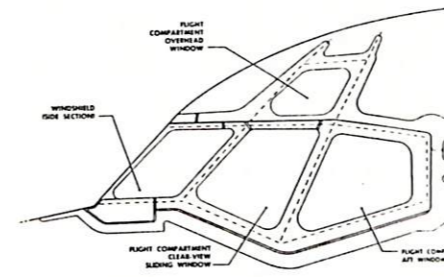
DC-8 COCKPIT ILLUSTRATING CONTROLS FOR FLIGHT CONTROL SURFACES.

- 1 LANDING GEAR CONTROL LEVER
- 2 WING FLAP CONTROL LEVER
- 3 HORIZONTAL TRIM CONTROL LEVER
- 4 SPOILER CONTROL LEVER
- 5 CONTROL SURFACE LOCK CONTROL LEVER
- 6 AILERON CONTROL WHEEL
- 7 RUDDER PEDALS
- 8 NOSEWHEEL STEERING WHEEL

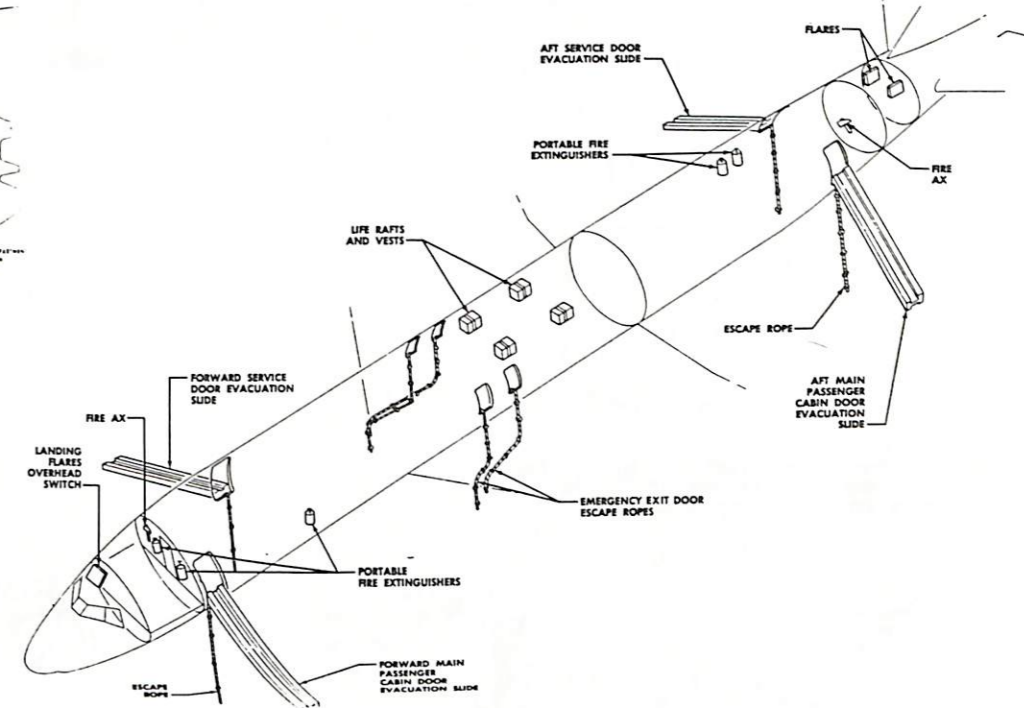
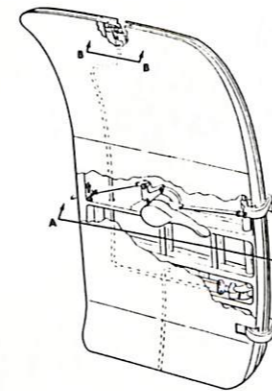
- 9 EMERGENCY BRAKE HANDLE
- 10 AILERON TRIM KNOB
- 11 AILERON TRIM KNOB
- 12 SPOILER WARNING LIGHT
- 13 FLAP POSITION INDICATOR
- 14 SPEED BRAKE POSITION INDICATOR
- 15 ELEVATOR CONTROL COLUMN



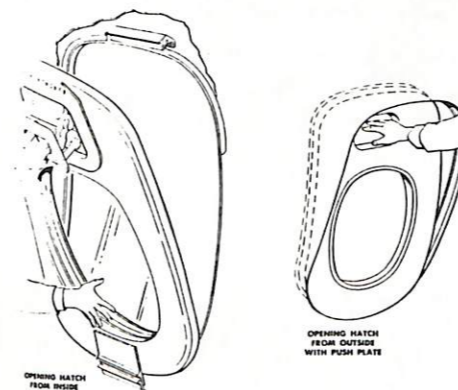
TYPICAL DC-8 PASSENGER CABIN LAYOUT.



COCKPIT WINDSHIELD LEFT SIDE.

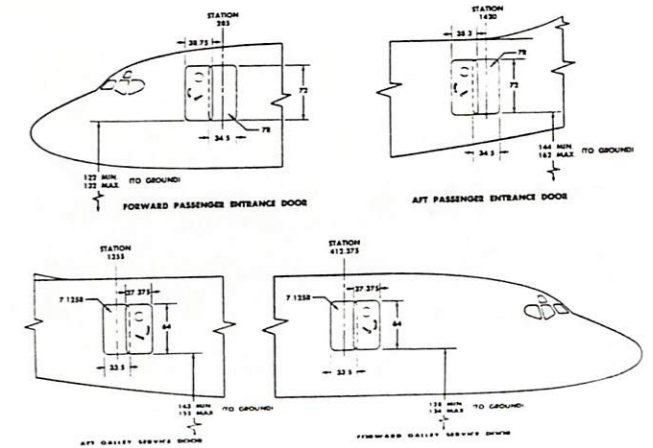


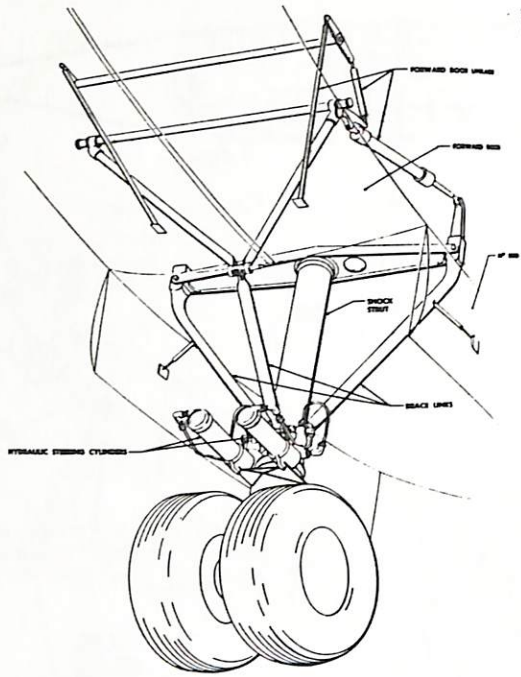
LEFT: DC-8 CABIN DOOR. RIGHT (ABOVE): DC-8 EMERGENCY EXITS AND MEANS OF CABIN EVACUATION. LOWER LEFT: DC-8 EMERGENCY EXIT HATCH. LOWER RIGHT: PASSENGER AND GALLEY SERVICE DOORS.



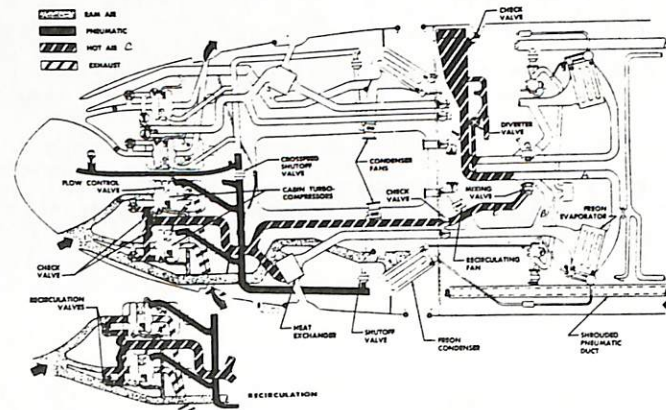
OPENING HATCH FROM INSIDE

OPENING HATCH FROM OUTSIDE WITH PUSH PLATE

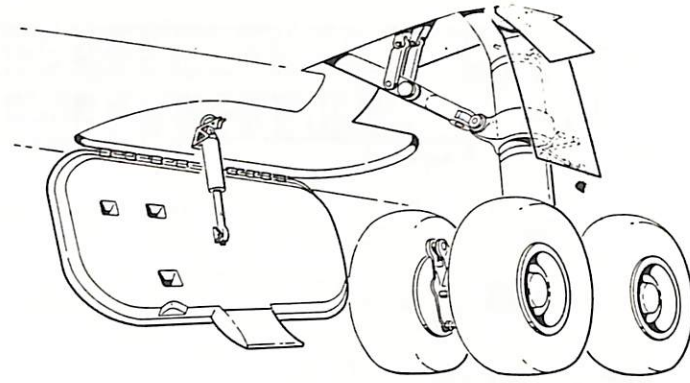




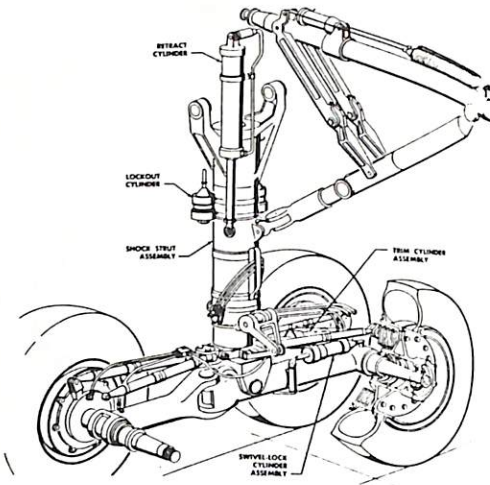
NOSE GEAR (ABOVE). BELOW: CABIN AIR CONDITIONING SYSTEM SHOWING NOSE-MOUNTED TURBO COMPRESSORS.



DOUGLAS DC-8 SERIES 10 PROTOTYPE, N8008D, TAKING OFF AT LONG BEACH, 1958. (Douglas Photo via Harry Gann)



MAIN LANDING GEAR AND DOOR ASSEMBLY.



DC-8 Prototype

The first DC-8 made its maiden flight at Long Beach May 30, 1958. It was built as a Douglas demonstrator in United Air Lines configuration and was first flown as a DC-8 series 10 domestic version and bore the registration N8008D. Initially it had the engines and was not equipped with sound suppressors or reversers behind engines. For early flight just behind wing fillets. This aircraft was converted to a DC-8-51 in December 1960 and was used in the DC-8 Srs. 50 certification program. It was used in leased to National Airlines from June 21, 1961, to May 26, 1962, and returned to Douglas in 1962. The aircraft was sold to Trans International June 20, 1962, and leased to Lufthansa from May to December 1965 in full Lufthansa colors. It was later leased by Trans International to Canadian Pacific in 1966-67. On October 1, 1967, N8008D was sold to Delta Air Lines. Delta sold the plane to F. B. Ayer aircraft brokers in March 1979 who in turn leased the plane to Aeronaves de Mexico (DBA Aeromexico) in April the same year as XA-DOE. It was later returned in 1981.

Series 10

This is a domestic version DC-8 with the lowest fuel capacity of any standard DC-8 series, 17,600 U.S. gallons. It also has the lowest gross weight, 273,000 lbs. The aircraft were powered by four Pratt & Whitney JT3C-6 turbojet engines requiring water injection. During take-off, water was introduced into the torrent of air entering the engine intake to increase air density and lower temperature. More fuel could thus be burned on the take-off roll, and take-off thrust was increased. A large column of black smoke was put out by the engines on take-off and this to a large extent was associated with the water injection process. As soon after take-off as the injection process ceased, most of the smoke subsided.

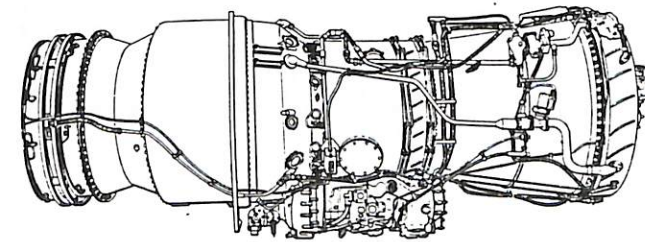
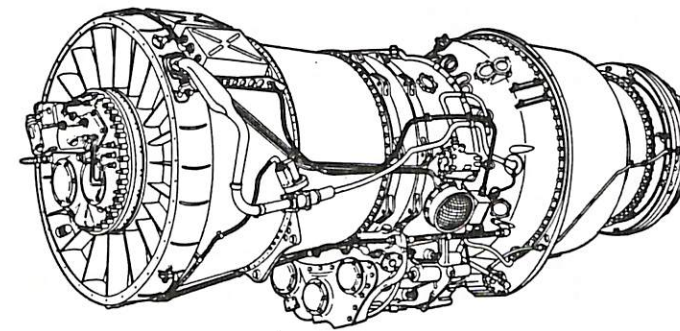


DELTA AIR LINES DC-8-11/12, N801E, BEGINS TAKEOFF ROLL AT LONG BEACH, 1959. NOTE DARK COLUMN OF SMOKE FROM JT3C-6 ENGINES ASSOCIATED WITH WATER INJECTION PROCESS. (Delta Air Lines Photo via Jackie Pate, Betty Moore, and Paulette O'Donnell)

Each of the DC-8 srs. 10, 20, 30, and 40 aircraft was equipped with nozzle type sound suppressors immediately behind the jet engines pods. In addition, a dual purpose second suppression unit/translating ring/ejector was mounted on the pylon behind the engine. It served to further reduce noise levels on take-off and landing and contained clam shell door thrust reversers deployed when landing. The ring was generally open fully on landing and completely closed and flush with the rest of the engine at cruising altitude. The sound suppressor units were not present on the DC-8 prototype and this aircraft had shorter pylons. The extended pylon was added along with the addition of the translating ring/ejector.

United Air lines was the second customer for the DC-8 (after Pan American), ordering the jet on October 25, 1955. United eventually received 22 DC-8 srs. 10 aircraft. Deliveries to United began June 3, 1959. Delta Air Lines ordered six DC-8 srs. 10's and received its first aircraft July 22, 1959.

The six aircraft ordered by Delta were originally part of an order for Eastern Air Lines which included both DC-8 series 10 and Series 20 aircraft. Eastern decided later to purchase only the Series 20; however the six Series 10 aircraft ordered by Eastern were already committed to production and Delta picked up these six delivery positions.



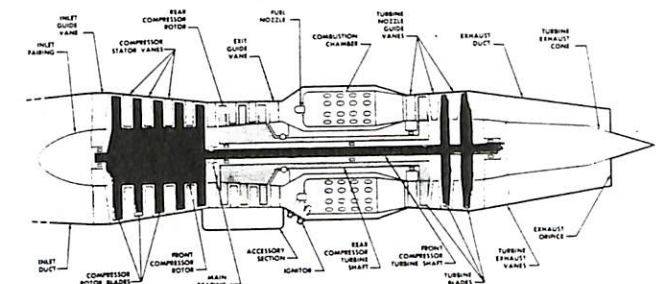
Subvariants

DC-8-11 has a gross weight of 265,000 pounds and is powered by four JT3C-6 engines. Type certification was granted August 31, 1959. The DC-8-11 entered service with both Delta Air Lines and United Air Lines September 18, 1959. However, Delta was actually the world's first DC-8 operator when Flight 823 departed New York International Airport at Idlewild in Queens County bound for Atlanta, Georgia. The first flight departed Idlewild at 9:20 A.M., was operated with DC-8-11 N801E, Ship 801. The flight crew consisted of Capt. Floyd Addison, First Officer Jack McMahan, and Second Officer M. H. Freese.

The first United DC-8 flight departed San Francisco International Airport at 8:30 A.M. Pacific time bound for Idlewild. Because of the time difference, the United departure occurred over two hours after Delta's, making Delta the first DC-8 operator.

Delta's DC-8-11's were upgraded to DC-8-12 standards in 1960 and to DC-8-51 standards in 1962-63. United's DC-8-11's were later converted to DC-8-12's and later to -21 and -51 standards.

DC-8-12 has a gross weight of 273,000 lbs. and was granted type certification July 1, 1960. The DC-8-12 is equipped with wing leading edge slots and extended wing tips. Slots were located on leading edge inboard of each engine pylon to improve low speed characteristics of the wing. Slots are normally closed by flush doors in upper and lower surfaces which open automatically when flaps are lowered. United's and Delta's DC-8-11's were upgraded to DC-8-12 standards and United also took delivery of DC-8-12's.



LEFT AND ABOVE: JT3C-6 TURBOJET ENGINE UTILIZED ON DC-8 SERIES 10.



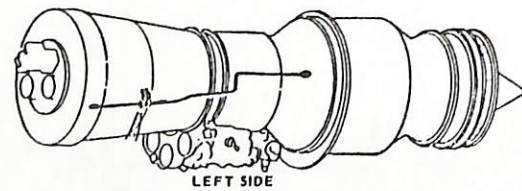
EASTERN DC-8-21, N8607. (Douglas Photo via Jon Proctor)



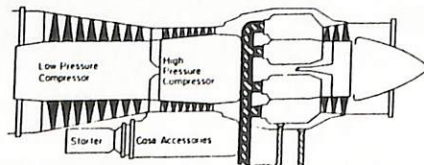
AERONAVES DE MEXICO, DC-8-21, XA-XAX. (Douglas Photo via Harry Gann)



NATIONAL DC-8-21, N6571C. (Douglas Photo via Harry Gann)



LEFT SIDE



JT4A TURBOJET ENGINE POWERING THE DC-8 SERIES 20 AND 30.

Series 20

This is a domestic version DC-8, but unlike the Series 10, it is equipped with more powerful engines, the civil version of the military J75 engine, the JT4A turbojet. Fuel capacity is like that of the series 10 but gross weight was increased to 276,000 lbs. Increased power provided for improved take-off performance and made possible higher cruising speeds.

The second DC-8 to fly, N8018D, was a Srs. 20. It made its first flight November 29, 1958, and later went to United Air Lines.

The only subvariant of the Srs. 20 was the DC-8-21. Customers included United Air Lines, Eastern Air Lines, and National Airlines. Eastern ordered 20 DC-8's in December, 1955. The order initially included DC-8 Srs. 10's but this was later upgraded solely to include DC-8-21's. Orders for four aircraft were cancelled, one additional aircraft went to Aeronaes de Mexico, and Eastern ultimately received 15 DC-8-21's. Type certification was granted January 19, 1960. The first carrier to put the DC-8-21 in service was Eastern on January 24, 1960, between New York (Idlewild) and Miami. National ordered three DC-8-21's in November, 1955, and their planes first entered service February 18, 1960. Dubbed the "Brightest Star on the Airline of the Stars", the National jets went in service in the New York-Miami market and for a time served on this route along with 707-121's leased from Pan American. The leased 707's were withdrawn from service in Spring 1960. DC-8-21's operated by Eastern and National were dubbed DC-8B's in the carriers' advertising campaigns during 1960-61.

The powerplants first used on the DC-8-21 were Pratt & Whitney JT4A-3 or -5 turbojet engines with 15,800 lb. thrust per each. Later the more powerful JT4A-9, -10, -11, or -12 turbojet engines were substituted. The JT4 engine, unlike the JT3C-6, did not require water injection. In Eastern's early ad campaigns on the DC-8-21, it stressed such phrases as "The Jet with Power to Spare" and "Reserve Power Means Dependability Plus", promoting the better field by the JT4 engine.

Series 30

This is the intercontinental version DC-8 equipped with Pratt & Whitney JT4 standard engines. First of these aircraft were ordered by Pan American World Airways at a gross weight of 287,500 lbs. The first series 30 aircraft to fly was one February 21, 1959, and two more aircraft soon joined the test program.

In June, 1958, Douglas announced a further development of the DC-8 Srs. 30 with a higher gross weight of 310,000 lbs. and more powerful 16,800 lb. thrust P & W JT4A-9 or -10 engines. Also included were additional fuel tanks in the wing center section. Most airlines ordered this version; however, flight tests revealed a deficiency in performance characteristics with payload range 10% below that projected. The problem was traced to excessive drag when the aircraft was flown for maximum range. This was corrected through a series of modifications which included the addition of low drag wing tips, extending wing span to 142 ft. 5 in., and the installation of a new wing leading edge to alter wing profile. Modifications were developed on the seventh test aircraft, N8068D, a Pan American Series 30. The redesigning was begun in October, 1959. The wing tips were first added to the 13th aircraft. Modifications increasing wing chord by 4% and wing gross area from 2,771 sq. ft. to 2,868 sq. ft. were first standard on the 148th jet and were then added to previously manufactured DC-8's.

Subvariants

DC-8-31 has a gross weight of 300,000 lbs. Type certification was given March 30, 1960. It does not have extended wing tips.

DC-8-32 has a gross weight of 310,000 lbs. Type certification was given February 1, 1960. This version has extended wing tips. Many DC-8-32's were modified to DC-8-33 standards.

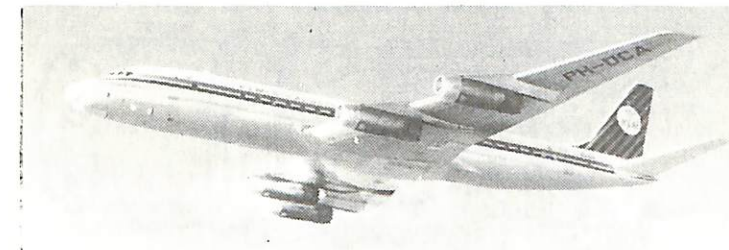
DC-8-33 has a gross weight of 315,000 lbs. Type certification was given November 28, 1960. It is powered by four 17,500 lb. thrust Pratt & Whitney JT4A-11 or -12 turbojet engines.

Fuel capacity of the various Series 30 aircraft is either 150,000 lbs. with one additional tank in the wing center section or 157,000 lbs. with two additional tanks in the wing center section. With the extended wing leading edge, fuel capacity is increased to 159,350 lbs. Versions of the P & W JT4A engine fitted are the JT4A-3, -5, -9, -10, -11, and the -12.

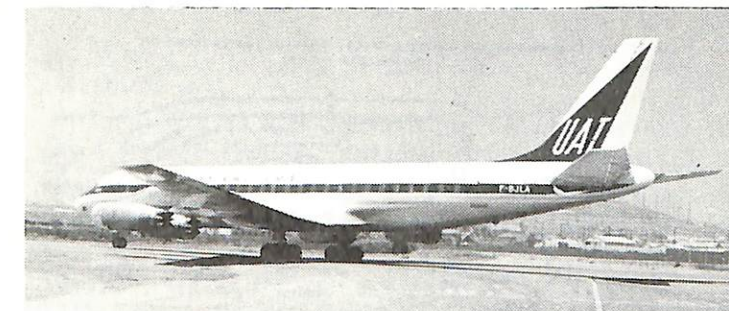
Of 25 DC-8 Srs. 30's ordered by Pan American World Airways, two were allocated to Panair do Brasil, and four to Pan American-Grace Airways (Panagra). Thus Pan Am received 19 aircraft. Other customers for the DC-8-30 and number of aircraft ordered included Northwest Orient Airlines (5), KLM (7), TAI (3), UAT (2), SAS (7), Swissair (3), and Japan Air Lines (5). Carriers including Northwest and Japan initially referred to the DC-8-30's as DC-8C's.



NORTHWEST DC-8-32, N802US. (Collect-Air Photo by Leo Kohn)



KLM DC-8-32/33, PH-DCA. (Douglas Photo via Harry Gann)



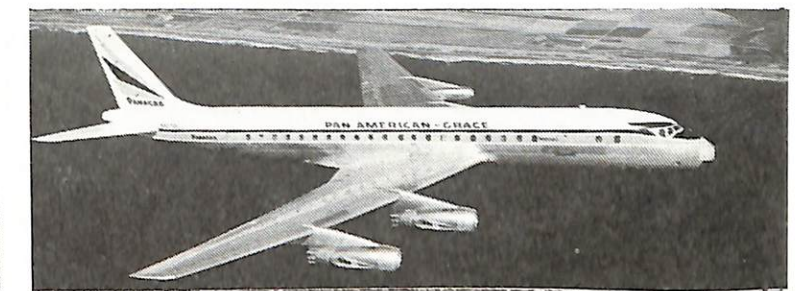
UAT DC-8-32/33, F-BJLA. (Douglas Photo via Harry Gann)



PAN AMERICAN DC-8-33, N813PA. (George Cearley Collection)



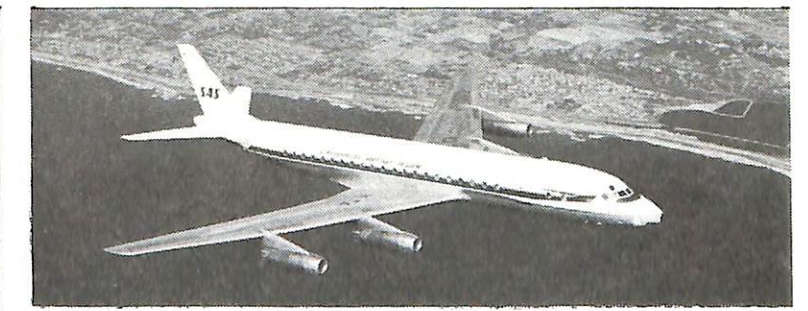
PANAIR DO BRASIL, DC-8-33, PP-PDT. (Douglas Photo via Harry Gann)



PANAGRA DC-8-31, N8274H. (Douglas Photo via Jon Proctor)



TAI DC-8-32/33, F-BIUY. (Douglas Photo via Harry Gann)



SAS DC-8-32/33, OY-KTA. (Douglas Photo via Harry Gann)



SWISSAIR DC-8-32, HB-IDE. (Douglas Photo via Jon Proctor)



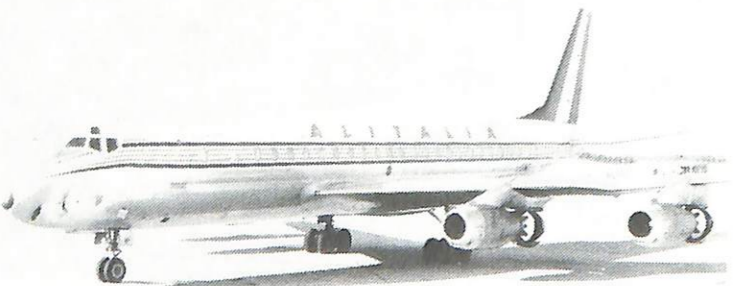
JAPAN DC-8-32/33, JA8002. (Douglas Photo via Jon Proctor)



TRANS-CANADA DC-8-41/43, CF-TJB. (Douglas Photo via Harry Gann)



CANADIAN PACIFIC DC-8-43, CF-CPF. (Via Jon Proctor)



ALITALIA DC-8-43, I-DIWT. (George Cearley Collection)

Series 40

This is an intercontinental version of the DC-8 very similar to the DC-8 Srs. 30, but, unlike the Series 30, it is powered by four Rolls Royce Conway R Co. 12 bypass engines. This version was first offered in 1956 and the first customer was Trans-Canada Air Lines (now Air Canada). Two planes for Trans Canada were among the first nine DC-8's built. The first Conway powered DC-8 Srs. 40 flew July 23, 1959, and was registered N6577C. This was soon followed by another, N6578C. Type certification was granted March 24, 1960, and TCA began service with the Srs. 40 in April. Other carriers to order the Series 40 were Canadian Pacific (four aircraft) and Alitalia (ten).

Subvariants are the DC-8-41, DC-8-42, and the DC-8-43 and are equivalent in many ways to the respective variants of the Srs. 30, the DC-8-31, -32, and -33. Type approval (certification) was granted for the Srs. 41 March 24, 1960; the Srs. 42, April 26, 1960; and the Srs. 43, February 1, 1961.

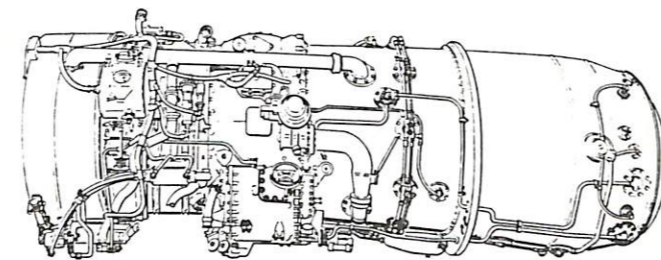
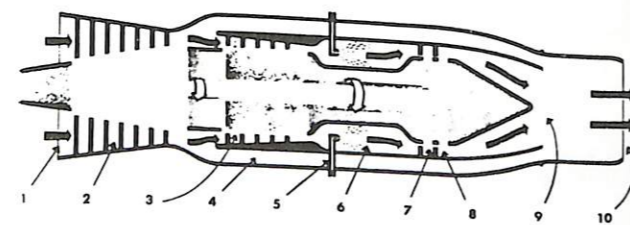
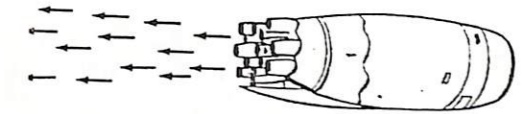
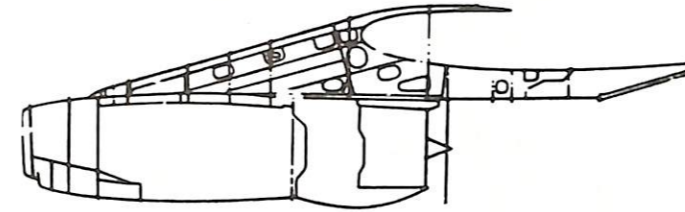


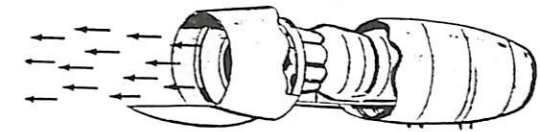
DIAGRAM OF A BY-PASS JET ENGINE (ROLLS ROYCE CONWAY R. CO. 12)



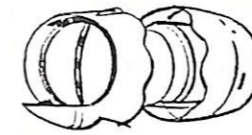
ROLLS ROYCE CONWAY R. CO 12 BYPASS ENGINE POWERING THE DC-8 SERIES 40.



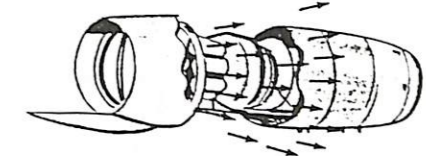
Engine in normal cruise operation, note fluted sound suppressors.



Second suppression unit extended for maximum sound reduction.



This rear view illustrates how the "clamshell" blocks flow of gases, diverting engine thrust.



"Clamshell" reversers utilize engine power to reduce air speed.

EJECTOR/TRANSLATING RING/SECOND SUPPRESSION UNIT EMPLOYED ON THE DC-8 SERIES 10, 20, 30, AND 40.

DC-8 Series 50

This aircraft is a standard DC-8 powered by Pratt & Whitney JT3D turbofan engines. Engine pods were redesigned and equipped with not only reversers for mainstream turbine air flow, but also fan air as well. The newly developed fan engine gave improved performance and economy and permitted increased seating capacity.

The first fanjet powered engines were fitted on the original DC-8 prototype, N8008D, December 20, 1960. This plane was used in the DC-8 Srs. 50 certification program and was delivered to National Airlines June 21, 1961, on lease. Most certification flying, however, for the Srs. 50 was done with two Series 50's destined for KLM and initially carrying U.S. registrations N9603Z and N9605Z.

Subvariants

DC-8-51 has a gross weight of 276,000 lbs. Type certification was given October 10, 1961.

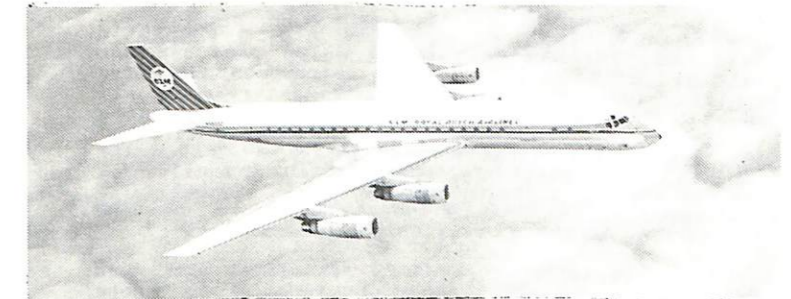
DC-8-52 has a gross weight of 300,000 lbs. Type certification was given April 28, 1961.

DC-8-53 has a gross weight of 310,000 lbs., and certification was granted April 28, 1961.

DC-8-54 is a passenger/cargo convertible aircraft with a large freight door on the forward left fuselage.

DC-8-55F is a cargo aircraft equipped with a large freight door in the left forward fuselage. It is equipped with more powerful JT3D-3B turbofan engines.

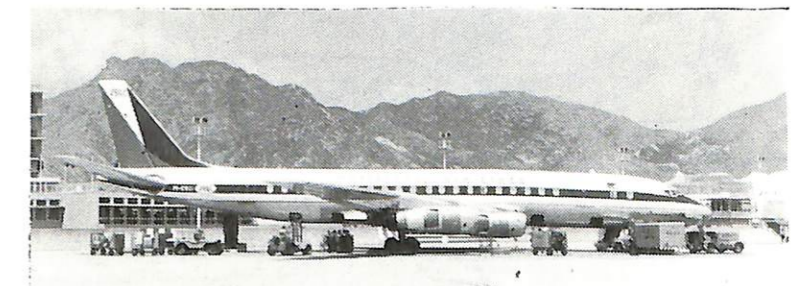
Early customers and operators of the DC-8 Series 50, and subvariants operated by each, included: National (-51); United (-51/52/55F); Delta (-51); Swissair (-53); Japan (-53/55F); KLM (-53/55F); Trans-Canada (-54F); Iberia (-52/55F); Trans Caribbean (-51); Aeronaves (-51); Riddle, Airlift (-54F); Capitol Int'l (-54/55F); Air Afrique (-53); Alitalia (-54F); Seaboard World (-55F); Eastern (-51); Air New Zealand (-52F/54F); Philippine (-53/55F); Canadian Pacific (-53); Flying Tiger (-55F); Overseas Nat'l (-55F); and SAS (-55F).



KLM DC-8-53, N9605Z, PRIOR TO DELIVERY. (Douglas Photo via Harry Gann)



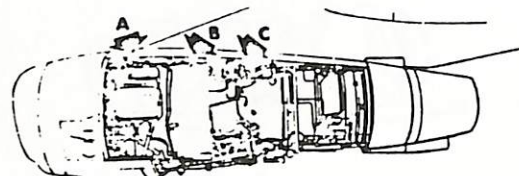
DELTA DC-8-51, N807E. (Douglas Photo via Harry Gann)



PHILIPPINE DC-8-53, PI-C801. (George Cearley Collection)

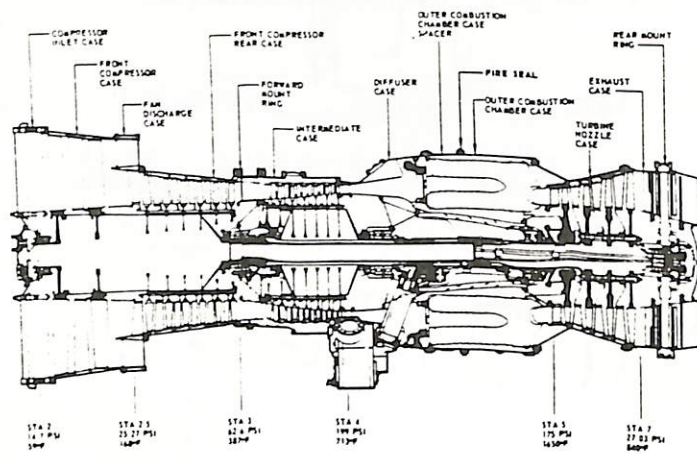


IBERIA DC-8-52, EC-ARB. (Douglas Photo via Harry Gann)



JT3D TURBOFAN ENGINE POWERING THE DC-8 SERIES 50.

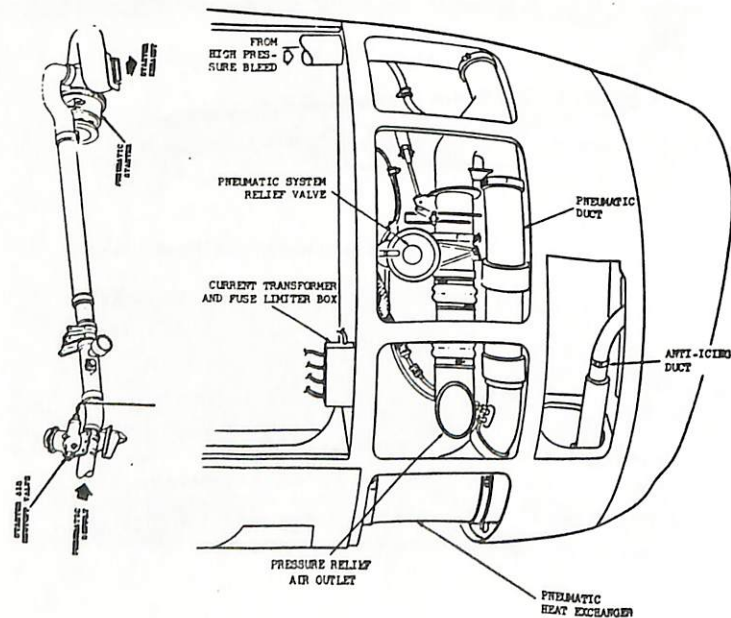
PRATT & WHITNEY JT3D-3B
TURBOFAN ENGINE



DC-8 Series 50 Engine "Air Start"

Each engine was equipped with a pneumatic starter ("air start") system which produced the initial rotation of the rear compressor and after ignition assisted the engine to the starter cut out speed. Each of the four engines was equipped with a turbine type pneumatic starter and starter air shut off valve. With a starting control switch in the cockpit activated, the starter air shut off valve for its corresponding engine was energized. Actuation of the valve solenoid permitted the valve to open and air to flow to the starter which turns the engine.

A characteristic sound is associated with this starting process and is no doubt familiar to anyone who has been around a DC-8 series 50 when starting. The sound has been described as a "howl" or "mating call" of the DC-8 and is heard four successive times as each of the four engines is started.



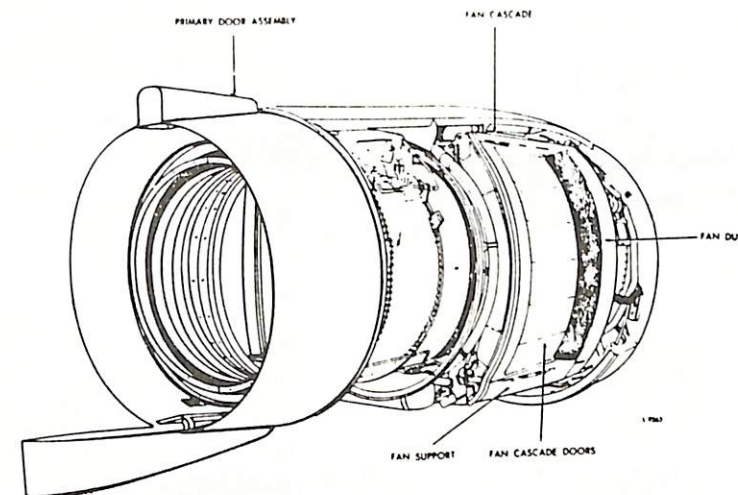
DC-8 Series 50 Thrust Reversers

The JT3D-1 engine was equipped with a dual system of reversers. The first or fan exhaust system was of the aerodynamic type and was accomplished by left airstream reversers mounted behind the right and on a support structure hinged along its aft side in a vertical plane. In the reverse position, six cascade vane doors on either side of the engine open to support structure is swung outward in reverse position to the outer limit of the fan air discharge duct. Fan air at that point is forced through normal cruise flight the vane support door is swung inward and rests flush with the engine. Cascade vane doors are closed to minimize drag and fan air is discharged aft over a smooth surface.

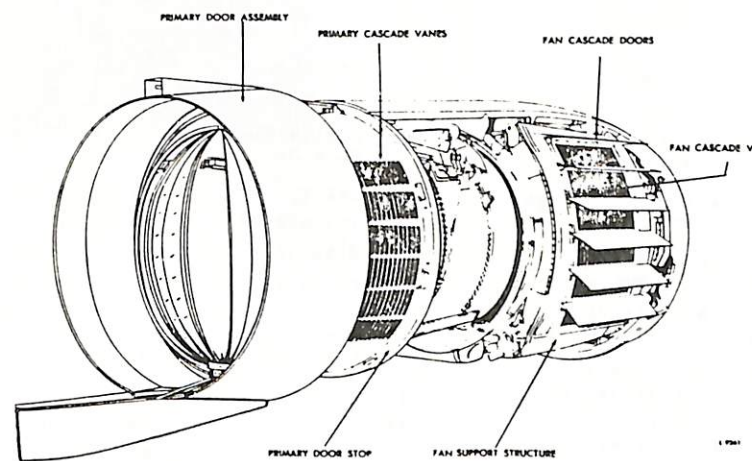
The second reverser mechanism employed on the DC-8 series 50 was a combination of mechanic and aerodynamic types and was attached to the engine turbine exhaust case. The mechanical type of thrust reverser operates by placing a removable obstruction in the main exhaust gas stream, with a consequent diversion of exhaust gasses. Aerodynamic blockage in this case is again accomplished by inserting thin air foil obstructions (or vanes) in the gas stream along the length of the exhaust duct.

Mechanical blockage of the turbine exhaust gases (two buckets) obstructing the main exhaust gas stream at the rear of the fourth stage turbine and ahead of the engine exhaust nozzle. The two buckets close in a clam shell manner to form a half-sphere obstructing the gases. At the same time cascade vanes are exposed by the aft movement of the primary door assembly (translating cowling). The combined action of the two buckets and cascade vanes causes exhaust gases to flow forward at a predetermined angle rather than aft.

PNEUMATIC AIR START SYSTEM, DC-8 SERIES 50.

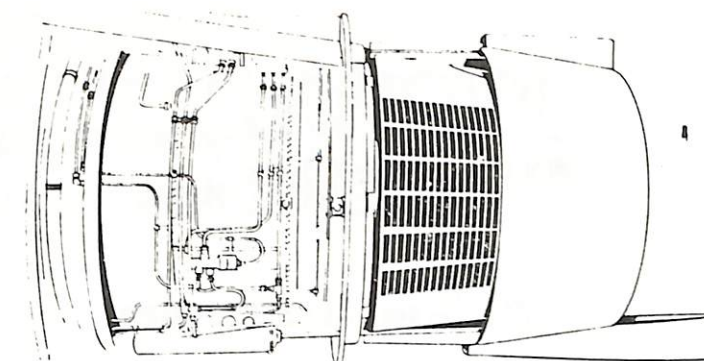


Forward Thrust Position

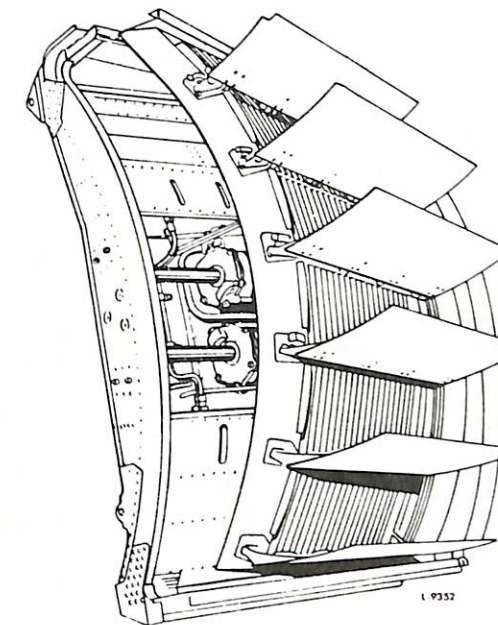


Reverse Thrust Position

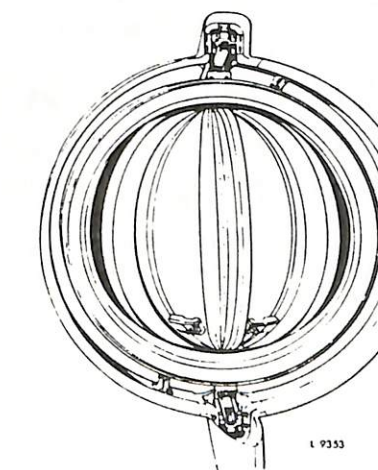
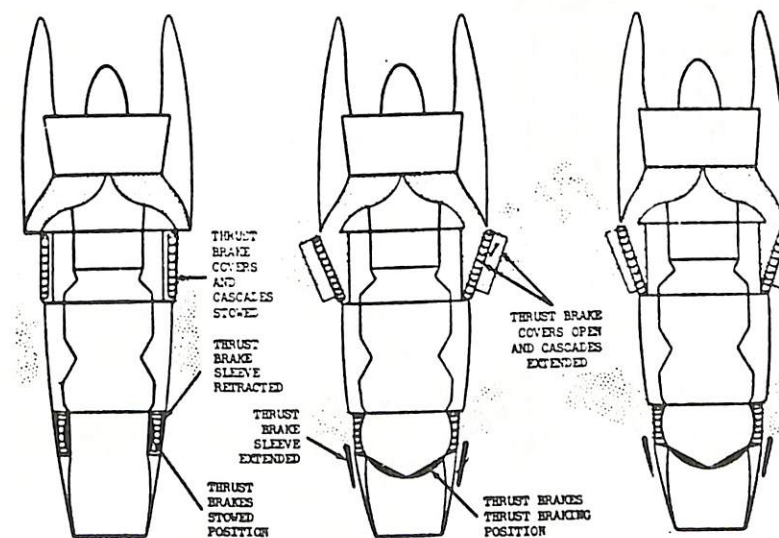
DC-8 SERIES 50 THRUST REVERSERS.



Primary Reverser (Left Side Open)
Figure 2



Fan Reverser (Left Side)
Figure 3



AROUND THE WORLD

of Airline Schedules



Copyright 1988
George Walker Cearley, Jr.

THE SCHEDULE ARTICLE CONSISTS OF A SURVEY OF EARLY OPERATIONS AND AIRCRAFT INAUGURALS WITH THE DC-8 SERIES 10 THROUGH 50 BETWEEN 1959-61. THE STANDARD DC-8 IS THE FEATURED AIRCRAFT OF THIS ISSUE OF THE CAPTAIN'S LOG.

DELTA DC-8-11 ROTATIONS OCTOBER 15, 1959

(A) Begins Day:	Idlewild	
Ends Day:	Idlewild	
823 IDL-ATL	9:20A - 10:30A	
822 ATL-IDL	11:40A - 2:30P	
827 IDL-ATL	4:00P - 5:10P	
824 ATL-IDL	6:35P - 9:25P	
(B) Begins Day:	Miami	
Ends Day:	Miami	
804 MIA-ORD	8:00A - 10:55A	
803 ORD-MIA	12:25P - 3:12P	
834 MIA-ATL	4:45P - 6:24P	
833 ATL-MIA	7:55P - 9:32P	

UNITED DC-8-11 ROTATIONS SEPTEMBER 18, 1959

(A) Begins Day:	San Francisco	
Ends Day:	San Francisco	
800 SFO-IDL	8:30A - 4:30P	
801 IDL-SFO	6:30P - 9:15P	

EASTERN DC-8-21 ROTATIONS FEBRUARY 15, 1960

(A) Begins Day:	Miami	
Ends Day:	Idlewild	
600 MIA-IDL	10:00A - 12:15P	
601 IDL-MIA	2:30P - 4:45P	
650 MIA-IDL	10:00P - 12:15A	
(B) Begins Day:	Idlewild	
Ends Day:	Miami	
603 IDL-MIA	11:00A - 1:15P	
604 MIA-IDL	3:30P - 5:45P	
647 IDL-MIA	9:15P - 11:30P	
(C) Begins Day:	Miami	
Ends Day:	Miami	
104 MIA-ORD	9:00A - 10:40A	
107 ORD-MIA	12:15P - 3:40P	

NORTHWEST DC-8-32 ROTATIONS AUGUST 1, 1960

(A) Begins Week:	Seattle (Tues.)	
Ends Week:	Seattle (Sun.)	
Note: Days of week reflect crossings of Int'l Date Line		
1 SEA-ANC	11:59P - 12:59A (Tues.) (Wed.)	
1 ANC-TYO	2:30A - 5:30A (Wed.) (Thurs.)	
100 TYO-ANC	10:30P - 10:00A (Thurs.) (Thurs.)	
100 ANC-IDL	11:15A - 11:40P (Thurs.) (Thurs.)	
99 IDL-ANC	11:59P - 12:59A (Fri.) (Sat.)	
99 ANC-TYO	2:30A - 5:30A (Sat.) (Sun.)	
10 TYO-ANC	11:50P - 11:20A (Sun.) (Sun.)	
10 ANC-SEA	12:35P - 5:30P (Sun.) (Sun.)	
(B) Begins Day:	Seattle (Sat.)	
Ends Day:	Seattle (Sun.)	
1 SEA-ANC	11:59P - 12:59A (Fri.) (Sat.)	
580 ANC-SEA	3:00A - 7:56A (Sat.) (Sat.)	

NATIONAL DC-8-21 ROTATIONS JUNE 11, 1961

(A) Begins Day:	Los Angeles	
Ends Day:	Miami	
30 LAX-TPA	8:00A - 2:30P	
30 TPA-MIA	2:55P - 3:37P	
8 MIA-IDL	4:45P - 8:10P	
601 IDL-MIA	9:10P - 10:45P	
(B) Begins Day:	Miami	
Ends Day:	Idlewild	
33 MIA-TPA	8:15A - 8:57A	
33 TPA-LAX	9:30A - 12:02P	
32 LAX-HOU	1:15P - 5:15P	
32 HOU-MSY	5:45P - 6:38P	
32 MSY-MIA	7:10P - 9:42P	
600 MIA-IDL	11:00P - 2:25A	
(C) Begins Day:	Idlewild	
Ends Day:	Los Angeles	
1 IDL-MIA	9:30A - 11:05A	
4 MIA-IDL	12:15P - 3:40P	
7 IDL-MIA	4:45P - 6:20P	
31 MIA-MSY	7:30P - 8:04P	
31 MSY-HOU	8:30P - 9:23P	
31 HOU-LAX	9:55P - 11:55P	

SHOWN AT LEFT AND ABOVE ARE DOUGLAS DC-8 AIRCRAFT ROTATIONS (ROUTING TABLES) FOR EARLY DC-8 OPERATORS FROM 1959, 1960, AND 1961. NOTE ROUTES FLOWN, SCHEDULED EN ROUTE TIMES, TURN AROUND TIMES, AND DAILY UTILIZATION OF AIRCRAFT. THE ROTATIONS PROVIDE THE IDEAL PLANE UTILIZATION FOR A GIVEN PERIOD; HOWEVER, IT MUST BE NOTED THAT SUCH FACTORS AS WEATHER, MECHANICAL DELAYS OR CANCELLATIONS, SCHEDULED AIRCRAFT OVERHAULS, OR EQUIPMENT SUBSTITUTION COULD INFLUENCE ACTUAL AIRCRAFT ROUTINGS.

Starting Sept. 18
DC-8
JET SERVICE
New York-Atlanta

See Page 3 for
JET

ABOVE AND AT RIGHT: ON SEPTEMBER 18, 1959, DELTA BECAME THE WORLD'S FIRST OPERATOR OF THE DOUGLAS DC-8, WITH DC-8-11, FLT 823 FROM IDLEWILD TO ATLANTA.

Effective September 18

DELTA starts the FIRST and ONLY TRUE JET SERVICE between NEW YORK-ATLANTA

Additional service between CHICAGO-MIAMI, ATLANTA-MIAMI starts October 15

Deluxe First Class and Thrifty SuperCoach accommodations on every Delta DC-8. Deluxe First Class offers scores of superb luxury features... while SuperCoach accommodations bring you comfort and jet speed at bargain fares.



Royal JET Service			
DC-8 JET 823 F.T.	DC-8 JET 803 F.T.	DC-8 JET 827 F.T.	DC-8 JET 833 F.T.
9:20 am	4:00 pm	10:55 am	9:25 pm
12:25 pm	5:10 pm	11:40 am	6:35 pm
3:12 pm	7:55 pm	6:24 pm	4:45 pm
EQUIPMENT - FLIGHT NUMBER			
Lv. NEW YORK (Idlewild Airport)		Ar. CHICAGO (O'Hare Field)	
Ar. ATLANTA (Est)		Lv. MIAMI (Est)	

ROYAL JET SERVICE

Enjoy a magnificent new experience in the DC-8 by Douglas... the world's newest, largest and most advanced jetliner.

DC-8 JET SURCHARGES			
THE FOLLOWING SURCHARGES SHALL APPLY IN ADDITION TO THE APPLICABLE FIRST CLASS, DAY COACH, OR NIGHT COACH FARES, WHEN TRANSPORTATION IS ON FLIGHTS SCHEDULED TO BE OPERATED WITH DC-8 AIRCRAFT:			
Between ATLANTA-CHICAGO	One-way Charge \$3.00	Between ATLANTA-NEW YORK	One-way Charge \$4.00
ATLANTA-MIAMI	\$1.00	CHICAGO-MIAMI	\$6.00

SYSTEM TIMETABLE EFFECTIVE SEPTEMBER 1, 1959

UNITED AIR LINES

STARTING SEPTEMBER 18
Scheduled service in the
DC-8
JET MAINLINER
THE BEST OF THE JETS

City	DC-8	DC-8	DC-8
VANCOUVER, B.C.	7:15	7:15	7:15
PORTLAND	7:25	7:25	7:25
SEATTLE-TACOMA	7:40	7:40	7:40
SEATTLE-TACOMA	8:10	8:10	8:10
PORTLAND	8:45	8:45	8:45
SPOKANE	Lv	Lv	Lv
Walla Walla	Lv	Lv	Lv
Pendleton	Lv	Lv	Lv
Boise	Lv	Lv	Lv
SAN FRANCISCO	8:30	8:30	8:30
OAKLAND	Lv	Lv	Lv
Sacramento	Lv	Lv	Lv
Redwood City	Lv	Lv	Lv
San Jose	Lv	Lv	Lv
SALT LAKE CITY	8:30	8:30	8:30
CHICAGO (Midway airport)	8:30	8:30	8:30
CHICAGO (O'Hare Inter. airport)	8:30	8:30	8:30
LOS ANGELES (International airport)	8:30	8:30	8:30
LOS ANGELES (Local airport)	8:30	8:30	8:30
Las Vegas (New)	8:30	8:30	8:30
Grand Junction	8:30	8:30	8:30
SALT LAKE CITY	8:30	8:30	8:30
CHICAGO (Midway airport)	8:30	8:30	8:30
CHICAGO (O'Hare Inter. airport)	8:30	8:30	8:30
LOS ANGELES (International airport)	8:30	8:30	8:30
LOS ANGELES (Local airport)	8:30	8:30	8:30
Las Vegas (New)	8:30	8:30	8:30
Grand Junction	8:30	8:30	8:30
SALT LAKE CITY	8:30	8:30	8:30
CHICAGO (Midway airport)	8:30	8:30	8:30
CHICAGO (O'Hare Inter. airport)	8:30	8:30	8:30
LOS ANGELES (International airport)	8:30	8:30	8:30
LOS ANGELES (Local airport)	8:30	8:30	8:30
Las Vegas (New)	8:30	8:30	8:30
Grand Junction	8:30	8:30	8:30
SALT LAKE CITY	8:30	8:30	8:30
CHICAGO (Midway airport)	8:30	8:30	8:30
CHICAGO (O'Hare Inter. airport)	8:30	8:30	8:30
LOS ANGELES (International airport)	8:30	8:30	8:30
LOS ANGELES (Local airport)	8:30	8:30	8:30
Las Vegas (New)	8:30	8:30	8:30
Grand Junction	8:30	8:30	8:30
SALT LAKE CITY	8:30	8:30	8:30
CHICAGO (Midway airport)	8:30	8:30	8:30
CHICAGO (O'Hare Inter. airport)	8:30	8:30	8:30
LOS ANGELES (International airport)	8:30	8:30	8:30
LOS ANGELES (Local airport)	8:30	8:30	8:30
Las Vegas (New)	8:30	8:30	8:30
Grand Junction	8:30	8:30	8:30
SALT LAKE CITY	8:30	8:30	8:30
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CHICAGO (Midway airport)	8:30	8:30	8:30
CHICAGO (O'Hare Inter. airport)	8:30	8:30	8:30
LOS ANGELES (International airport)	8:30	8:30	8:30</

Effective January 11, 1960

NATIONAL

AIRLINE OF THE STARS

Brightest Star on the Airline of the Stars

The magnificent DC-8, soon to be flying NATIONAL's routes. Watch for announcements.

SYSTEM TIMETABLE

SOUTHBOUND—BOSTON—NEW YORK—PHILADELPHIA—WASHINGTON—JACKSONVILLE—TAMPA—MIAMI

FLIGHT NUMBERS	FT Boston 718	FT New York 717	FT Philadelphia 716	FT Washington 715	FT Jacksonville 714	FT Tampa 713	FT Miami 712
BOSTON (L) (E) (S) (W) (N)	10:00	11:15	12:30	13:45	15:00	16:15	17:30
PROVIDENCE (L) (E) (S) (W) (N)		11:30	12:45	14:00	15:15	16:30	17:45
NEW YORK (Newark) (L) (E) (S) (W) (N)		12:00	13:15	14:30	15:45	17:00	18:15
PHILADELPHIA (L) (E) (S) (W) (N)			13:45	15:00	16:15	17:30	18:45
BALTIMORE (L) (E) (S) (W) (N)				14:15	15:30	16:45	18:00
WASHINGTON (L) (E) (S) (W) (N)				14:45	16:00	17:15	18:30
RICHMOND (L) (E) (S) (W) (N)					16:45	18:00	19:15
NEWPORT NEWS (L) (E) (S) (W) (N)					17:15	18:30	19:45
WILLIAMSBURG (L) (E) (S) (W) (N)					17:45	19:00	20:15
NORFOLK (L) (E) (S) (W) (N)					18:15	19:30	20:45
PORTSMOUTH (L) (E) (S) (W) (N)					18:45	20:00	21:15
NEW BERN (L) (E) (S) (W) (N)					19:15	20:30	21:45
FAYETTEVILLE (L) (E) (S) (W) (N)					19:45	21:00	22:15
WILMINGTON (L) (E) (S) (W) (N)					20:15	21:30	22:45
CHARLESTON (L) (E) (S) (W) (N)					20:45	22:00	23:15
SAVANNAH (L) (E) (S) (W) (N)					21:15	22:30	23:45
JACKSONVILLE (L) (E) (S) (W) (N)					21:45	23:00	24:15
JACKSONVILLE (L) (E) (S) (W) (N)					22:15	23:30	24:45
DAYTONA BEACH (L) (E) (S) (W) (N)					22:45	24:00	25:15
ORLANDO (L) (E) (S) (W) (N)					23:15	24:30	25:45
LAKELAND (L) (E) (S) (W) (N)					23:45	25:00	26:15
TAMPA (L) (E) (S) (W) (N)					24:15	25:30	26:45
FT. PETERSBURG (L) (E) (S) (W) (N)					24:45	26:00	27:15
SEASIDE (L) (E) (S) (W) (N)					25:15	26:30	27:45
MARATHON (L) (E) (S) (W) (N)					25:45	27:00	28:15
MIAMI (L) (E) (S) (W) (N)					26:15	27:30	28:45
MIAMI (L) (E) (S) (W) (N)					26:45	28:00	29:15
HAVANA (L) (E) (S) (W) (N)					27:15	28:30	29:45

No local traffic earned between West Palm Beach and Fort Lauderdale, Fort Lauderdale and Miami. *Flights to all operate both First Class and Club Class.

Montreal, Ottawa, New York and Toronto Services

Ottawa, Quebec and Central U.S.A. Services

Toronto-Hamilton, London, Ont., Windsor-Detroit (Wind Air), Cleveland (Cleveland Air), Chicago (Midway Term), St. Louis (St. Louis Term), St. Paul (St. Paul Term), Minneapolis (Minneapolis Term), Kansas City (Kansas City Term), Denver (Denver Term), Salt Lake City (Salt Lake City Term), Phoenix (Phoenix Term), San Francisco (San Francisco Term), Los Angeles (Los Angeles Term), San Diego (San Diego Term), Dallas (Dallas Term), Houston (Houston Term), New Orleans (New Orleans Term), Miami (Miami Term), Fort Lauderdale (Fort Lauderdale Term), Tampa (Tampa Term), Orlando (Orlando Term), Jacksonville (Jacksonville Term), Daytona Beach (Daytona Beach Term), Lakeland (Lakeland Term), West Palm Beach (West Palm Beach Term), Fort Lauderdale (Fort Lauderdale Term), Miami (Miami Term), Havana (Havana Term).

TIMETABLE ABOVE SHOWS INITIAL DOMESTIC JET SERVICE IN CANADA INTRODUCED BY TRANS CANADA IN APRIL 1960.

SWISSAIR

SECURITY EFFECTIVE

WORLDWIDE

JET SCHEDULE 1000 INCLUDED

TIMETABLE

NORTH ATLANTIC Eastbound

Valid from May 6 to June 10

FLIGHT	CLASS	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
Geneva	Ar	15.00	17.45	19.30	21.15	23.00	24.45	26.30	28.15	30.00	31.45
Basel/Mulhouse	Ar	15.30	18.15	20.00	21.45	23.30	25.15	27.00	28.45	30.30	32.15
Zurich	Ar	16.00	18.45	20.30	22.15	24.00	25.45	27.30	29.15	31.00	32.45

SWISSAIR INAUGURAL DC-8-32 SCHEDULES (ABOVE AND AT LEFT) EFFECTIVE IN 1960. IN MAY SERVICE WAS INAUGURATED BETWEEN NEW YORK, WEST GERMANY, AND SWITZERLAND.

ABOVE LEFT AND RIGHT: JANUARY 11, 1960, NATIONAL AIRLINES TIMETABLE SHOWING THE CARRIER'S FIRST DC-8-21 SERVICE EFFECTIVE FEBRUARY 18TH ON THE ROUTE FROM IDLEWILD TO MIAMI. THE DC-8 WAS DUBBED "BRIGHTEST STAR ON THE AIRLINE OF THE STARS" IN NATIONAL'S AD CAMPAIGN.

ADVANCE SCHEDULES — SPRING/SUMMER 1960

TRANS-ATLANTIC—SAS MAINLINE DC-8 JET AND DC-7C ROYAL VIKING/GLOBETROTTER FROM NEW YORK, MONTREAL

EASTBOUND—Effective from April 2—November 1, 1960

CLASS	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th
New York (International)	8.30	11.50	14.40	17.30	20.20	23.10	26.00	28.50	31.40	34.30	37.20	40.10
Montreal (Overland)												
Glasgow (Freetown)												
Hamburg (Hamburg Airport)												
Bremen (Bremen Airport)												
Copenhagen (Copenhagen)												
Oslo (Oslo)												
Stockholm (Stockholm)												

ABOVE: SAS INAUGURAL DC-8-32 SCHEDULES BETWEEN NEW YORK AND SCANDINAVIA EFFECTIVE APRIL 1960. BELOW: KLM DC-8-32 JET INAUGURAL TIMETABLE BETWEEN AMSTERDAM-NEW YORK, EFFECTIVE APRIL 1960.

Eastbound

Class Aircraft	from May 16 KL 644 DC-8	from Apr 27 KL 644 DC-8	from Apr 25 KL 644 DC-8	from Apr 23 KL 644 DC-8	from Apr 21 KL 644 DC-8	from Apr 19 KL 644 DC-8	from Apr 17 KL 644 DC-8	from Apr 15 KL 644 DC-8
New York (E.D.T.)	08.30	08.30	08.30	08.30	08.30	08.30	08.30	08.30
International Airport								
Shannon								
Glasgow								
Amsterdam	12.40	12.40	12.40	12.40	12.40	12.40	12.40	12.40

ABOVE: TRANS-CANADA BEGAN DOMESTIC JET SERVICE WITH THE DC-8-41 ACROSS CANADA BETWEEN MONTREAL, TORONTO, AND VANCOUVER IN APRIL 1960. ON JUNE 1ST FLIGHTS WERE INTRODUCED ACROSS THE ATLANTIC FROM CANADA TO LONDON.

SCHEDULES EFFECTIVE APRIL 24, 1960

TRANS-CANADA AIR LINES

NORTH AMERICAN EDITION

This month, Canada's Jet Travel Age begins with TCA DC-8 Jetliner SERVICE

NOW ACROSS CANADA. IN JUNE TO BRITAIN.

AIR CANADA

ALITALIA

THE ORIGINAL AIRLINE FOR THE ROMEO OLIVIERI CLASS MCMLX

NORTH AMERICAN EDITION

SUMMER-TIMETABLE - FINAL ISSUE

Effective April 1, 1960

ABOVE AND CENTER RIGHT: ALITALIA INAUGURATED ITS FIRST DC-8 SERVICE WITH THE DC-8-42 IN JUNE 1960 BETWEEN NEW YORK AND ROME. RIGHT: ON JULY 8, 1960, NORTHWEST BEGAN ITS FIRST SERVICE WITH THE DC-8-32 (DC-8C) BETWEEN NEW YORK, ANCHORAGE, AND TOKYO.

NEW YORK - MONTREAL - BOSTON - LONDON - MILAN - ROME

Effective 1st - 30th June, 1960

FLIGHT NUMBER	AZ 603	AZ 617	AZ 603	AZ 653	AZ 611	AZ 633	AZ 603	AZ 617	AZ 653	AZ 611	AZ 617	AZ 611	AZ 617
NEW YORK (Idlewild)	16.00	16.00	22.00	16.00	19.00	22.00	16.00	19.00	16.00	19.00	22.00	16.00	19.00
MONTREAL (Dorval)													
BOSTON (Logan)													
LONDON (London Air)													
MILAN (Malpensa)													
ROME (Campino West)													

FLY Northwest Orient Airlines DC-8C JETS TO THE Orient

Flying Time (in hours) between Orient and U.S. Cities

From	Hong Kong	Manila	Tokyo	Anchorage	Seattle	Chicago	Washington	Miami	New York
New York	17 15/4	13 6/2	10 1/2	9 1/2	8 1/2	7 1/2	6 1/2	5 1/2	4 1/2
Miami	20 1/4	16 1/4	13 1/4	12 1/4	11 1/4	10 1/4	9 1/4	8 1/4	7 1/4
Washington	21 1/4	17 1/4	14 1/4	13 1/4	12 1/4	11 1/4	10 1/4	9 1/4	8 1/4
Chicago	22 1/4	18 1/4	15 1/4	14 1/4	13 1/4	12 1/4	11 1/4	10 1/4	9 1/4
Seattle	23 1/4	19 1/4	16 1/4	15 1/4	14 1/4	13 1/4	12 1/4	11 1/4	10 1/4
Anchorage	24 1/4	20 1/4	17 1/4	16 1/4	15 1/4	14 1/4	13 1/4	12 1/4	11 1/4
Tokyo	25 1/4	21 1/4	18 1/4	17 1/4	16 1/4	15 1/4	14 1/4	13 1/4	12 1/4
Manila	26 1/4	22 1/4	19 1/4	18 1/4	17 1/4	16 1/4	15 1/4	14 1/4	13 1/4
Hong Kong	27 1/4	23 1/4	20 1/4	19 1/4	18 1/4	17 1/4	16 1/4	15 1/4	14 1/4

Effective July 31, 1960

U.S.A. COAST-TO-COAST to THE ORIENT

FLIGHT NUMBER	75	227	85	107	1	583	59	1	583	59	1	583	59	1	583	59	1	583	
NEW YORK																			
BOSTON																			
PHILADELPHIA																			
WASHINGTON																			
DETROIT																			
MILWAUKEE																			
ATLANTA																			
DALLAS																			
CHICAGO (O'Hare)																			
CHICAGO (Midway)																			
PORTLAND																			
LOS ANGELES																			
SAN FRANCISCO																			
SEATTLE/TACOMA																			
ANCHORAGE, Alaska																			
INTERNATIONAL DATE LINE																			
TOKYO, Japan																			
SEUL, Korea																			
OKINAWA, Ryukyu																			
TAIPEI, Taiwan																			
MANILA, Philippines																			
HONG KONG, Br. Col.																			

EFFECTIVE JULY 5, 1960 **EFFECTIVE JULY 5, 1960**

NORTHWEST AIRLINES

NORTHWEST AIRLINES



NORTHWEST AIRLINES FAMILY PLAN
Effective SATURDAYS too!

Four family fares...
 JULY '60: 1-12, 13-15, 16-18, 19-21, 22-24, 25-27, 28-30, 31
 AUGUST '60: 1-2, 3-5, 6-8, 9-11, 12-13, 14-16, 17-19, 20-22, 23-25, 26-28, 29-31

FLY NORTHWEST DC-8C JETS
FROM **NEW YORK, SEATTLE OR CHICAGO***
DIRECT TO THE **ORIENT**

Convenient connections from all major cities
 Luxury **IMPERIAL SERVICE** or thrifty **CORONATION COACH**
 *EFFECTIVE IN AUGUST

Shortest, fastest route to the Orient

Clearley

JAPAN AIR LINES





Your gracious introduction to the Orient.

EFFECTIVE AUGUST 11 THROUGH SEPTEMBER 30

WESTBOUND

FLIGHT #	DC-8	811	811	811	811	811	811	811	811	811	811	811	811	811	811
SAN FRANCISCO	14 45 Su	14 48 Mo	14 38 Tu	14 45 Tu	14 45 Tu	14 48 We	14 38 We	14 45 Th	14 45 Th	14 45 Th	14 48 Fr	14 38 Fr	14 45 Sa	14 45 Sa	14 48 Su
LOS ANGELES	15 00 Su	14 58 Mo	14 48 Tu	14 55 Tu	14 55 Tu	14 58 We	14 48 We	14 55 Th	14 55 Th	14 55 Th	14 58 Fr	14 48 Fr	14 55 Sa	14 55 Sa	14 58 Su
SEATTLE	15 00 Su	14 58 Mo	14 48 Tu	14 55 Tu	14 55 Tu	14 58 We	14 48 We	14 55 Th	14 55 Th	14 55 Th	14 58 Fr	14 48 Fr	14 55 Sa	14 55 Sa	14 58 Su
HONOLULU	15 00 Su	14 58 Mo	14 48 Tu	14 55 Tu	14 55 Tu	14 58 We	14 48 We	14 55 Th	14 55 Th	14 55 Th	14 58 Fr	14 48 Fr	14 55 Sa	14 55 Sa	14 58 Su
HONOLULU	15 00 Su	14 58 Mo	14 48 Tu	14 55 Tu	14 55 Tu	14 58 We	14 48 We	14 55 Th	14 55 Th	14 55 Th	14 58 Fr	14 48 Fr	14 55 Sa	14 55 Sa	14 58 Su
TOKYO	15 00 Su	14 58 Mo	14 48 Tu	14 55 Tu	14 55 Tu	14 58 We	14 48 We	14 55 Th	14 55 Th	14 55 Th	14 58 Fr	14 48 Fr	14 55 Sa	14 55 Sa	14 58 Su

ABOVE: ON AUGUST 12, 1960, JAPAN AIR LINES INTRODUCED THE DC-8-32 TO ITS SYSTEM ON A FLIGHT FROM SAN FRANCISCO TO HONOLULU AND TOKYO. LEFT: COVER OF NORTHWEST TIMETABLE ILLUSTRATING DC-8 IN ITS ORIGINAL COLORS, INITIAL MARKETS SERVED, AND IN-FLIGHT SERVICE OFFERED.

TRANSPORTS AERIENS INTERCONTINENTAUX

INDICATEUR GENERAL N° 50 - Time Table

1^{er} TRIMESTRE 1961
1^{er} Quartier 1961

Valable à compter de 12 décembre 1960
Effective from December 12, 1960

TI-AF - Transporteur Carrier TAI

Heure locale	Numero de vol/flight number	TI-AF
Local time	Type d'appareil/Type of aircraft	75
T U	Classe/Class	F. Y.
(GMT)	Jour de départ/Day of departure	(S)
+	Validité/Validity	A partir (18:05:01)
- 8	LOS ANGELES... (LAX) d	.....
- 10	HONOLULU... (HNL) d	.....
- 10	PAPEETE... (PPT) d	.....
+ 12	NANDI... (NAN) d	.....
+ 11	NOUMEA... (NOU) d	.....
+ 10	SYDNEY... (SYD) d	.....
+ 9.30	DARWIN... (DRW) d	.....
+ 9	TOKYO... (TYO) d	.....
+ 8	HONG KONG... (HKG) d	.....
+ 8	MANILLE... (MNL) d	.....
+ 7.30	DJAKARTA... (JKT) d	.....
+ 7	SAIGON... (SGN) d	.....
+ 7	PNOM PENH... (PNH) d	.....
+ 7	BANGKOK... (BKK) d	.....
+ 6.30	RANGOON... (RGN) d	.....
+ 5.30	CALCUTTA... (CCU) d	.....
+ 5.30	NEW DELHI... (NDH) d	.....
+ 5.30	BOMBAY... (BOM) d	.....
+ 5	KARACHI... (KHI) d	.....
+ 3.30	TÉHERAN... (THR) d	.....
+ 4	DHAHRAN... (DHA) d	.....
+ 2	LE CAIRE... (CAI) d	.....
+ 2	TEL AVIV... (TLV) d	.....
+ 2	ISTANBUL... (IST) d	.....
+ 2	ATHÈNES... (ATH) d	.....
+ 1	ROME... (ROM) d	.....
+ 1	FRANCFORT... (FRA) d	.....
+ 1	DUSSELDORF... (DUS) d	.....
+ 1	HAMBOURG... (HAM) a	.....
+ 1	PARIS (PAR) Only-Nord... a	.....
+ 1	PARIS (PAR) Invalides... a	.....

FLY Canadian Pacific

TRANSCONTINENTAL CANADIAN EMPRESS

Daily	FLIGHT NO.	Daily
DC-8	EQUIPMENT	DC-8
F.Y.	CLASS OF SERVICE	F.Y.
12:45	VANCOUVER (PDT) Ar	11:55
1:15	WINNIPEG (CDT) Lv	10:30
1:45	TORONTO (EDT) Ar	9:00
2:15	MONTREAL (EDT) Lv	7:00

NOW DC 8 JET EMPRESSES ACROSS CANADA

U.A.T. AÉROMARITIME

"AU SERVICE DE L'AFRIQUE / SERVING AFRICA"



INDICATEUR GENERAL N° 3

RHODÉSIES - AFRIQUE DU SUD
RHODESIA SOUTH AFRICA

Heures Locales	Local Times
BT 1301	BT 1302
JET DC 8	JET DC 8
20 30	13 35
22 30	15 35
04 10	09 50
07 10	10 35
11 30	16 00
12 30	16 40
13 55	19 00

PARIS/Invalides PARIS/Le Bourget
NICE
KANO
DOUALA
BRAZZAVILLE
LIVINGSTONE
SALISBURY
JOHANNESBURG

* Escala técnica jusqu'au 1^{er} novembre. Date d'ouverture de la nouvelle piste de Brazzaville. A dater du 1^{er} novembre l'heure d'arrivée à Paris-Le Bourget sera 21 h. 30

ON SEPTEMBER 12, 1960, UNION AEROMARITIME DE TRANSPORT (UAT) INAUGURATED ITS FIRST DC-8 SERVICE OVER A ROUTE FROM PARIS TO AFRICA, USING THE DC-8-32.

LE JETLINER **DC-8** U.A.T.

"En ligne sur l'Afrique"

ABOVE AND IMMEDIATE RIGHT: TAI TIMETABLE FROM EARLY 1961 SHOWS DC-8-32 JET SERVICE BETWEEN SOUTHEAST ASIA AND PARIS BEGINNING THAT MAY. FAR RIGHT: IN APRIL 1961 CANADIAN PACIFIC AIR LINES INTRODUCED DC-8 FLIGHTS ACROSS CANADA FROM VANCOUVER TO WINNIPEG, TORONTO, AND MONTREAL. LOWER RIGHT: ON APRIL 1, 1961, VIASA INAUGURATED ITS VERY FIRST SERVICE, WITH A DC-8-32 LEASED FROM KLM, AND OPERATED OVER A ROUTE FROM SOUTH AMERICA TO EUROPE.

VENEZOLANA INTERNACIONAL **VIASA** DE AVIACION S. A. "VIASA"

LIMA - GUAYAQUIL - PANAMA - BOGOTA - CURACAO - CARACAS - PARAMARIBO - ST. MARIA LISBOA - MADRID - ROMA - ZURICH - FRANKFURT - PARIS - LONDRES - AMSTERDAM

LEAVE/HACIA	EQUIPMENT	DOUGLAS DC 8	INTERCONTINENTAL	CLAVE CODE
ABAO	N° VUELO	KL 772	VA 893	KL 776
READ DOWN	FLIGHT N°	F. E.	F. E.	F. E.
	CLASS	MARTES	JUEVES	SABADO
Hours from G. M. T.	FRECUENCIA	TUESDAY	THURSDAY	SATURDAY
-5	LIMA		07 45	07 45
-5	GUAYAQUIL			09 40
-5	GUAYAQUIL			10 10
-5	PANAMA			12 00
-5	PANAMA			12 45
-5	BOGOTA			15 15
-5	BOGOTA			11 30
-4 1/2	CURACAO	13 00	13 50	16 15
-4 1/2	CURACAO	13 50	13 50	17 05
-4 1/2	CURACAO	14 35	14 35	17 50
-4 1/2	CURACAO	15 25	16 25	17 50
-3 1/2	PARAMARIBO	17 45	18 30	
-3 1/2	PARAMARIBO			02 55
-2	SANTA MARIA			03 40
-2	SANTA MARIA			08 50
+1	LISBOA	06 30	05 55	08 50
+1	LISBOA	07 15	06 40	09 35
+1	MADRID		07 50	10 45
+1	MADRID		08 35	11 30
+1	ROME			13 35
+1	ZURICH	09 50		14 10
+1	ZURICH	10 35		15 00
+1	FRANKFURT	11 25		15 30
+1	FRANKFURT	11 55		16 30
+1	PARIS		10 25	
+1	PARIS		11 10	
+1	LONDON	MIE WED	12 05	
+1	LONDON		12 50	
+1	AMSTERDAM		12 55	



YOUR REIGN IN SPAIN STARTS MAINLY ON THE PLANE

Aboard new Iberia DC-8 Fan-Jets, the romantic atmosphere of old Castile blends superbly with Iberia's unmatched flying skill and experience. You can fly non-stop in regal luxury and serene comfort to Madrid, the new gateway to the major cities of Europe.

MADRID—B.AIRES—SANTIAGO 12

F/Y 1891		F/Y 1891		SUPER DC-8		F/Y 1892		F/Y 1892	
DC-8	S. Cons	DC-8	S. Cons	Frequency		S. Cons	DC-8	S. Cons	DC-8
(f)	(g)	(f)	(g)			(f)	(g)	(f)	(g)
10.15	18.45			Dep. MADRID	Arr. 19.55	10.45			
				Dep. LAS PALMAS	Arr. 14.55	13.45			
				Dep. LAS PALMAS	Arr. 14.55	13.45			
				Dep. LA SAL	Arr. 19.30	20.25			
14.45	11.15			Dep. RIO DE JANEIRO	Arr. 18.20	19.25			
17.45	12.25			Dep. SAO PAULO	Arr. 17.00	17.00			
				Dep. SAO PAULO	Arr. 16.15	16.15			
20.20	18.20			Dep. MONTEVIDEO	Arr. 12.30	17.00			
21.40	19.55			Dep. BUENOS AIRES	Arr. 11.40	16.15			
23.20	19.00			Dep. BUENOS AIRES	Arr. 11.00	15.40			
				Dep. SANTIAGO DE CHILE	Arr. 12.20	12.20			

MADRID—PUERTO RICO—CARACAS—BOGOTA 13

F/Y 1891		F/Y 1891		F/Y 1891		F/Y 1891		SUPER DC-8		F/Y 1892		F/Y 1892	
DC-8	S. Cons	DC-8	S. Cons	DC-8	S. Cons	DC-8	S. Cons	Frequency		S. Cons	DC-8	S. Cons	DC-8
(f)	(g)	(f)	(g)	(f)	(g)	(f)	(g)			(f)	(g)	(f)	(g)
10.15	10.15	21.10	21.10	Dep. MADRID	Arr. 09.30	14.10	09.55	15.00					
		22.40	22.40	Dep. SANTA MARIA (Azores)	Arr. 02.15	06.55							
13.40	13.40	08.15	08.15	Dep. SANTA MARIA (Azores)	Arr. 01.15	05.55							
14.30	14.30	09.45	09.45	Dep. SAN JUAN PUERTO RICO	Arr. 13.00	17.40	21.25	02.30					
15.30	15.30	11.25	11.25	Dep. SAN JUAN PUERTO RICO	Arr. 11.30	16.10	20.25	01.30					
16.20	16.20	12.25	12.25	Dep. CARACAS	Arr. 08.45	13.25	18.30	23.35					
17.30	17.30	14.55	14.55	Dep. CARACAS	Arr. 12.40	17.40	22.35	23.35					
				Dep. BOGOTA	Arr. 09.10	14.10	19.10	20.30					

MADRID—NEW YORK 14

F/Y 1891		F/Y 1891		F/Y 1891		F/Y 1891		SUPER DC-8		F/Y 1892		F/Y 1892	
DC-8	S. Cons	DC-8	S. Cons	DC-8	S. Cons	DC-8	S. Cons	Frequency		S. Cons	DC-8	S. Cons	DC-8
(f)	(g)	(f)	(g)	(f)	(g)	(f)	(g)			(f)	(g)	(f)	(g)
19.00	20.20	19.00	19.00	Dep. NEW YORK	Arr. 08.05	07.20	14.30	16.50					
				Dep. SANTA MARIA	Arr. 11.05	11.05	12.20	12.20					
06.01	10.30			Dep. SANTA MARIA	Arr. 22.25	21.25	12.20	12.20					
07.01	11.15			Dep. LISBON	Arr. 21.25	21.25	12.30	12.30					
08.00	08.00	12.40	11.15	Dep. LISBON	Arr. 22.15	20.00	11.30	11.30					
				Dep. MADRID	Arr. 09.10	14.10	19.10	20.30					

MADRID—HAVANA—MEXICO 15

F/Y 1891		F/Y 1891		F/Y 1891		F/Y 1891		SUPER DC-8		F/Y 1892		F/Y 1892	
DC-8	S. Cons	DC-8	S. Cons	DC-8	S. Cons	DC-8	S. Cons	Frequency		S. Cons	DC-8	S. Cons	DC-8
(f)	(g)	(f)	(g)	(f)	(g)	(f)	(g)			(f)	(g)	(f)	(g)
10.15	17.00			Dep. MADRID	Arr. 16.45	16.15							
				Dep. SANTA MARIA (Azores)	Arr. 22.45	04.55							
				Dep. SANTA MARIA (Azores)	Arr. 22.45	03.55							
				Dep. BERMUDA	Arr. 17.15	00.15							
14.35	06.30			Dep. HAVANA	Arr. 15.45	23.25							
15.25	08.00			Dep. HAVANA	Arr. 10.45	20.00							
17.00	11.00			Dep. MEXICO	Arr. 10.45	20.00							

IBERIA
AIR LINES OF SPAIN

TIMETABLE

EFFECTIVE 1st APRIL to 31st OCTOBER 1961

IBERIA (LINEAS AEREAS DE ESPAÑA) OFFERED ITS FIRST SERVICE WITH THE DC-8 BETWEEN IDLEWILD AND MADRID ON JULY 2, 1961, USING THE DC-8-52. ALSO SHOWN ARE OTHER IBERIA DC-8 SERVICES EFFECTIVE SUMMER 1961.

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

The author would like to thank the following persons for help with the preparation of the DC-8 article and related schedule column: Steve Caisse, Bill Demarest, Harry Gann, Joop Gerritsma, Charlie Haus, Leo J. Kohn, Betty Moore, Paulette O'Donnell, Bill Ott, Jackie Pate, Paul Petrich, Jon Proctor, and Perry Sloan.

THE SLIDE COLLECTOR

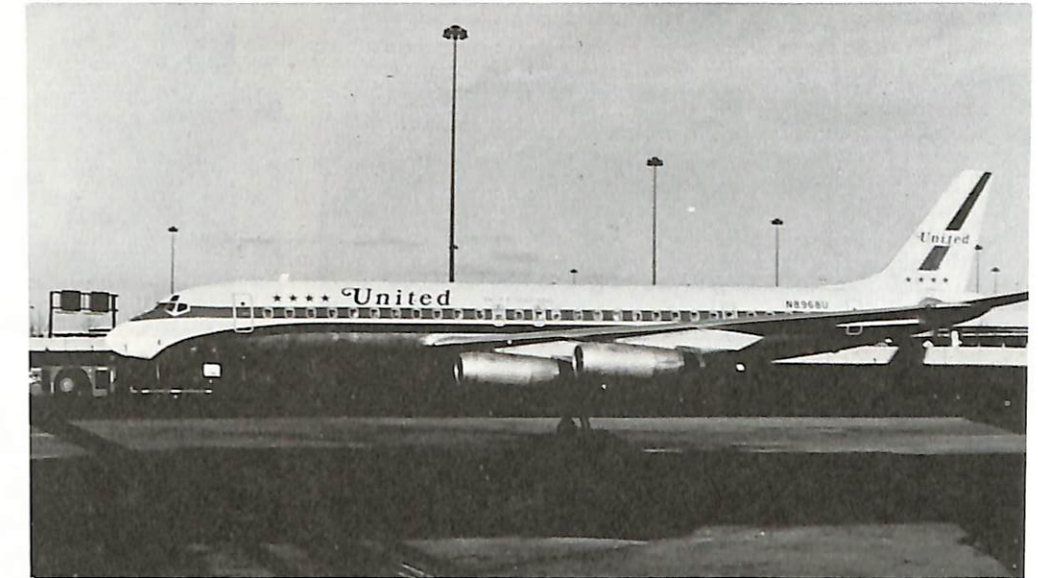
by **RICHARD J. FEDORCO II**

I am sure we all have our favorite airplane and I am no exception. I fell in love with the DC-8 in 1967 on my first airplane trip - I was five years old and was travelling to LAX. Since then the "8" has been my airplane of preference, flying them when I can, watching them go when I can't. It is a cozy airplane with a narrow body and four powerful engines under the wings. The big, wide windows are always a pleasure to look out of, even though not every row of seats gets one. Ask any pilot who has flown them and he'll tell you the "8" was one of the best.

Hereby I am presenting you with some of the DC-8 slides in my collection. I thank several contributors for some of the best shots (in my humble opinion) of the best airliner yet. Thank you, R.M. Bell, Charlie Haus (who has also contributed to George Cearley's Braniff history), Steve Tobey, Lloyd Evans and my dad, Rich Sr. - both for the photo and for my first DC-8 ride!

Until the next time ... and keep those shutters clicking.

In the previous issue of the CAPTAIN'S LOG, SEP 88, the captions for the two photos of CSA airliners on page 35 were omitted. Both photos are by Pavol Bencik and show: Ilyushin IL-18D, OK-VAF (top) and Tupolev TU-134A, OK-CFG (bottom). Our apologies - JG

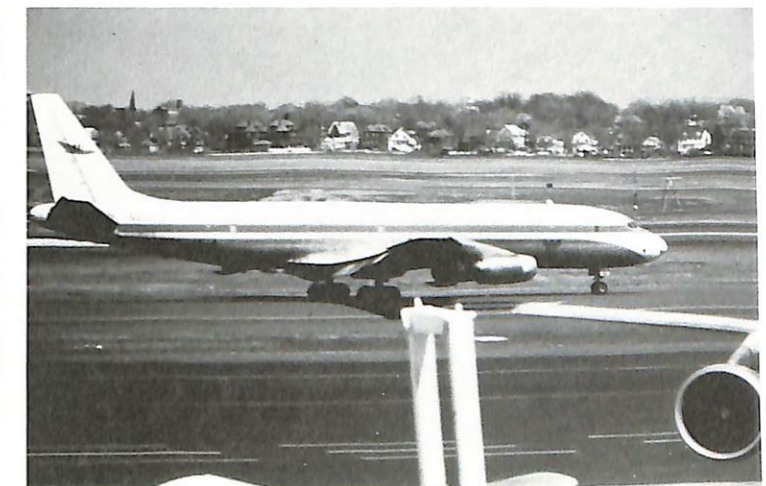


1 (Above).
 Srs.62H, N896BU
 c/n 46069
 United at EWR
 (Rich Fedorco Sr.photo)

2 (right).
 Srs.32F, N8209U
 c/n 45260
 Zantop at DFW
 (Steve Tobey)

3 (below, left)
 Srs.31, N8274H
 c/n 45274
 Pan American
 -Grace
 (Douglas via C.N. Haus)

4 (below, right)
 Srs.32F, N8258U
 c/n 45387
 Rosenbalm, BOS
 (Lloyd Evans)





5 (Above) N4929U, Southern Air Transport
at DFW (Steve Tobey)
6 (Below) Srs.61, N8765 c/n 46016, Airlift at
DFW (Steve Tobey)
7 (Bottom) Srs.62, N8969U c/n 46070, Hawaiian
Air at HNL (Steve Tobey)



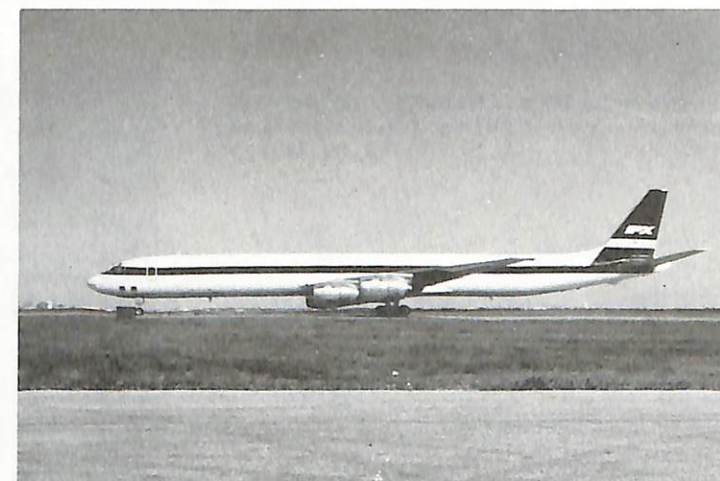
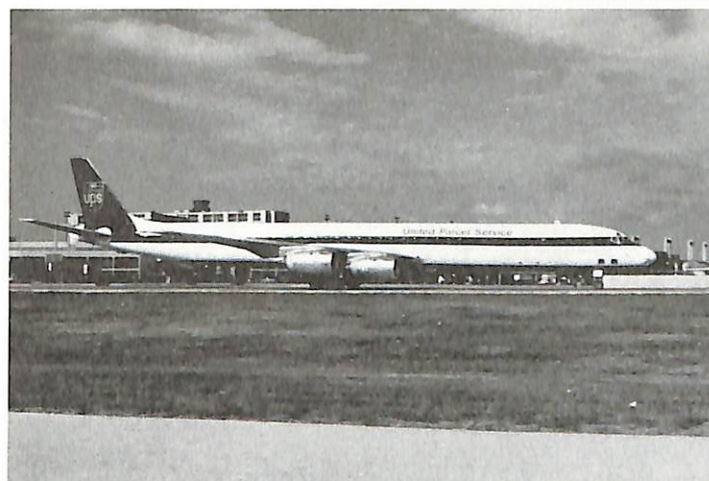
8 (Top) Srs.62, N1805 c/n 45899 Braniff/
Calder colors (C.N. Haus)
9 (Center) Srs.62, N1809E c/n 46107, Braniff
chocolate brown ultra, 1980 (C.N. Haus)
10 (Above) Srs.62, N1806 c/n 45911 Braniff
(red/beige) at Quito, 1976 (C.N. Haus)



11 (Top) Srs.63AF, N964R c/n 46000, Emery at
DFW (Steve Tobey)
12 (Above) Burlington Express at BUR
(R.M. Bell)
13 (Below) Srs.71CF or 73CF, UPS at DFW
(Steve Tobey)

14 (Top) Srs.63CF, TF-CCV c/n 45990 Evergreen
at DFW (Steve Tobey)
15 (Above) Srs.63CF, N804WA c/n 46137, Trans-
america at DFW (Steve Tobey)
16 (Below) Srs.73AF, N880UP c/n 46080 Inter-
national Parcel Express, DFW (Steve Tobey)

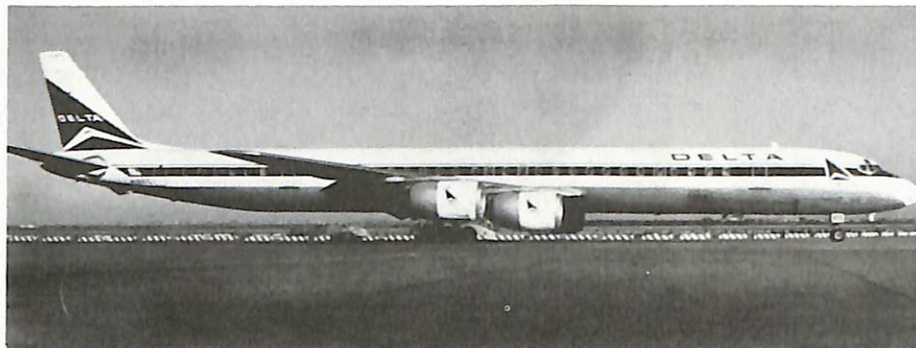
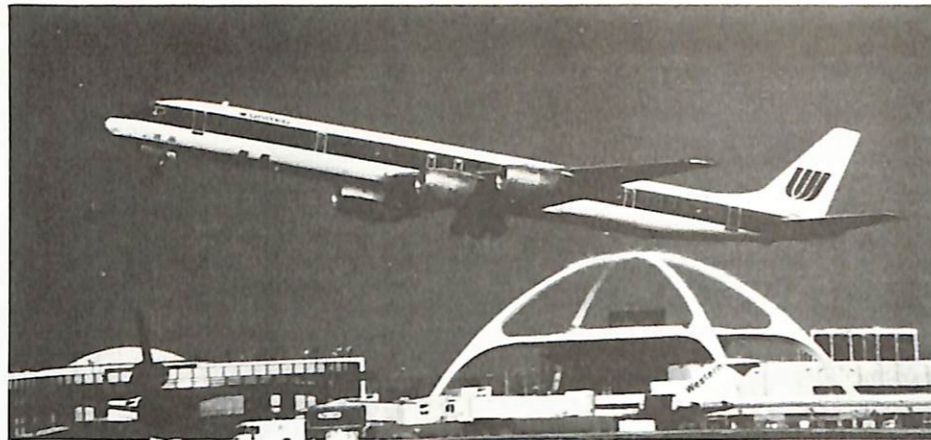
(Note similar paint schemes in two aircraft below.
Even the cheatline and tail colors are the same.)



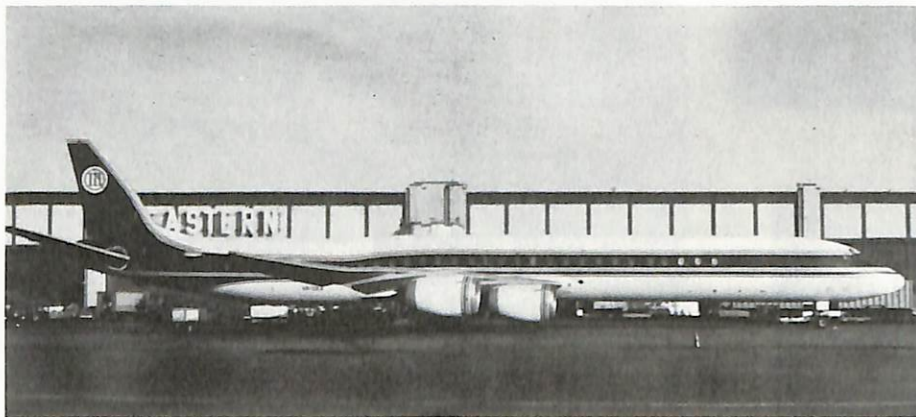
POST CARD CORNER

by WILLIAM DEMAREST

17 Srs 71, N8084U c/n 45974,
United AL at LAX (R.M. Bell)

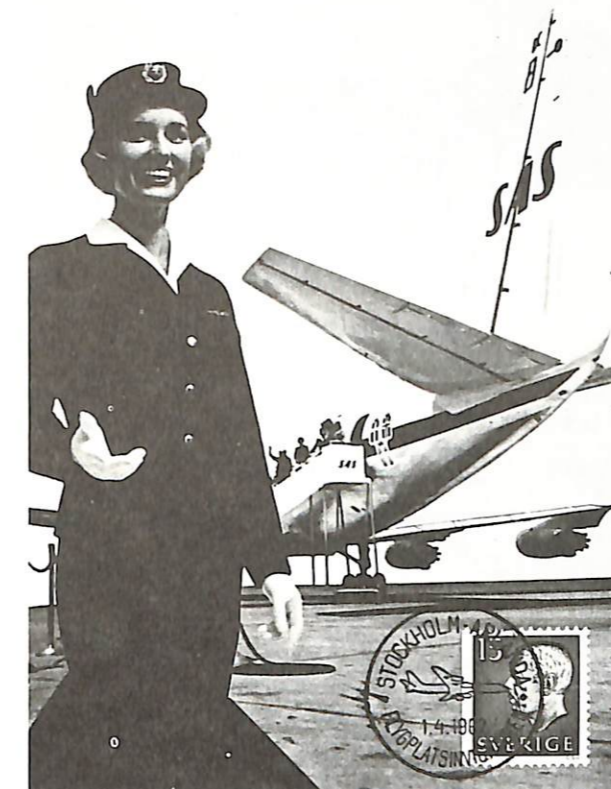
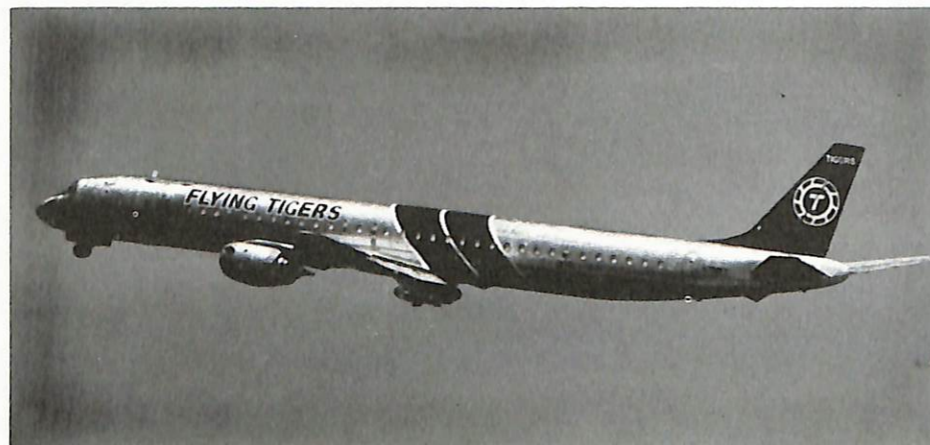


18 Srs.71, N1307L c/n 46056,
Delta AL at DFW (Steve Tobey)



19 Srs.73PF, VR-CKA c/n 46095,
Adnan Khashoggi (Handlingair)
at EWR (Richard Fedorco II)

20 Srs.73CF, N706FT c/n 46001,
Flying Tigers at LAX
(R.M. Bell)

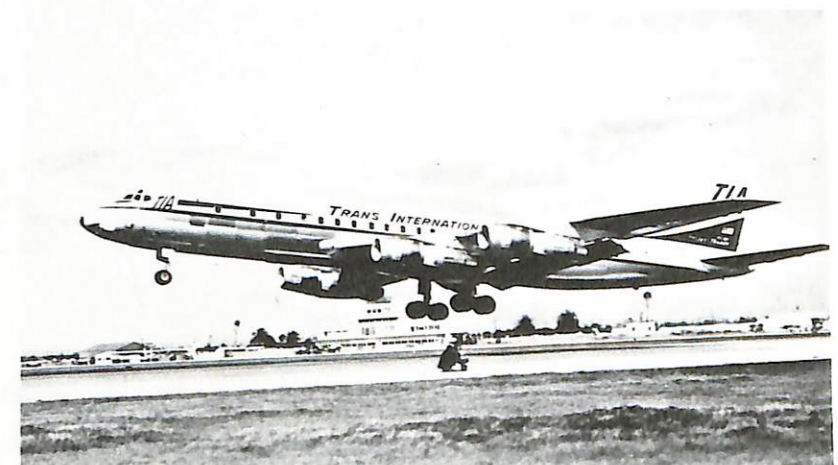
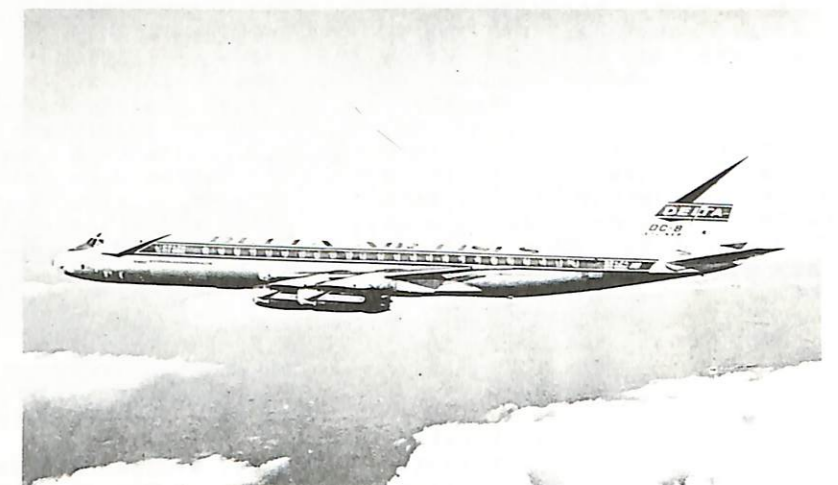


SAS - Scandinavian Airlines System - was an early operator of the basic DC-8. The airline had a fleet of seven Srs. 32 for its transatlantic services to New York and Montreal, and for the service to Los Angeles and Tokyo via Anchorage and over the North Pole. This card bears a postage stamp and cancellation on the front and the back. It says the card was carried on the inaugural scheduled SAS DC-8 service between Stockholm and New York, on 01 APR 62. The sender of the card wrote on the back the flight took 8:20 hours.

This issue of the CAPTAIN'S LOG features the wonderful DC-8 jetliner. Next to the Boeing 707, this four-engined aircraft ranks as one of my favorite subjects for airliner postcards.

Since its pre-introduction days, airlines all over the world have depicted the DC-8 on hundreds of postcards. My own collection numbers more than 450 different DC-8 postcards from approximately 120 operators. We have shown a few interesting DC-8 postcards in previous issues of the CAPTAIN'S LOG, but in keeping with the theme of George Cearley's special article, the postcards shown here represent a few of the finer examples of the DC-8 Series 10 through 50 I have come

BELOW:
Top: United DC-8-21, N8026U c/n 45295.
Center: Delta DC-8-11/12, N802E c/n 45409.
Bottom: Trans International DC-8 Srs.54 freighter,
N8008F c/n 45669.





Left: Eastern Air Lines DC-8-21, probably NB607 c/n 45428.

(All DC-8 and other historic cards shown in this column are airline issues.)

across. The next issue will concentrate on the DC-8 Super 60 series.

In this issue I present you also with several other historical postcards. I hope you will enjoy them.

As always, the commercial postcard publishers have again been busy with their printing presses. I have attempted to list their latest selections for you.

The airlines haven't forgotten us either. If you know of any new issues which I have neglected to mention, please drop me a note with a Xerox copy of the postcard. Thank you.

Happy collecting!

NEW CARDS

To avoid needless repetition, the following abbreviations are used in the listing:

ac - aircraft
ai - artist's impression
fa - shot from above
fb - shot from below
fl - facing left
fr - facing right
gr - on the ground
ho - head on shot
if - in flight

NEW AIRLINE ISSUES

Air Holland 757
Ansett New Zealand 737-100
ZK-NEC, fl/lf, data on back
Berlin Regional Jetstream 31
G-BTXL, lf/fr
Condor 727-200, lf/fl, above Emirates: clouds
A310 F-WCV, lf/fl
A310 A6-EKB, lf/fr

Hispania:

737-300 lf/lf/side view over mountains

737-300 lf/fa/fl

737-300 lf/vertical view card

Kuwait AW A310 F-WZEP, lf/fl

Lauda Air 767-300, with Niki

Lauda and teddy bear

London City AW Dash-7 G-BNGF,

LTU: lf/fl

757 D-AMUX lf/fr over forest

757 D-AMUX lf/fl ,, mountains

Lufthansa:

A300, gr/fl from above

A310, lf/fl almost ho

727-200, lf/fr into sunset

737-300, lf/fl long view

747, gr/fr with runway lights

747, gr/ho with Junkers ac

747, gr/fr view of engines

DC-10 gr/fr nose sticking out

DC-10, gr/ho of hangar

Med-Avia(Malta) Casa 212 three

different postcards

Oman Aviation:

F.27 A40-FE, lf/fr

three F-27, gr/fr

Cessna Citation gr/fl

RFG West Germany Metroliner II

D-ICRK

United Express/Air Wisconsin

BAe146 N146UE, lf/fr

Wideroe:

Twin Otter LN-BNX, lf/fl/fb

Twin Otter & Dash-7 lf/fl

together

Dash-7, lf/fl/ai over

mountains

AIRLINERCARD

ALC-001 Continental 737-130

full colors

ALC-002 Continental 737-3T0

New York Air colors

ALC-003 American 737-293 full

AA colors

ALC-004 American 737-3A4 full

AA colors

ALC-005 Piedmont 767-201ER

bare metal colors

PAUL DUFFY, IRISH AVIATOR

B.02 Aer Turas DC-8-63, lf/fl

DUTCH DAKOTA ASSOCIATION

13 DDA DC-3, PH-DDA

14 RCAF/DDA Beech 18 N5369X

15 RCAF/DDA Beech 18 N5369

over North Sea

16 Pyramid/DDA DC-3 PH-DDZ

17 DDA DC-3s PH-DDA&PH-DDZ, lf

18 Dream Aire DC-3 N64784

19 EASI/Mosquito Control DC-3

N496

20 DC-3s N2400, N300MF at PBI

21 Eastern Airways DC-3 G-AMPO

22 DC-3 Spirit of Vancouver,

C-FGXW

(DDA address: P.O. Box 75090,

1117 ZP, Schiphol,

The Netherlands)

INTERNATIONAL AIRLINE WORLD PUBLISHING

Historical Collector set #11 is now available.

(All numbers prefixed HC-)

399 Airlift DC-8

404 Alaska L-1649

414 Harold's Air Turbo DC-3

415 Pacific Alaska FH-227

416 Northeast Viscount 700

417 Emerald Air DC-9

418 Northwest CV-580

419 Nordair C-46

420 American Trans Air HFB-320

422 Continental DC-3

423 Zantop DC-6

424 Pan American CV-240

425 Columbia 747 (movie Air-

port, 1975)

426 Piedmont Commuter Metro

427 Air West DC-9-30

428 Hughes Air West DC-9-15

429 West Coast DC-3

430 Air West F-27

432 Air West DC-9-15

432 Pacific F-27

433 United 727-200 2nd livery

434 Northwest 580, blue stripe

435 National 727-200

436 Braniff DC-8

437 National 727-100

438 Florida Express BAC 1-11

439 Republic 727-200

440 Air West 727

441 Northwest 580, red stripe

442 Republic CV-580

443 Republic DC-9-15

444 Shillelaga L-188

445 Island Air DC-3

446 Republic DC-9-30

447 Wien Air Alaska F-27

RHC-128 Air Florida 737

(Address: IWAP Co.,

140 West Possum Rd.,

Springfield, OH 45506, USA)



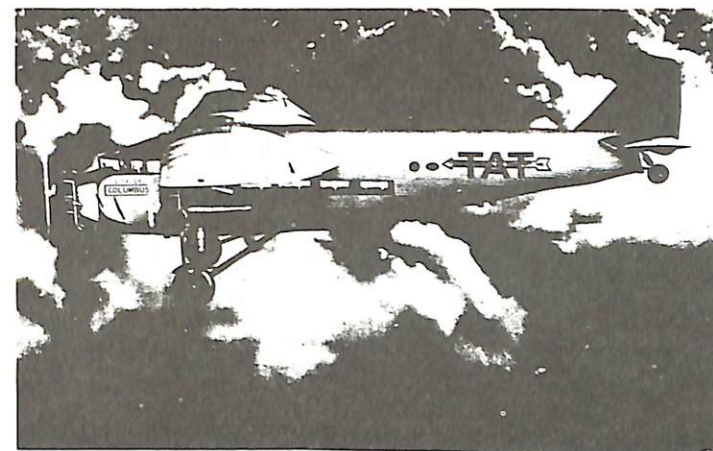
Western Air Express Douglas M-2.

Reverse of WAE M-2 card reads:

Safety + Comfort + Speed

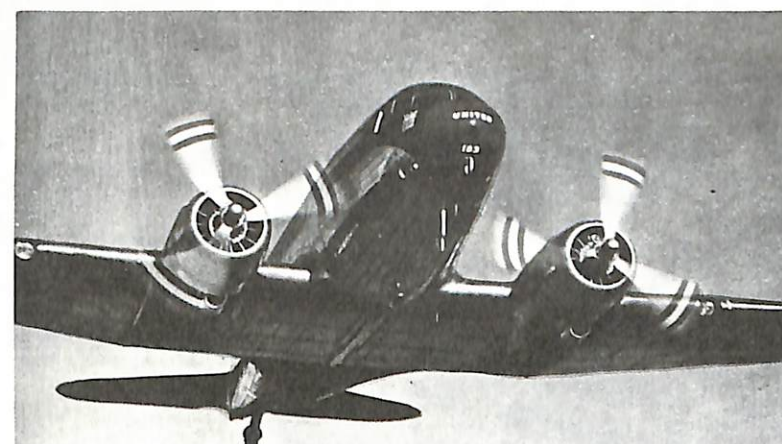
AERIAL passengers flying the Los Angeles to Salt Lake City Airway in powerful mail-passenger planes of the Western Air Express, Inc., fleet remark the utter safety and complete comfort with which this 600-mile flight over rugged mountains and vast desert reaches of the West is negotiated easily in 6 hours. Since April 14, 1926, Western Air Express, Inc., planes have flown nearly 400,000 miles without mishap—have transported approximately four million pieces of Air Mail and more than 300 passengers, safely, surely, certainly—a service dependability unsurpassed by any other medium of transportation.

Western Air Express, Inc.
113 West Ninth St., Los Angeles



"City of Columbus" NC9606 was a Ford 5-AT-B, c/n 5-AT-4, of Transcontinental Air Transport. TAT was founded in MAY 28 by Clement M. Keys, the well-known American aviation entrepreneur of the 1920s. TAT was a major Ford operator and the "City of Columbus" was for the first part of its service with TAT the "Office Ship" of Col. Charles Lindbergh, technical advisor to TAT, and other company officials.

United Air Lines DC-3 Mainliner on takeoff.



PETER RENTZCH

Unifly Express MD-82 EI-BTX at

Hannover, W. Germany

VASP A300B2 PP-SNL at Brasilia

Viva Air 737-344 EC-EHX at

Nuremberg, W. Germany

(Address: P.O. Box 65-0471,

2000 Hamburg 65, West Germany)

SCIENCE MUSEUM, LONDON

W6 Lockheed L-10A Electra

W9 Boeing 247D

W20 DH-84 Dragon

W21 DC-3

WORLD AVIATION PRODUCTIONS

(All numbers prefixed WAP)

45 AirUK BAe146, 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-FCX

50 Air Holland 757-27B, PH-ANE

51 Federal Express F.27,N709FE

52 Hispania 737-3Y0, EC-EBY

With special thanks to:
Albert Bacallado, Fred Erdman,
Pratap Kriplaney, John Pinnow,
Jon Proctor, Peter Rentzch and
Dave Rowe.

Some postcards never die. This card of PAA Martin M130 "China Clipper" was mailed from Hartford, CT, on 09 OCT 58. 'Boat flying over the uncompleted San Francisco Golden Gate Bridge dates this card to late 1935/early 1936.



China Clipper Passing Golden Gate Bridge

(Right): Chicago and Southern Airlines was a major operator between Chicago and New Orleans and other Mississippi Valley points. When the airline was taken over by Delta on 01 MAY 53, it was operating Constellations and DC-4s. This card was mailed from Memphis, TN, in 1958.

(Below): Great Lakes Airlines Inc. leased this DC-4 (C-54G), N30070 c/n 35931, from United Air Lines in FEB 50 for its "Transcontinental Skycoach" services.

(Below, right): DC-4 (C-54A) NC37724, c/n 10322 "Atlas Sky Merchant" was a travelling showroom for Atlas Tire Co. in 1946-49. Card was mailed from Plainfield, NJ., 14 AUG 47.



Chicago and Southern Air Lines 300 mph NEW *Luxury Constellation* built by Lockheed

The ATLAS Sky Merchant



(Left): DC-4 (ex- USAAF C-54A) LN-HAT c/n 10358, was operated by Braathens SAFE (South American and Far East) Air Transport as "Norse Skyfarer".

(Below, right): An airliner post card with a difference! Issued by Knut Aune Kunstforlag A.S. of Norway, it shows a polar bear munching on the propeller of a Cessna 180 of Norvingfly. No clues on the card of whether this was a live polar bear or that a stuffed animal was used to set up the shot.

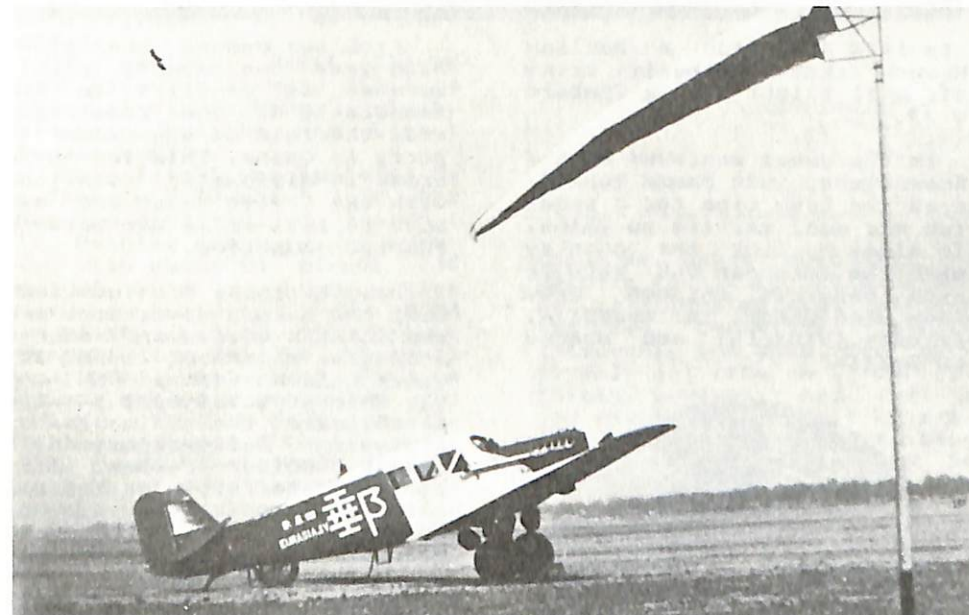
(Below, left): Panagra (Pan American-Grace Airways) "El InterAmericano" DC-7B. Panagra called its post cards "sky cards". Panagra operated to Panama, Colombia, Ecuador, Peru, Bolivia, Chile, Argentina. It was taken over by Braniff on 31 JAN 67. Routes and fleet were integrated into Braniff's over the following few months.



CHINA

Part 1

Eurasia Junkers F 13 in a typical setting in Manchuria. Windssock and a tent were the only "airport facilities" available. Bottom photo shows Capt. Johannes Rathje during a stop-over. -Lufthansa photos



THE HISTORY OF CIVIL AIR TRANSPORT IN THE "MIDDLE KINGDOM" IS AS FASCINATING AS ANY, BUT IT REMAINS LARGELY UNKNOWN.

IN THIS ISSUE, THE CAPTAIN'S LOG LOOKS AT EURASIA, THE DEUTSCHE LUFT HANSA AFFILIATE IN PRE-WORLD WAR 2 CHINA.

SUBSEQUENT PARTS WILL DEAL WITH THE AMERICAN INFULENCE BEFORE AND AFTER WW2 AND WITH AIR TRANSPORT SINCE THE COMMUNIST TAKEOVER IN 1949.

(c) 1988 by JOOP GERRITSMa

In 1919 the Chinese government ordered 40 Vickers Vimy Commercial airliners in Britain to operate mail services in Northeast China.

Also ordered, but not delivered, were six 20-seat Handley Page passenger aircraft and 105 training aircraft from AVRO and Vickers.

The Vimy Commercial was a 10-passenger civil development of the World War 1 Vickers Vimy bomber. Only two of the Vimy Commercials are known to have been assembled at Peiping (later Peking, now Beijing).

Flown by British pilots, they started a short-lived mail service between Peiping and Tsinan on 01 JUL 21.

When the British left later in 1921, the air service was closed down because there were no qualified Chinese pilots to fly the aircraft. Besides, it appeared people preferred to travel by train and "sedan chair" (curtained litter chairs), rather than aircraft.

The volatile situation in China during the early 1920s, with powerful warlords fighting each other and the central government, would have prevented operations of regular air services anyway.

By 1926 Chiang Kai-chek's Kuomintang regime had brought relative stability to south-east China, with its big commercial cities and trading ports of Shanghai (an international city), Nanking and Canton.

This led, in 1929, to the formation of the Aviation Exploration Inc., a subsidiary of Curtiss-Wright, controlled by the visionary Clement M. Keys. Service was started from

(RIGHT) One of two British Vickers Vimy Commercials which operated a short-lived mail service from Peiping in 1921.



In 1928 DLH made a Berlin-Moscow-Irkutsk (Siberia) trial air mail flight with a Junkers W 33.

Shanghai to Nanking, 200 mi (320 km) up the Yangtze River, with six-place Loening C2 amphibians. Mail and passenger service were also operated from Shanghai to Hankow and Peiping, and between Hankow and Canton.

About this time, 1928 or 1929, four Stinson SM-1F Detroiters were delivered to the Chinese government for an air mail service. I know of only one photo showing one of these aircraft. One of the Chinese characters on the fuselage stands for "Shanghai." It is therefore possible they operated out of that city, but I don't know whether they were flown by Aviation Exploration Inc. or another operator.

Meanwhile, in Germany, the Deutsche Luft Hansa, one of the world's great airlines in 1920-40, had been established on 06 JAN 26 and had inherited a well-developed domestic and European network from its predecessors. It soon began to look elsewhere for expansion.

German plans for an intercontinental air service go back to 1925, with the focus on a route through Siberia to China and Japan. In the mid 1920s this was the only air route to the Far East not under the control of the colonial powers, Britain, Holland and France. It was also much shorter than the routes planned or flown by Imperial Airways, KLM and Air France through south and southeast Asia.

Both China and Japan had drawbacks as destinations for the German service. Japan was still very much closed to Westerners and China was in constant political and military turmoil.

China was still largely underdeveloped and lacked a significant road network. If it wanted to modernize, it would need internal transport and connections with the rest of the world.

Against this background, Luft Hansa mounted a 6,200 mi (10,000 km) exploratory flight to Peiping through Moscow and Siberia in mid-1926 with two Junkers G-24 trimotors. The flight out took 38 days because of many political and bureaucratic delays en-route. But the return flight was made in only six days flying time. The Trans-Siberia railway took 17 days.

In the peace achieved by the Kuomintang, Luft Hansa considered the time ripe for a regular air mail service to China. It aimed to link the country with the European DLH network with services through Urgan (now Ulan Bator) in Mongolia, Irkutsk (Siberia) and Moscow to Berlin.



Eurasia baggage labels from the Don Thomas Collection.



Problems dodged the planning from the start, partly because of conflict in the leadership of the Kuomintang over the role of the communist party in China. This led to a break in diplomatic relations with the Soviet Union and almost to full-scale war between the two countries.

Despite these difficulties, DLH, the German government and the Chinese government signed a 10-year agreement 21 FEB 30. Under this agreement DLH and the Chinese government jointly established the Chinesische-Deutsche Luftverkehrsgesellschaft (Chinese-German Airline), better known as Eurasia Aviation Corporation, to operate services between China and Europe.

It had been understood from the start Luft Hansa itself could not operate these services. China was bound by treaties prohibiting it from favoring one nation over another in granting commercial rights. Those treaties had been forced upon the country by Britain after China's defeat in the Opium Wars of 1839-42.

The Chinese were not on friendly terms with Japan and did not want a Japanese airline operating on their soil. Therefore Luft Hansa - and later also Pan American Airways - could not be given landing rights in China either.

Eurasia was to operate on one of three, or all three, routes:

- a Northeastern service through Manchuria, from Shanghai via Nanking, Tsinan, Tientsin, Peiping and Linhsi to Manchouli on the border of Inner Mongolia and Soviet Siberia, or

- through Mongolia, from Shanghai to Peiping as above, then to Urgan (Ulan Bator) in Mongolia and to Irkutsk in Siberia;

- a Northwest service through the western region of Sinkiang, from Shanghai via Nanking and Lanchow to Urumchi.

All three routes would connect with the new Soviet airline "All-Union Enterprise of the Civil Air Fleet" (VOGVF), (named Aeroflot on 25 MAR 32.)

Eurasia came officially into being on 01 FEB 31 with a fleet of two Junkers F 13 and two W 33. Two route proving flights were made between Shanghai and Manchouli via Peiping, a distance of 1,550 mi (2,500 km), on 19 and 26 APR 31. Mail was carried on both flights without surcharge.

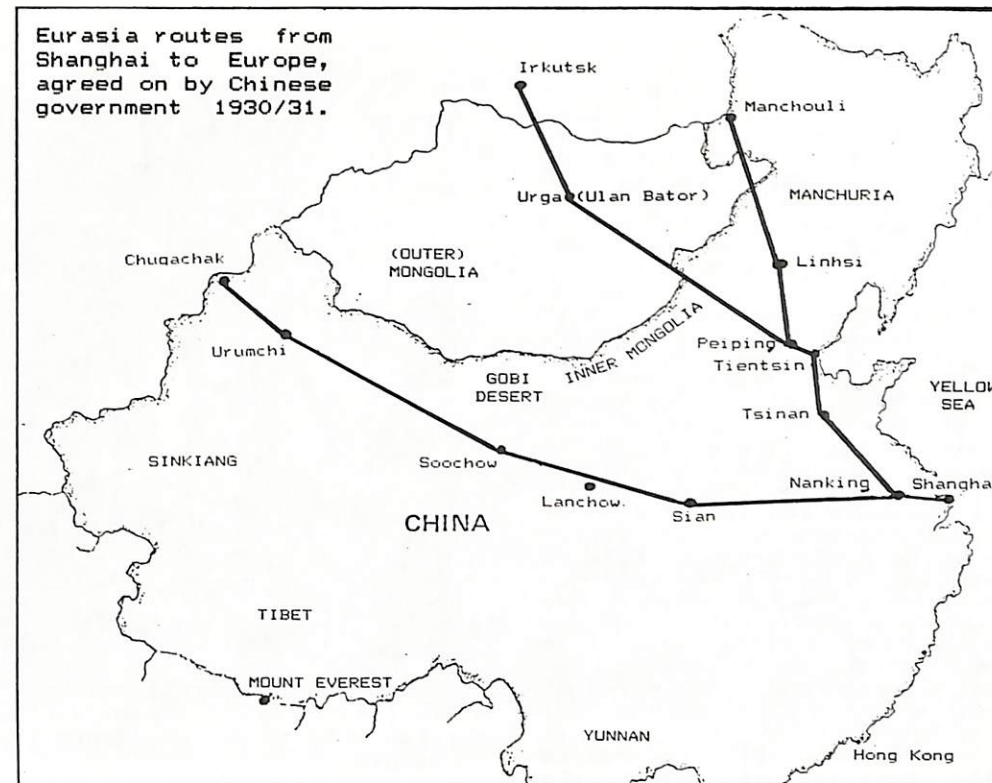
The official first flight took place on 31 MAY 31 from Shanghai via Nanking, Tsinan, Tientsin, Peiping and Linhsi to Manchouli.

This flight was operated by a Junkers F 13 which left the Hungjao airfield at Shanghai for Peiping early in the morning with about 84 pounds (38 kg) of mail on board. Nine more pounds (4 kg) were added in Nanking before the flight departed for Peiping. The mail continued that same day to Linhsi aboard a Junkers W 33, which arrived at 6:30 p.m. The following morning the aircraft flew to Manchouli, arriving at noon on 01 JUN 31. From Manchouli the mail was sent by train to Irkutsk via Ulan Ude and Chita and was transferred to a VOGVF aircraft for its journey to Moscow. In Moscow the mail was put on board a Derulft aircraft bound for Berlin.

The return flight from Manchouli to Shanghai was completed on 01 and 02 JUN.

Mail now reached Berlin from Shanghai in 7-8 days, 5-6 days faster than by Siberian railway. German postal authorities also promoted the service for European mail to Japan, Hong Kong, Macao, Indo-China and the Philippines.

Eurasia soon encountered political problems. On 02 JUL 31, only two months after the inaugural flight, Eurasia W 33 EU-II, en-route to Manchouli, was shot down by tribesmen while flying across Mongolian border territory. Pilot Johannes Rathje and Radio operator/flight engineer Otto Kolber were captured, tortured and sentenced to death. Since China claimed Mongolia (also



known as Outer Mongolia) as Chinese territory, no diplomatic relations existed between the two countries. Berlin intervened and both men were finally set free on 15 SEP 31. Kolber, however, had lost a leg which had been hit by rifle fire and had not been cared for properly while he was in captivity.

On 18 SEP 31 Japanese troops invaded Manchuria and quickly occupied this part of China. They established the nominally independent state of Manchukuo and halted Eurasia's service to Manchouli.

Japan soon established its own airline. Manshu Kokuyushu Kabushiki Kaisha (MKKK-Manchurian Air Transport Company). It operated domestic services with Fokker Super Universals and some German Junkers airliners, including the JU-86, a modern and fast 10-passenger cantilever, low-wing monoplane in the DC-2 & -3 tradition. It operated the Dairen-Mukden-Hsinking-Harbin-Chiamusse service. Five are said to have been ordered, but only one has been confirmed in service.

By 1939 MKKK linked most major cities by daily services. The operation was nominally a civil one, but MKKK aircraft often operated in support of the Japanese military, especially after the invasion of China (see later). MKKK connected with the Japanese airline system in Korea.

Peiping could be reached via a transfer to the Hui Tunq Aviation Company at Chinchow and Chihfeng.

The proposed Eurasia service through Mongolia was of course out of the question (it had not yet been started). Shanghai-Peiping service via Nanking continued, but Eurasia no longer met the terms of the contract with the Chinese government, to provide an air mail service to Europe. Luft Hansa and Eurasia now urgently began preparations for service on the third proposed route, to Urumchi in Sinkiang.

This route was 375 mi (600 km) shorter than the Manchouli route, but most of it led over totally unexplored terrain, including the Gobi desert and the foothills of the Himalayas. Navigation aids, airfields and weather stations were non-existent. Even the climate pilots would encounter, was unknown for much of the route. But it was the only option and camel caravans were sent out to establish emergency fuel caches along the way.

The Junkers W 33 registered EU-V made the first route proving flight over the 1,600 mi (2,600 km) sector from Peiping to Urumchi on 20-22 DEC 31. It flight took 18 hours, compared to three months for the usual camel caravan.

Inaugural services Shanghai-Nanking-Loyanq and Sian and

on a branch line between Peiping and Loyang, were operated on 01 APR 32. On 18 MAY the service was extended to Lanchow. By this time, Nanking had become the administrative capital of China. A proving flight of 2,600 mi (4,200 km) from Shanghai to Chugachak in Western Sinkiang on the Soviet border was also made.

Agreement was reached with the Soviet airline Aeroflot for onward air service to Moscow. It would carry the mail to Moscow for a guaranteed minimum fee of 400 gold francs per flight. Transfer points were Chugachak on the Chinese side of the border and Bachtu on the Russian side. The Russians did not want a German airline operating to Russia, and the 16 mi (25 km) distance between these two places would be covered by car - taking between one and two hours. In Moscow the mail would be transferred to the Deruluft service to Berlin.

On 07 JUL 32, even before the negotiations with the Soviets were completed, Eurasia started scheduled mail service between Urumchi and Lanchow, followed on 26 NOV by service between Lanchow and Peiping. In MAY and JUNE 33 two more W 33 were delivered to Eurasia via Siberia.

After reaching an agreement with Aeroflot, the airway to the west seemed clear. Services from Peiping, and from Shanghai via via Nanking would meet in Loyang to continue as one service to Sian, Lanchow, Soochow, Anhsi, Hami, Urumchi and Chuguchak. But politics intervened before the service could begin. In JUL 33 the majority Muslim population of Sinkiang took up arms against the Kuomintang government in Nanking and they were supported by the Soviet Union. Eurasia was again forced to abandon its plans for a mail service to Europe.

Luft Hansa, after having failed twice to establish a sustained trans-Asian service, was left with two options: maintain a free-standing Chinese domestic network, or give up its efforts in this part of the world altogether. It was not really interested in services in far-away China which were isolated from the European network. This became clear in the summer of 1933. The Chinese wanted Eurasia to begin service between Hankow, Chungking and Chengtu, but the airline declined. But on 10 MAY 33, it made a proving flight between Canton and Han-



Paved airports were an exception in China in the 1930s. Many an airfield became a morass during the rainy season. Here water buffalos drag an Eurasia Junkers JU-52/3m trimotor out of the mud at Chengtu. - Lufthansa photo

kow via Changsa. Poor airport conditions at Changsa prevented a landing, but the mail was dropped over the airfield.

A service to Canton was no doubt seen by Eurasia and Luft Hansa as a first step in the direction of Hong Kong. Scheduled Peiping - Canton service via Hankow began on 01 MAY 34. In that year Eurasia's first JU-52/3m trimotor became its first aircraft delivered via southern Asia: Egypt, Baghdad, Allahabad, Rangoon, Bangkok, Hanoi, Canton and Shanghai. By SEP 35 Eurasia had three JU-52/3m and in 1936 they operated nearly 75 per cent of the airline's services.

The Summer 1934 Eurasia time table shows two services: north-south Peiping - Canton and east-west Shanghai-Chuguchak. Loyang was the cross-over point. However, service west of Lanchow had already been suspended, despite what the time table said. Tiensui, Liangchow, Pinliang and Ansi were served only on demand. Chengchow replaced Loyang as cross-over from 01 OCT 34. The east-west service was extended from Lanchow northeast to Ningsia on 01 JUN 34 and to Paotow on 01 NOV 34. Canton was dropped from the north-south service from NOV 35 because of the condition of its airfield and the service terminated at Chengchow.

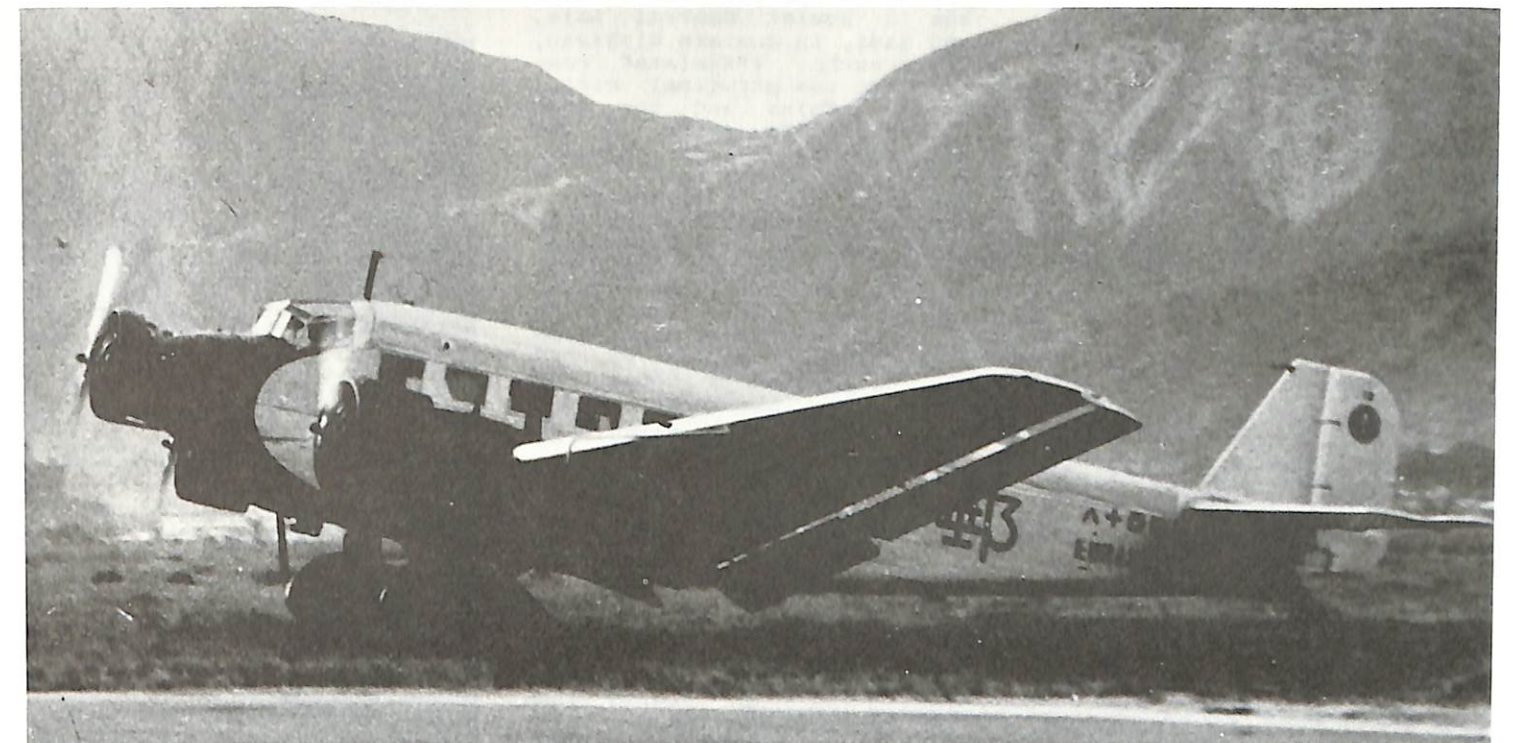
In the Spring of 1936 the Chinese government instructed

Eurasia to start service to Kunming in the southern province of Yunnan. Its reason for wanting the service was almost certainly different from Eurasia's reason to accept. There were tin mines in the province and the government needed the revenue from these, and it saw in Kunming a possible future administrative capital if it were forced to retreat in the war with Japan which seemed more likely every month. Eurasia saw it as another step toward Hong Kong and connections with the Empire service to Europe by Imperial Airways, which had started on 14 MAR 36. Hanoi in French Indo-China was closer to Kunming, but cooperation with Air France was not possible because in 1935 the French had rejected a proposal to co-operate with Luft Hansa in other areas.

Twice-weekly scheduled Sian - Chengtu service as a branch off the east-west Shanghai - Lanchow line had been started in SEP 35 and this was extended to Kunming on 01 APR 36.

By 01 APR 36 Eurasia was operating Shanghai-Nanking-Chengchow-Sian-Lanchow-Ningsia - Paotow service, as well as Chengchow-Peiping and Sian-Chengtu-Kunming services, all twice a week. The distance from Shanghai to Kunming was 1,600 mi (2,580 km) and to Lanchow 1,100 mi (1,780 km).

Political and economic conditions were only some of the problems Eurasia struggled



Following the start of the Imperial Airways air mail service to Shanghai and Peiping via Empire service through Hong Kong, Eurasia Imperial Airways to Hong Kong and on Eurasia extended its twice-weekly Peiping - Canton from there. This Eurasia Junkers JU-52/3m is service to the British Crown colony on 29 JUN seen at Hong Kong's Kai Tak airport. 37. The German post office immediately offered - Lufthansa photo

with throughout its existence. The geography and weather caused as much if not more hardships. During the rainy season airfields in the western part of the country often turned into swamps. Runways became unusable and human muscles often were the only help available to pull an aircraft out of the mud. Only when real lucky, people had oxen or cows to pull the aircraft free.

Following the start of the Imperial Airways service to Hong Kong, the German post office advertised mail from Europe for China would be sent to Hong Kong by Imperial Airways, by boat and train to Canton and Eurasia to Shanghai and Peiping. The service was improved even more on 29 JUN 37 when a Eurasia JU-52/3m extended the twice-weekly Peiping-Canton service to Hong Kong. It was Eurasia's first regular foreign service since the early 1930s. Mail from Berlin again reached China in only seven to eight days.

Luft Hansa still wanted to have its own Far East service and from the end of June to early August 1936, the airline made a flight to Sinkiang, the so-called First Pamir Flight. It sent a JU-52/3m from Kabul across the Hindu Kush and

Pamir Mountains which separate Afghanistan from China, East India (now Pakistan) and the Soviet Union. The distance of 7,600 mi (12,230 km) was covered in 55 hrs 43 minutes.

But again, before scheduled service could begin, events outside the control of Luft Hansa and Eurasia intervened. On 07 JUL 37 Japanese troops invaded China near Peiping and unleashed the biggest war East Asia has ever seen and which four years later spilled over into the Second World War. Eurasia aircraft were often shot at by ground troops and Japanese aircraft.

China was hopelessly unprepared for war and in only a few weeks the northeast provinces fell. Eurasia lost its network north of Hankow. Shanghai fell on 11 NOV 37 as the Japanese forces continued their drive south along the coast. Nanking, the seat of government, fell in December. Eurasia lost an F-13 and a W-33 in the bombardment of Shanghai. Earlier it had lost a JU-52/3m, EU-XVIII, in a takeoff crash at Kunming on 01 AUG 38. The airline moved its headquarters with the Chinese government ahead of the Japanese troops. Sian in AUG 37 and two months later to Kunming.

Hankow became the new seat of the Kuomintang government.

Only nine days before the war started, on 29 JUN 37, Eurasia had extended its twice-weekly Peiping-Canton service to Hong Kong. The war halted the Peiping - Canton leg.

Within a few months the Eurasia network had been decimated. Only the services from Sian to Hong Kong via Hankow, Changsha and Canton and to Kunming via Chengtu remained. Both were well away from the front and especially the Hong Kong service was popular, not really surprising under the circumstances.

Eurasia now more than ever needed support from Europe. In AUG 37 Luft Hansa operated the Second Pamir Flight to try again to establish a service to China, via Kabul in Afghanistan, and Sinkiang. Two JU-52 trimotors flew from Kabul into China over the Hindu Kush and Pamir Mountains along the 3 mi (5 km) wide strip of Afghan territory between the USSR and Kashmir. The flight passed through the 16,460 ft (5,000 m) high Wakham Pass. The only other area of the world where the terrain forced aircraft to fly this high, was across the Andes in South America.

JU-52/3m D-ANOY left Kabul on 24 AUG 37 and D-AMIP followed two days later. On the return trip on 28 AUG, D-ANOY was forced down near Soochow with engine trouble. Civil war was raging in the area and on landing the Junkers came under heavy small-arms fire. Capt. Von Gablenz and his crew were taken prisoner. They were released a month later, made temporary repairs to their aircraft and arrived back in Kabul on 27 SEP.

The Pamir flight had raised new hope for a permanent Eurasia service with Europe. Even though it was 1,550 mi (2,500 km) longer than the Urumchi - Moscow route, the Kabul route was still the same distance shorter than the Imperial Airways service via Hong Kong. But the return trip clearly showed the hazards of operating in this area. Eurasia was again down to being only an outpost of Luft Hansa.

Kunming-Hanoi service began on 15 DEC 37 and Eurasia now offered connections to Europe at Hong Kong and Hanoi. Liuchow was added 13 JUN 38 and Kunming became the transfer point between Hanoi and Hong Kong. The daily Hong Kong - Changsha - Hankow service was suspended on 25 OCT 38 when Japanese troops took Hankow. Canton had fallen a few days earlier. Hong Kong was now cut off from southeast China. Eurasia continued mail service from Hong Kong and Hanoi to Kunming, across the occupied province of Kwantung, by flying only at night and during days with heavy cloudcover.

On 04 AUG 38 the Kuomintang government had fled to Chungking from Hankow. Kweilin now became an important "hub" for Eurasia. Services to Chungking and Kunming began on 21 NOV 38. After Kweilin - Hong Kong service had started, Liuchow was dropped from the Kunming - Hong Kong service. Other operations at this time included the Chungking-Chengtu and the north-south Hanoi - Kunming-Chengtu-Sian-Lanchow-Ningsia service.

The war with Japan forced the Kuomintang into closer ties with the Soviet Union. Economic and military pacts were signed and soon there was a need for a regular air link.

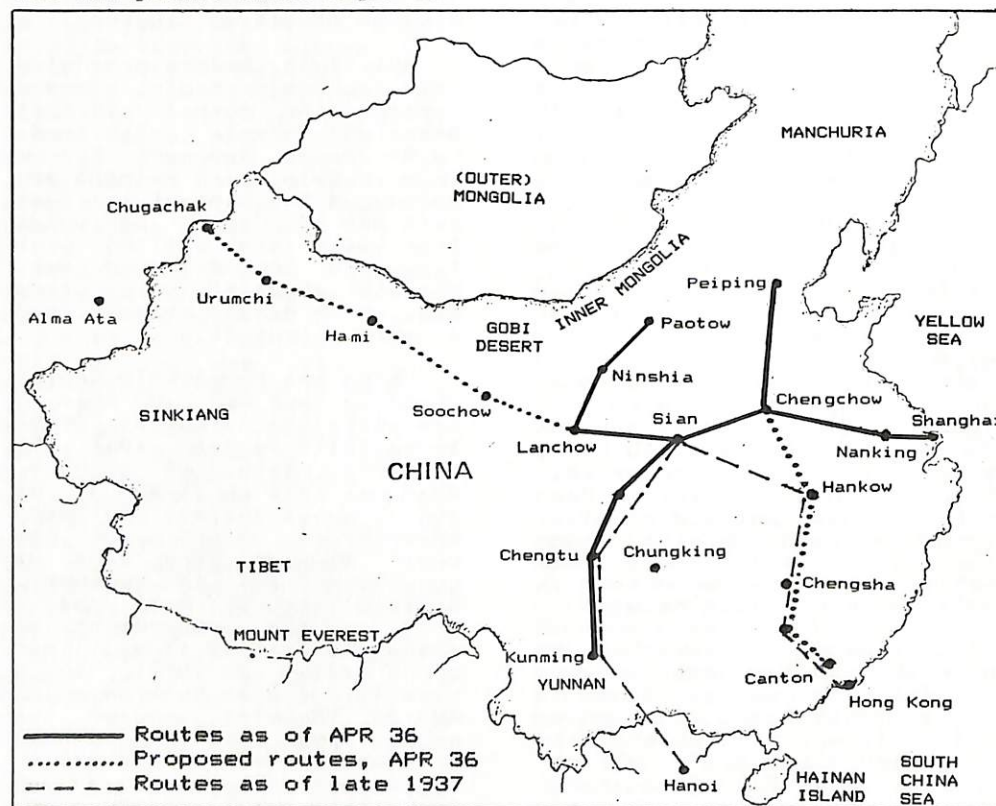
A route through Sinkiang, far from the front, was the safest. But fearful of the major German influence in Eurasia, the Soviets refused an Eurasia service. After long negotiations, Hamiata was born Soviet-Chinese airline on 20

FEB 39 to operate between Alma Ata in Soviet Central Asia, and Hami, in eastern Sinkiang, via Urumchi. ("Hamiata" came from the two principal cities served.) China and the USSR each had a 50% share in the airline. The Soviets provided the flight crews as far as Hami and China the aircraft.

The Chinese Ministry of Transport used a JU-52/3m from Eurasia for the service. The first proving flight crossed the border to Alma Ata on 24 MAR 39. The first scheduled service was flown on 05 DEC 39. However, the connecting service from Alma Ata to Moscow was extremely irregular and mail from China would often lie in Alma Ata for weeks.

In 1939 DLH began its own weekly South-Asia service to Tokyo. The first commercial flight, with JU-52/3m D-AGAK, left Berlin on 08 AUG 38 and routed via Beirut, Baghdad, Basra, Jask, Karachi, Jodhpur, Allahabad, Rangoon, Bangkok, Hanoi, Hong Kong, Formosa and Kyushu. Hanoi was the connecting point with Eurasia. D-AGAK returned to Berlin on 27 AUG 39 and Luft Hansa was preparing for full service. At last the airline had its Far East service. (As far as Hong Kong, the route had been flown before by aircraft being delivered to Eurasia from Germany. But these were not commercial services.)

Again, politics and war undid the plans. Three days af-



歐亞航空公司
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時刻價目表
TIME TABLES - TARIFFS

HEAD OFFICE SHANGHAI 97 JINKEE ROAD
PHONE 15780 15788 15789

Cover of APR 36 Eurasia timetable with Junkers JU-52/3m trimotor which operated most of the airlines's services by then.

(From the Don Thomas Coll.)

ter the aircraft had returned to Berlin, Germany invaded Poland. The World War 2 had started. In far-away China, Eurasia was again on its own in trying to survive.

It was not an easy task. On Friday, 13 APR 37 Capt. Johannes Rathje, Radio operator Ulbricht and Chinese pilot Ding, with two Eurasia employees as passengers, were en-route from Hanoi to Kunming in JU-52/3m EU-XIX.

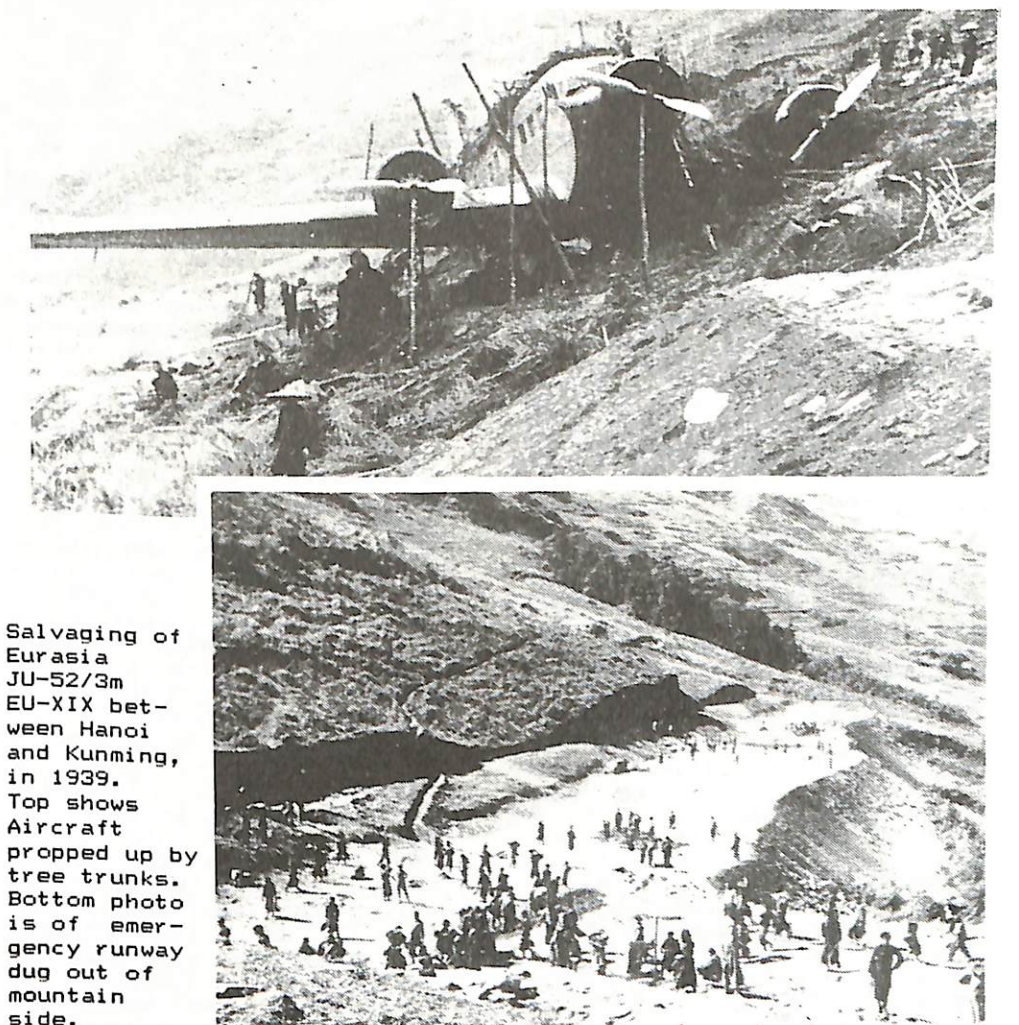
The aircraft was attacked by Japanese aircraft and suffered substantial damage, forcing Rathje to set it down on the side of a mountain. While the five occupants escaped serious injury, the aircraft appeared to be lost. The wheels had been ripped off, the underside of the fuselage was pushed in and the wings, tail surfaces and propellers also had major damage. After a five-day trek the five men reached the Kunming - Hanoi railroad near Hanoi.

Eurasia's head of technical services, Fritz Schneider, decided to try and recover the aircraft. A JU-52/3m was too valuable to abandon in the jungle.

The story of this recovery ranks as one of the epics of air transport. Assisted by French colonial troops from Hanoi, a repair party with 33 pack horses and mules carrying spare parts, reached the aircraft. It took days of back-breaking labor to secure the aircraft with tree trunks to prevent it from slipping down the mountain slope. A hole was dug under the fuselage so the underside could be repaired and 800 Chinese began digging a runway on the mountain slope. They moved between 1,000 million and 1,400 million cubic yards of soil (between 30,000 to 40,000 cubic metres) with their bare hands, shovels and baskets.

During this recovery, war broke out in Europe and the helpful French troops, only a few miles to the south, suddenly became the enemy.

As the Chinese laborers pulled and pushed the repaired aircraft onto the runway, the wheels sank 10 inches (25 cm) deep into the ground. To compact the ground, the aircraft was pulled back and forth over the full length of the makeshift runway until the surface was hard enough to support it. On 15 OCT 39, six months after the landing, EU-XIX took off and flew back to Kunming.



Salvaging of Eurasia JU-52/3m EU-XIX between Hanoi and Kunming, in 1939. Top shows aircraft propped up by tree trunks. Bottom photo is of emergency runway dug out of mountain side.

EURASIA FLEET, 1931 - 1943

JUNKERS F 13 (One engine, 4 pass.)	JUNKERS JU 52/3m (Trimotor, 15-17 pass.)
EU-III MAR 31 - 15 DEC 32	EU-XV 11 SEP 35 - Fate unknown(*)
EU-IV MAR 31 - NOV 37	EU-XVII 24 OCT 35 - 06 MAY 39
	EU-XVIII 29 DEC 35 - 01 AUG 37
JUNKERS W 33 (One engine, cargo/4 pass.)	EU-XIX 19 JUL 36 - 13 APR 39
EU-I 04 FEB 31 - 26 AUG 32	EU-XX 11 MAR 37 - Fate unknown(*)
EU-II 04 FEB 31 - 02 JUL 31	EU-XXI 27 MAY 37 - 16 JUL 38
EU-V 19 JUN 32 - 01 FEB 33	EU-XXII 14 MAR 38 - Fate unknown(*)
EU-VI 16 JUL 32 - 01 SEP 32	EU-XXIII 06 SEP 38 - 12 MAR 39
EU-VII 23 FEB 33 - 08 DEC 41	EU-XXIV 26 AUG 37 - Fate unknown(*)
EU-VIII 17 MAR 33 - NOV 37	
JUNKERS W 34 (One engine, cargo/4 pass.)	W 33 EU-VII & W 34 EU-VI were in Hong Kong when the city fell.
EU-I 31 MAY 33 - 04 JUL 35	
EU-II 31 MAY 33 - Fate unknown	The fate of W 34 EU-II is unknown.
EU-III 04 SEP 33 - 22 FEB 35	
EU-V 11 MAR 35 - 27 SEP 35	The four JU-52/3m marked (*) may still have been in service when Chinese government took over Eurasia in NOV 40.
EU-III 25 MAR 35 - 11 MAY 35	
EU-VI 25 JUN 35 - 08 DEC 41	All other Eurasia aircraft either came to grief in accidents or were destroyed by military action.
JUNKERS JU-160 (One engine, fast mail a.c/6 pass.)	
EU-XVI 03 OCT 35 - 25 DEC 35	

In NOV 40 the Chinese government suspended all Eurasia services and all German staff were expelled. The government continued to operate the airline. After the attack on Pearl Harbor, the USA, Great Britain and China (finally!) declared war on Japan. Hong Kong fell to Japan on 23 DEC 41 and the Imperial Japanese Army continued its conquest of French Indo-China and Burma.

As Japan got a firm grip on Southeast Asia, Eurasia's network was reduced further and further. With no supply lines left, parts for the four or five JU-52/3m became impossible to get (the two remaining W 33 are believed to have been in Hong Kong for maintenance when that city fell) and on 01 JUN 43 Eurasia was officially liquidated by the government.

WINGS & THINGS

by RICHARD KORAN

"Don't take the machine into the air unless you are satisfied that it will fly." was the first of a series of rules and regulations issued by the United States Air Mail Service early in 1920. Post Office Department pilots realized early on that to deviate from this rule, and a long list of others, would result in something serious on the transcontinental air mail routes.

The Odd Rules and Quaint Regulations set out in *Air Mail*, an illustrated history, 1793-1981, by Donald B. Holmes, sets the tone for the opening of my column. I wanted to find a way to take a quick look at the Air Mail pilots and their flight insignia during the early years in the United States.

Although *Air Mail* is an international story, as set forth by Holmes, I will be concerned primarily with the three kinds of pilots in the U.S. who flew the mail: civilian air mail, military and airline, and the two early wings they wore.

Two wing patterns stand out from those early days - the Air Mail Service pilot's wing and the wing designed by Northwest Airways' founder Col. Lewis H. Brittin. There are some variations on this wing and they are shown in this column.

The Air Mail Service pilot wing has a large "US" in the center of the metal badge with

"Pilot" at the top and "Aerial Mail" around the bottom. According to photograph cutlines in Holmes' book, "Air Mail Service pilots wore their wings proudly," and the wing is shown on p.128 along with photos of some of the rugged individuals who flew above and beyond! A photocopy of that wing is illustrated in this column - the actual photograph is credited to the Photo Library at NASM, Smithsonian.

In the Time Life "The Epic of Flight" series, the volume *Flying the Mail*, there is a great photograph of E. Hamilton Lee (p.7), a former World War 1 pilot instructor, who pioneered the airmail routes between Chicago and St. Louis, and between Minneapolis and Chicago in 1920. He is wearing the cloth/bullion version of the Aerial Mail pilot wing above his left pocket. The badge has quite distinctive wings and "US" in the photo. However, the rest of the detail is not clear. Lee is also on p.117 in Holmes' book, leaning on the wing of his favorite, the DH-4 mail plane. In this photo the detail of the wing is tough to make out, but the "Official mail pilot's uniform" is great! And how about that moustache!

I do not have an example of the Aerial Mail pilot wing in my collection, but I do have a U.S. Air Mail Pioneer lapel pin of the same design. Of course the silver pin is somewhat smaller, being only an inch across. Those of you who

receive letters from me will note that I use the early rubber-stamped Type W6 air mail mark at the lower left of the envelope. This mark is very much the same design too.

This U.S. Air Mail Pioneer lapel pin is a finely executed piece of jewelry. It has the same design as the Air Mail Service pilot wing. It is the same as the pin worn by Jerome Lederer, president emeritus of the Air Mail Pioneers. Much smaller obviously than the actual wing, it measures one inch (2.54 cm) across and is Sterling.



Universal Air Lines pilot T.J. Lee, wearing the all-metal version of the Air Mail wing designed by Col. L.H. Brittin on the breast pocket. Note, too, that the "UAL" insignia has been sewn onto the head band of the hat. In the later years of his flying career Lee was with American Airways and American Airlines.



Official Air Mail pilot's insignia as designed by Colonel Lewis H. Brittin of Northwest Airways. The wings are gold bullion and the center are gold metal with the words U.S. Air Mail. These wings were worn into the early 1930s, after having been adopted by the Postal Service for all carriers flying the mail.

According to The Airpost Journal, DEC 87, in an article by Ralph Valles, "we come to the Type W6 winged 'US' mark whose design became the official insignia of the U.S. Government Air Mail Service. In his article Valles points out the Type W6 winged mark is seen on government air mail matter. He also wrote about the Holmes book and the photograph of Lee wearing "a pair of fabric/sewn-on wings" which were "part of the officially issued mail pilot's uniform." The articles by Valles are a study of air mail markings on

covers under the title Winged Types of Air Mail Markings on 1918-28 covers.

Now to the second type of air mail pilot wing. Stan Baumwald sent me a clipping, Wings, Treasured Part of Pilot's Uniform, from one of the Northwest Airlines books. It describes the wings worn by NWA pilots.

"The wings are the oldest part of the uniform and date back to 1928 when the founder of Northwest Airways, Col. Lewis H. Brittin, designed a wing to represent the air

mail pilot's profession. Brittin wanted the pilots to have a medal that would distinguish them from other commercial flyers.

"He began with the globe in the center, with 'U.S. Air Mail' inscribed over it. Stretching out on both sides were eagle's wings. Since contract air mail in the early days of commercial aviation made passenger service possible, the words on the emblem were very important.

"In 1929, postal officials in Chicago saw the wings on Northwest pilots and requested permission from Col. Brittin for all commercial air mail pilots to wear them. The permission was granted and not only did the emblem then appear on pilots' blouses, but was also used on a series of stamps and even a flag.

"For several years, flags bearing Col. Brittin's design flew over the air mail collection facilities at major airports, and during the 1930s, the wings appeared on four air mail stamp issues, including a 30-cent stamp which was issued for early transatlantic



(Above) U.S. Air Mail pilot wing pattern which followed the one designed by Col. L.H. Brittin. This gold metal wing has very fine feathering and is marked Rolled Gold. It was worn up through the 1940s. (Below) Close-up of the globe showing the detail of the letters with the Equator running through the word Air. The letters are "straight", without serifs (short lines from the upper and lower ends of each letter). Note the fine feathering detail.



(Above) Northwest (formerly NW Orient) Airlines pilot wing as worn by today's air crews. Note the positioning of the letters U.S. Air Mail on the globe and the more stylized wing pattern. The basic design by Col. Brittin has been retained to this day and continues a fine tradition for NWA. (Below) Close-up of the wing's globe showing the the word Air sitting on the Equator. The letters on this wing have serifs.



U.S. Aerial Mail pilot wing photocopied from Donald B. Holmes' book *Air Mail* and credited to the NASM, Smithsonian. Air Mail Service pilots wore their wings proudly, said Holmes. One of them said, "Most of us are in it because we see the mail service as providing the best opportunity to advance the cause of commercial aviation."



(Above) Silver Air Mail wing, made by hand and with considerable detail in the feathering. This wing is 2.5 inches (6.5 cm) across and has a pinback for wear. All detail has been chased by hand and represents a considerable amount of work. The workmanship and chasing techniques date this wing back to the late 1920s and early 1930s. (Right) Close-up of the fine detail in this wing. The workmanship in the feathering as well as in the words Air Mail took a lot of time and energy. I acquired this wing from a military collector, but I have no idea where it came from or who wore it at one time.



flights.

"As the years passed, the use of the wings was gradually discontinued until today, the Northwest Orient pilots, for who they were originally designed, use them exclusively."

According to Stan Baumwald, the bullion wing, with a metal center, was used until about 1933 and the gold wings were worn up until about World War 2. They then went to the current Northwest wing.

"The only differences that are really noticeable," Stan says, "is that the Equator goes through the word 'Air' in the older wing and under it in the current wings. There are also differences in the strike where the feathering is more noticeable and, of course, the metal content is different, varying from Rolled Gold to 10K gold."

Another difference between the older and newer Air Mail wing is the shape of the letters in the center of the globe. The older wing's letters are straight whereas the letters in the present-day wings have serifs, "any of the short lines stemming from ... the upper and lower ends of the stroke of a letter," according to Webster and his dictionary.

Stan also has another great collectible in his possession - one of the early air mail collection facility flags. He believes it to have flown over the Milwaukee, Wisconsin, building. The flag is quite large, measuring six by eight feet. It is all-white with the gold air mail wing design in the center. There are red and blue stripes at the top and bottom of the flag.

In my collection I have a silver "Air Mail" wing which I recently acquired from a military collector friend. The silver wing is made from 1/16-inch silver, cut to the shape as seen in the photographs in this column. The wing pattern detail and the letters "Air Mail" have been chased by indenting with hammer and tools to give the wing its exceptionally fine appearance. A close look with the camera lens allows the viewer to see more detail than is possible with the naked eye. It is a pin-back wing but there are no maker's marks to tell us who did such a fine job. The pin and the heavy over-center lock catch, however, help us to date the piece back to the late 1920s or early 1930s.

Two histories are written for this issue, by George Cearley and Joop Gerritsma - George's is on the DC-8 and Joop's on the history of air



China National Aviation Corporation, a subsidiary of Pan American Airways, began operations over the Burma-China "Hump" in 1942 in co-operation with the 10th U.S. Air Force. CNAC was a pioneer on these routes, which started during the Sino-Japanese War, long before Pearl Harbor. Carrier is known for having flown the DC-2½. This badge is marked "Phelps & Co." and "Silver". The word "China" is in blue enamel letters and the shield has blue and red enamel.

transport in China. Both are to span two issues and I will be photographing wings related to both subjects for my column.

Joop's efforts on Chinese air transport has given me an opportunity to refer to a couple of books in my library which cover in great detail some of the men who continued to fly for China as part of CNAC and CATC after their outstanding gallantry and daring with the American Volunteer Group, the Flying Tigers.

Two of the wings have appeared in a previous CAPTAIN'S LOG issue but are related to this China story as well. They are the CNAC half wing in silver and the CATC pilot wing. Additional photo's are from Larry Pistole's book, The Pictorial History of the Flying Tigers, which I photographed for this column. One shows the CNAC wings, collar brass and cap badge worn by former Flying Tiger Van Shapard, Jr. Two different pilot wings appear in that photo. The second picture shows the cloth wings, bullion hat badge and personal calling cards of Link Laugh-



Central Air Transport Corporation wing. CATC had been formed by the Chinese government in March 1943 to replace the German-sponsored Eurasia company. CATC and CNAC were acquired by Civil Air Transport (CAT) in the late 1940s. The letters "CATC" are deep blue enamel, as is the circle surrounding the red enamel Chinese characters on white. Wing is finished in gold and is hallmarked "Russell Uniform Co., New York, N.Y."

lin, another Tiger pilot. These CNAC wings and insignia are choice!

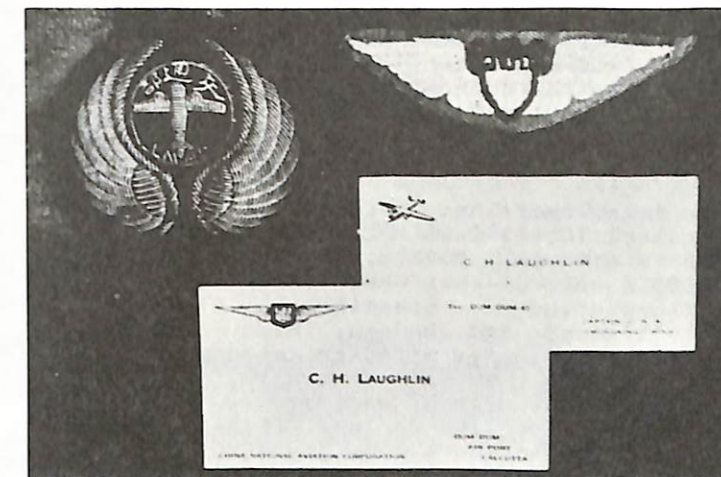
The third photograph shows former Flying Tiger, Robert C. "Moose" Moss, standing with two Chinese pilots in front of a CNAC C-46 transport. The Chinese symbol for CNAC is visible on the fuselage of the C-46. A photo of Moss' hat appears in the same book, together with this information: "... I wore that old hat all the time I was with the A.V.G. and the C.N.A.C. That hat has made more trips across the Hump than any man living or dead. I think it was 279 round trips I made wearing that hat, not counting 4,000 miles on a tractor after the war... You can tell them all that hat crossed the HUMP more times than any hat in the world!"

The symbol on the side of the C-46 was called the "chung" and was born in 1942 in response to Gen. Claire Chennault's message urging adoption of an insignia to be put on the planes. According to W.C. McDonald, Jr., in Wings over Asia, A Brief History of China National Aviation Corporation, "I believe it is fitting to include the story of the Chung ... because it is this symbol which saved many of us from being shot down by Allied pilots and because it has also played a vital role in keeping the CNAC Association together."

"Chung is a Chinese character which means 'in the middle of' or 'the center', or, as applied to our CNAC aircraft, 'Middle Kingdom Space Machine Family'."

"The Chung has adorned many CNAC aircraft: DC-3's, C-47's, C-53's, C-46's and DC-4's. Its real claim to fame is the thousands of flights it made with precious cargo over the

CNAC hat badge and cloth pilot wing worn by former Flying Tiger C.H. "Link" Laughlin. The hat badge is bullion with "CNAC" below the aircraft in the center. Above the airplane are Chinese characters. The calling cards indicate that Laughlin was based at Dum Dum Airport, Calcutta, India. (Photo from The Pictorial History of the Flying Tigers by L. Pistole.)



CNAC wings, collar brass and cap badge (center) worn by former Flying Tiger Van Shapard Jr. Note, too, the chung collar pieces in the two lower corners of the picture. The small CNAC wing at the bottom was probably worn on the uniform shirt and the other uniform items were worn on the jacket/blouse. (Photo from The Pictorial History of the Flying Tigers by L. Pistole.)

Himalayas. It also has flown the Pacific and around the world and is still 'in the center' of the hearts of the CNAC people."

More outstanding photographs of earlier CNAC and CATC operations are found in Malcolm Rosholt's Flight in

the China Air Space, 1910-1950. Included are pictures of a Stinson Detrioter at Nanking; CNAC pilot Hewitt Mitchell in his 1936 uniform with different wings and hat badge than those shown in the column; a photo of Charles L. Sharp in the cockpit of "Kuikiang", one of the early Loening amphib-

ians used on commercial routes along the cities of the Yangtze River; and, E.M. Allison, senior pilot for CNAC in the 1930s, in the forward baggage compartment of a Douglas Dolphin, "probably at Lunghua on the Whangpoo River." And more!

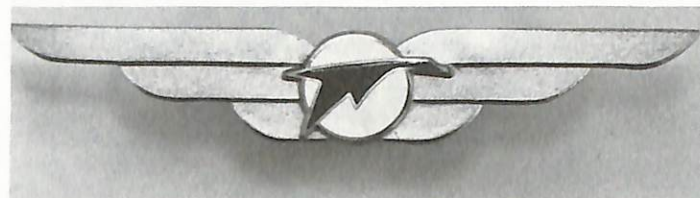
During the early CNAC days, prior to WW2, the insignia first used on the fuselage of the airplanes was called a "yu", and was "the first ideograph in the Chinese word for postal service," says Rosholt. It is quite different from the Chung.

A few weeks ago I received a short letter from Mats Rosen of Stockholm, Sweden, along with a copy of his new book illustrating Scandinavian civil wings and badges, together with a few military and police wings.

For those of you who collect wings or like to look at them and read about them, this book would be a fine addition to your library. Mats is selling the paper-back book, Moss-
emblem & Brostemblem for Nor-
diskt Civil-och Militarflyg for U.S.\$13, and that is a deal for what the publication gives the reader/collector. Even though it is written in Swedish, don't sweat it - the photos and drawings make it all worthwhile. After a bit of "reading" you can almost fig-



CNAC pilot Robert C. "Moose" Moss and two Chinese pilots stand in front of CNAC Curtiss C-46 Commando in World War 2. Chung symbol on the side of the fuselage shows up well. The stripes on the tail are light-blue and white. CNAC had been driven back steadily by the advancing Japanese and its headquarters were at Chungking by the time the U.S. entered the Second World War. In early 1942 CNAC became the first operator on the "Hump" airlift from India to China through the Himalayas, after the link over land, the famed Burma Road, had been cut. The Hump was then the only link between the Allied forces in the Far East and the Chinese hinterland not occupied by Japan. (Photo from The Pictorial History of the Flying Tigers by L. Pistole.)



Canadian Pacific Air Lines pilot wing is gold with a white enamel center and blue enamel flying goose. During CPA's expansion throughout Canada, the goose became as famous as the maple leaf logo of Trans-Canada Air Lines



Seaboard World Airlines captain's wing from the early 1970s. Wing is gold with a silver "bird" in the center. The letters "SW" are in red enamel. SWA offered domestic and international cargo services.



Trans-Caribbean Airlines pilot wing worn at the time of the merger into American Airlines late in 1970. This wing is 14+ gold and has a blue enamel flag in the center. There was a previous TCA pattern wing as well, which may have been worn in the DC-8 days.



Aeronaves de Mexico pilot wing which I acquired recently. Very nice wing in gold, with orange and black enamel in the center. Fine feathering highlights the wing pattern. There is another version of Aeronaves pilot wing but I am still trying to locate it. That wing pattern is more stylized.

ure out the descriptions any-way. Mats wrote, "As far as I know this is the first attempt of documentation of cap badges and breast emblems from the several different companies in Scandinavia." Remember U.S.\$13 for the book, and here is the address:

Mats Rosen
Morrbackagatan 33
S-113 41 Stockholm
Sweden.

As I write this column for the LOG, I am still trying to "recover" from our August vacation at Sunset Beach, Oahu, Hawaii! We rented a house and I just did a swan dive into the water or sat on my duff on the lanai watching time fly by at a much slower rate. I had



This Viasa International Airways captain's wing is gold with orange enamel in the name as well as the small bar with three stars. Viasa has an international network of routes with quite a number of gateways.



The Swissair pilot wing is also recognized the world over. The gold wing has a polished Swiss cross in the shield in the center. This wing was replaced some years ago by a more-stylized version, but it remains one of my favorites.



Japan Air Lines wing from the late 1960s and early 1970s. Gold bullion wings with silver "JAL" on silver bullion backing. This wing was acquired in Frankfurt, West Germany, at Rhein-Main Air Base, from an American captain flying a JAL DC-8.

written Joop about my stress level being at the top of the curve, but the time at Sunset Beach and Waimea Bay took the level to "O"! Except when some "Swim" suits went by!

Went out one day to the Middle Loch on the Pearl City Peninsula to the original landing site of the China Clipper. There is a very fine memorial with the Pan American China Clipper etched into black marble along with the text: "This plaque was dedicated November 22, 1985 by employees of Pan American World Airways during ceremonies honoring 50 years of Transpacific service by Pan American." The plaque is mounted on a small concrete block close to another memorial plaque, which

reads: "At 0842, 7 December 1941 in Middle Loch, near this spot, an enemy midget submarine was sunk after being rammed by the USS Monaghan and shelled by the USS Curtiss."

I also walked into a military residential area close by these memorials and found that many of the older homes there are the same houses PAA aircrews were quartered in when the Clippers were flying the Pacific. The homes are located between the area where the PAA terminal once flourished and the memorial site. It was indeed a memorable afternoon amongst the very old Banyan trees and the airline history on the Pearl City Peninsula and, of course, Pearl Harbor itself.



Overseas National Airways pilot wing is silver bullion on a black background. The silver "ONANA" is on a light blue field surrounded by a ship's wheel pattern. ONA once ranked as one of the largest charter airlines in the world.



Delta Air Lines captain's wing with the familiar "blue ball" center and gold lettering, Flying DC-8s, Delta has expanded both its domestic and international operations.



The pattern of this Scandinavian Airlines System (SAS) pilot wing is familiar around the world. The SAS eagle is quite distinct. SAS is the national airline of Denmark, Norway and Sweden. The wing is overall gold with polished highlights on the raised surfaces.

STICKER CHATTER

by DON THOMAS

This issue of the CAPTAIN'S LOG contains a history of Chinese airlines before World War 2 and to the communist takeover after WW2. I have supplied several labels which are illustrated along with the article. These include several from China National Aviation Corporation, a Pan American Airways subsidiary. There are 15 different CNAC labels shown in the Air Transport Label Catalog. I also wrote a two-page article on CNAC in the Jack Knight Air Log / AFA News of APR-JUN 88.

The Eurasia Aviation Corp. has five labels listed, two of which are illustrated with the history elsewhere in this LOG. Eurasia was promoted by Deutsche Luft Hansa and was financed by German interests. It flew Junkers aircraft from the coast westward as well as a route from Peking to Canton. As their routes were different, there was little competition with CNAC.

Central Air Transport Corporation was the name given to Eurasia after it was taken over by the Chinese Government in 1941.

Southwestern Aviation Corporation was another pioneer airline in China. It operated out of Canton to Hanoi in French Indo-China and to Hainan Island in the late 1930s. Their label is very rare - only this one copy is known.

McDonnell-Douglas put out lots of labels and stickers for the DC-9 and DC-10, but apparently very few for the DC-8. Illustrated here is the only one I have on hand, a Series 70 for the flight crews (#1). Panair do Brasil had two DC-8 labels (#2 & 3). In this case the word JATO doesn't mean jet-assisted takeoff, as some people think. Jato is Portuguese for jet.

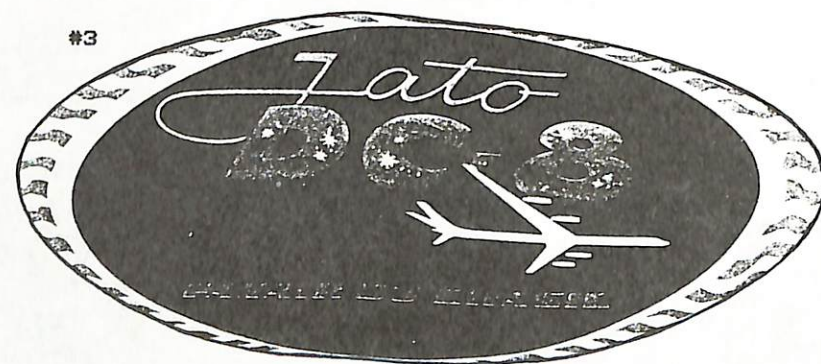
Happily, WAHS members are keeping me up to date with new labels, or stickers as many collectors call them. Still others call them decals. Thank



#1



#2



#3

you all. I appreciate it very much and am happy to share them with all CAPTAIN'S LOG readers.

Bob Kopitzke of the History of Aviation Collection at the University of Texas in Dallas,

sends in two big labels, or small bumper stickers, from American AL: "The On-Time Machine" (#4) and "The Airbus is Coming" (#5). AA's A300-600 label was shown in the JUN 88 LOG.



#4



#5

Keith Mock of Northwest AL in Memphis, TN, picked up a beautiful Northwest Boeing 747-400 label (#6) at an employees fair. It is in silver, red and gray. He says there is also a bumper sticker with the same theme.

R.J. Wilmoth sent in some Delta stickers: The "Delta Air Lion - Fantastic Flyer" (#7) looks like something for children who fly on Delta. The "Travel Agent" (#8) and automated boarding pass (#9) items are new. He also sent in the small Paris label (#10) and a golden "Preferred US Airline 5th Consecutive Year" label which we will not attempt to illustrate because gold and silver metallic items do not reproduce well.

Jim Wilder of Illinois provided a big Southwest label or bumper sticker, "I Flew Shamu" (#11), a great picture of the Southwest 737 named Shamu. It really looks like the killer whale of Sea World in Florida.

Gex Buskermolen of Holland sent in five beautiful KLM labels. All are white on blue, showing the 737, 747, DC-10 A310 and Fokker 100. The F.100 was depicted in the JUN 88 issue of CAPTAIN'S LOG.

Lee Bachar of Chicago sent in a different Fokker label. This shows the Fokker 50 of



#6



#7



#8

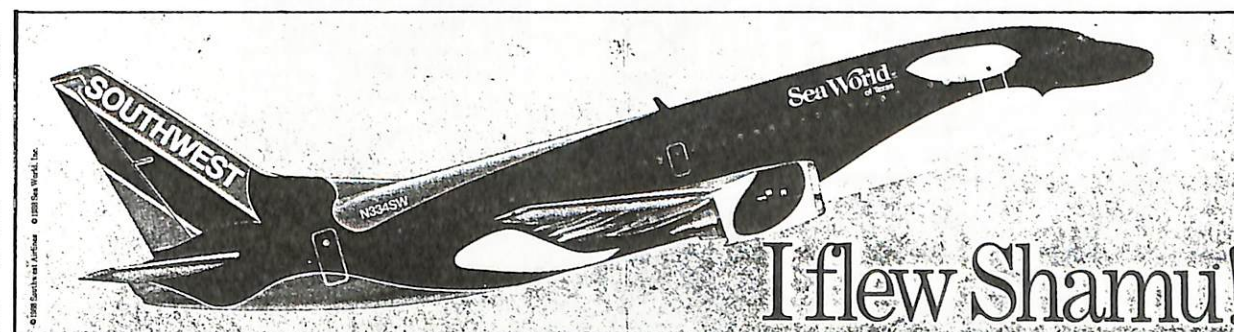


#9



#10

#11





#12

DLT, the partner of Lufthansa (#12). Lee also sent a similar label for the Embraer 120 Brasilia of DLT, as well as a number of BILs.

Phil Brooks of Indianapolis came up with something from Kokomo, IN - a cardboard BIL from Direct Air, Inc, a small airline operating from Kokomo, Indiana (#13). The reverse of this BIL has thin horizontal lines indicating where to write your name, address and telephone number.

Bill Stubbjaer has some new BILs. El Al now uses blue on white rather than the orange-red of previous BILs (#14); the Royal Jordanian BIL shown here (#15) is red, gold and black on white; Hawaiian Airlines now has a BIL in lavender or orchid on white with lines for name, address and telephone number on the reverse (#16). Skyworld Airlines is the new name for Ports of Call, of Denver. Their BIL (#17) is in blue on white; Skywest Airlines is now a Delta Connection carrier and has a BIL in red on yellow (#18). The new Continental Airlines BIL (#19) has "Interior Baggage" text added.

Charles Paddario sent in two new stickers he picked up in Singapore (our members do get around!). One shows Donald Duck and was issued by Iberia of Spain (#20) and the other is a large ATR42/ATR72 sticker commemorating the Asian Aerospace show in 1988 in Singapore (#21).

Bill Gawchik of Pan Am always comes across some nice items. The smaller UTA label he sent is dark blue on silver

EL AL
P.O. in Israel 3414-04

name and initials _____ שם ומא
temporary address _____ כתובת זמנית
until date _____ עד תאריך
permanent address _____ כתובת קבועה
tel. _____ טל.

#14

CONTINENTAL AIRLINES
INTERIOR BAGGAGE IDENTIFICATION LABEL

NAME _____
ADDRESS _____
CITY-STATE-ZIP _____
TELEPHONE _____

#19

DIRECT AIR, INC.
Kokomo Municipal Airport
3605 E. County Rd. - 400N
Kokomo, IN 46901

IND. WATS 800-382-0629 NATIONAL WATS 800-428-0706 KOKOMO 317-452-4031

#13

ROYAL JORDANIAN المملكة الأردنية الهاشمية

Name _____ الاسم
Address At Destination _____ العنوان المؤقت في بلد المقصد
Permanent Address _____ العنوان الدائم في مكان الإقامة
R.J. 472 Tel. _____ تلفون

#15

HAWAIIAN AIRLINES

IMPORTANT:
Please complete and attach this ID tag to the outside of your luggage

FOR RESERVATIONS

Nationwide Toll Free	800) 367-5320
Honolulu	800) 537-5100
Māui	800) 244-9111
Kauai	800) 245-3671
Hawaii	800) 935-0811

#16

BAGGAGE I. D. TAG

SKYWORLD AIRLINES

2121 VALENTIA STREET • DENVER, COLORADO 80220 (DENOCFO)

Name _____
Address _____
City/State _____
Telephone _____

#17

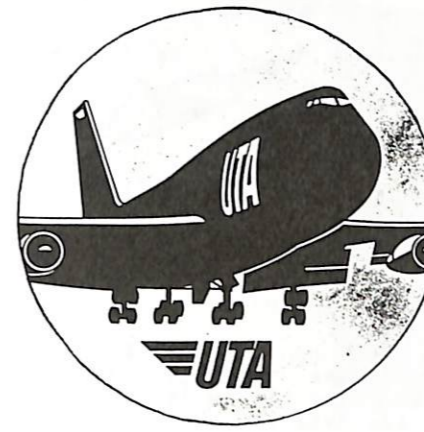


#20

SKYWEST AIRLINES

NAME _____
ADDRESS _____
CITY/STATE _____
TELEPHONE _____

#18



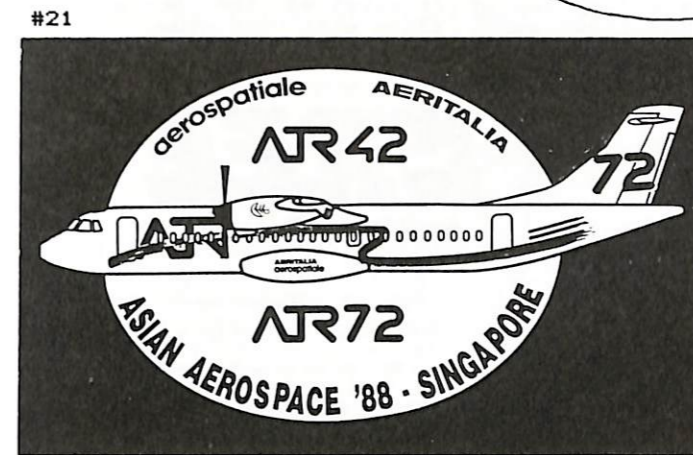
#22

(#22) and the larger one (#23) is blue, red, silver and black on white. UTA was the "official carrier" to the America's Cup races in Australia in 1987.

Ted Koch of Connecticut found a unique Ethiopian ATR42 label (#24). The name in English was put on the forward fuselage and the name in Amharic on the rear fuselage. The normal location is the opposite. The mistake caused a quick withdrawal of the label and destruction of most of them. It would be interesting to see the correct label, if one will indeed be produced. Ted also sent in a Zambia Airways ATR42 label (#25). The aircraft was delivered in June and ran off the end of the same runway at the end of the same month - not a good beginning. The 1500th 727, commemorated with a silver on dark blue sticker (#26), was delivered to United Air Lines, according to Ted.



#23



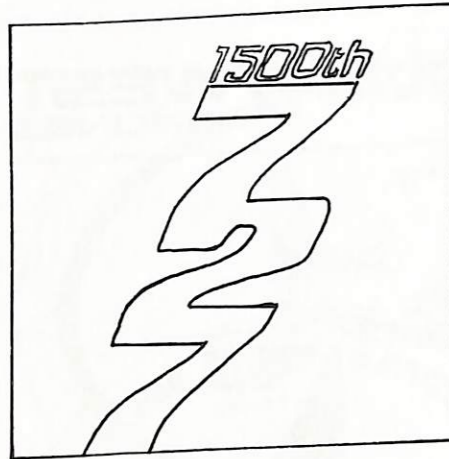
#21



#24

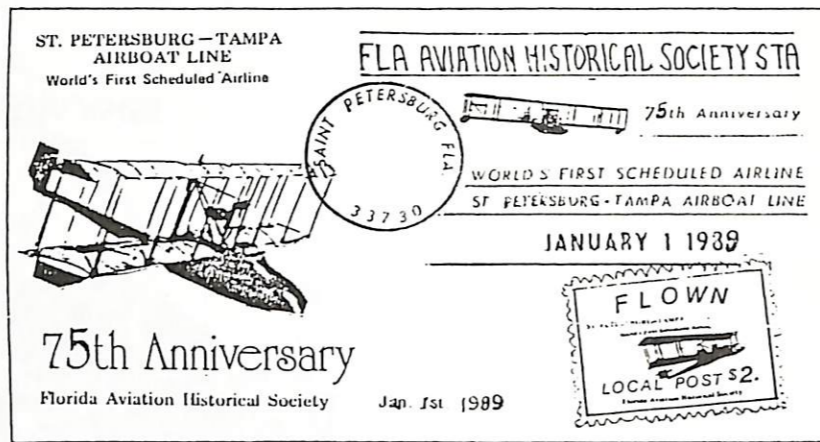


#25



Cover, cachet, cancel, & local post stamp will be similar to this.

#25



I also bring to your attention a flight cover to be issued to commemorate the re-enactment of the first flight of the world's first scheduled airline, the St. Petersburg-Tampa Airboat Line. The first flight was made by Tony Jannus in a Benoist airboat on 01 JAN 14 and the re-enactment will be flown on 01 JAN 89, weather permitting.

Each regular-sized cover will have a colorful cachet on rag envelope, a Local Post \$2 stamp to certify the cover was actually flown on this first-flight re-enactment, a U.S. 25-cent stamp for postage, and a commemorative cancellation,

"St. Petersburg, Fla., Jan. 1, 1989".

This will be a beautiful cover and the cost is \$2, available after 01 JAN 89 from the Florida Aviation Historical Society, 1801 Oak Creek Drive, Dunedin, FL 34698, USA. Payment by cheque or money order in advance.

Please advise which address is to be placed on the covers to be mailed by the FAHS. If the covers are to be unaddressed, or if you wish addressed covers to be returned to you under separate cover, please send a self-addressed stamped envelope of the proper size along with your order.

Other cacheted envelopes, printed by dealers or private collectors, may be mailed to the FAHS and will be flown on this flight on payment of \$2 each for the Local Post stamp which will be affixed to the cover before cancellation and flight. They will be either mailed from Tampa or be returned to owner under separate cover, as desired.

Money raised through this venture will be used by the FAHS, a non-profit organization, to help finance building a museum to house the aircraft replica (44-ft wingspan) and other exhibits concerning commercial aviation.

(To fill up the space on this page, we publish this rare Cree Airways sticker (left), courtesy of Tony Herben, who sent it in some time ago. This small Canadian airline suspended operations in 1987. The sticker measures 202 x 58 mm and has black printing on white. -JG.)

FLY CREE AIRWAYS CORP.

SIZES AND COLORS:

- #1: 125 x 83 mm; outer border white; inner border dark blue; inner field light blue; "70" dark blue with black lines; text red; aircraft white with red & blue trim.
- #2: 112 x 96 mm; background yellow; text & ball dark green; logo black; aircraft black & white; circle & horiz. line black. Invisible in reproduction is a white ball off-center on the green ball, just to its right, like a shadow in reverse.
- #3: 139 x 60 mm; outer border beige with gray waves; "Jato" in ocre; "Pan-air Do Brasil" in green; "DC-8" various shades of red to purple; aircr. beige.
- #4: 220 x 100 mm; background white; all text and aircraft outline black; AA trim on aircraft red & blue.
- #5: 228 x 75 mm; background white; "AA" and eagle in familiar red & blue; rest of text black.
- #6: 102 mm diam.; background silver & gray (silver comes over as black in this reproduction); 747 silver, white with the familiar NW red and blue trim; "Northwest Airlines" in red; text below airline name is black.
- #7: 84 x 95 mm; all text white; circle around lion brown-red; banner across bottom light blue; areas around banner and on either side of lower circle are yellow.
- #8: 77 mm diam.; black text on white

- background; Delta logo blue (top) & red (bottom).
- #9: 45 mm diam.; "inside" white on red bar; all other text blue on white; Delta logo in blue & red.
- #10: 45 mm diam.; French flag blue-white-red (from left to right); "Paris" in red; "Delta" and Eifel tower black; background white.
- #11: 330 x 88 mm; background light blue; "I flew ..." text black; 737 dark purple & white; beige areas on rear fuselage and tail; fin flash red; "Sea World", "Southwest" and Nreg. white.
- #12: Rectangle 155 x 105 mm, oval 145 x 95 mm; border and text dark blue on white; aircraft metallic blue-green.
- #13: 121 x 60 mm; brown text on beige background; name & address lines on reverse also brown.
- #14: 81 x 51 mm; blue on white.
- #15: 99 x 70 mm; airline logo & name at top in gold, narrow gold and wide red bars below name; other text black; background white.
- #16: 152 x 38 mm; lavender text on white background; line separating "Hawaiian" and "Airlines" red; name & address lines on reverse also lavender.
- #17: 224 x 32 mm; white text and log on deep blue (left side); deep blue text on white (right side).
- #18: 128 x 33 mm; red printing on bright yellow.
- #19: 83 x 43 mm; logo red; all other

- printing black; background white.
- #20: 60 x 112 mm; background white; Donald Duck white within black outline; jacket & cap blue; yellow beau tie; hands white; legs and feet flesh color; "Volamos" black, "Iberia" and "i" of logo in red; "B" of logo flesh color.
- #21: 185 x 113 mm; oval white; rectangle blue-gray; aircraft white with black outline; text on aircraft black; other text blue; aircraft cheatline red; rear fuselage trim flashes blue, green, red.
- #22: 100 mm diam.; dark blue 747 and "UTA" on silver.
- #23: 160 mm diam.; background white; "UTA" blue-gray; "French Airlines" light green; all other text black; "sea wave" and left wing light blue; right wing red; missile fuselage silver.
- #24: 180 x 109 mm; border bright green; all text above, on and below aircraft red; background white; aircr. outline black; upper fuselage white; lower fuselage silver; cheatlines red-yellow-green-yellow-red, fin flash green-yellow-red, lion yellow.
- #25: 180 x 109 mm; border green; inside shield orange; text above, on and below aircraft black; tail green; tail logo orange; cheatlines green-red-black-orange; upper fuselage white; lower fuselage gray.
- #26: 75 x 75 mm; silver text on deep blue background.

AIRLINE DINNERWARE

by RICHARD W. LUCKIN

We open this column as I promised, with china from United's Red Carpet Room (#1-#3), a lounge area for passengers who have joined the Red Carpet Club. These lounges are in operation at major airports where United has many flights. Most airlines, such as Continental, TWA, etc., have similar special lounges but most do not have special china for these lounges.

There is other china also to enjoy in this column, including some ashtrays (#4-#6).

With non-smokers outnumbering smokers, ceramic ashtrays will perhaps soon be on the endangered list.

Also in this column a few international first class patterns (#7-#10). More international china will be featured in the next column.

If you have something you would like to share with our readers, please send me a good sharp black and white photo.



1. This may be one of the earlier Red Carpet Room patterns (1960s). The decal is in color. Made by Syracuse China of Syracuse, NY.



2. Sterling China of East Liverpool, Ohio, made this set. The lettering and pin-stripe are a red/orange.



3. Most recently Sterling made this cup with a modern logo. Again, the decoration is red/orange. As a point of information, TWA uses their regular first-class china while Continental (at least in Newark, NJ) uses paper cups.



4. Our first ashtray is multi-colored and was made for Aloha Airlines, depicting the Fairchild F.27.



5. Olympic Airways purchased these ashtrays, showing their Comet 4B jetliners. Colors are white with blue decoration.



6. Canadian Pacific Air Lines began operations in 1942 as a subsidiary of the Canadian Pacific Railway. This china ashtray is 1960s vintage. It shows the infamous "Ruptured Duck" logo introduced in the early 1960s and used until the Multimark of late 1968.



7. Last of the ashtrays in this column is from VARIG of Brazil.



10. Quite a stir was raised at the Denver convention when this china was unpacked for sale. A fair quantity of top quality flint china made it to the show. This plate is white with blue and gold pinstripes and a logo. China is said to be used on international services.

8. Wardair, the Canadian charter airline, was established in 1953. This china was made by Royal Doulton of England, a manufacturer of quality china. Both the cup and the saucer are backstamped with the airline's name.



9. This one doesn't show up at the weekend flea market. Royal Brunei is the government-controlled national air carrier of oil-rich Brunei Darussalam in SE Asia. China was made by Royal Doulton. Decoration is cobalt blue.

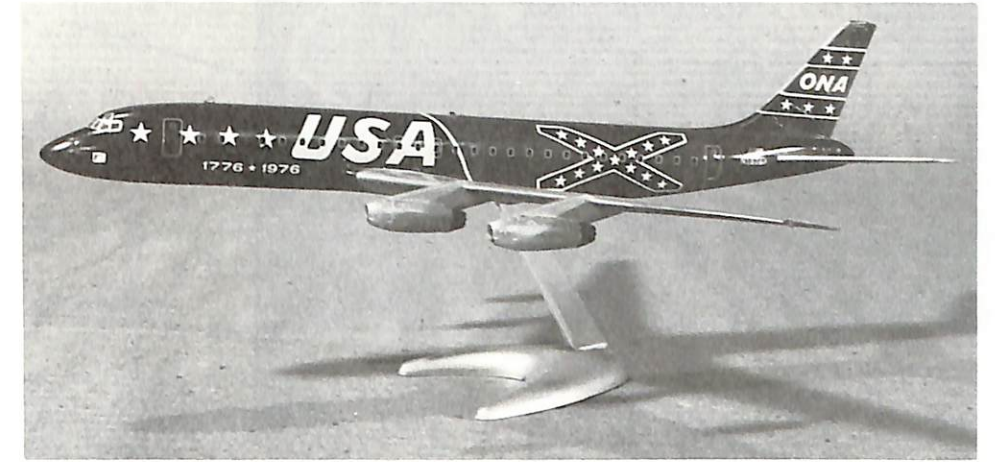


Photo.1: Revell 1/144 scale DC-8 by Tony Schneider. -Schneider photo.

Although the engines and fuselage length in the kit are correct for the Series 30, we still have some work to do.

Let's start with the wings, which in my kit were badly warped. After applying Testor liquid glue (it dries slower than most), I used wooden clothes pins to clamp both wings to a straight strip of spruce (Photo 2). Let dry for at least 24 hours.

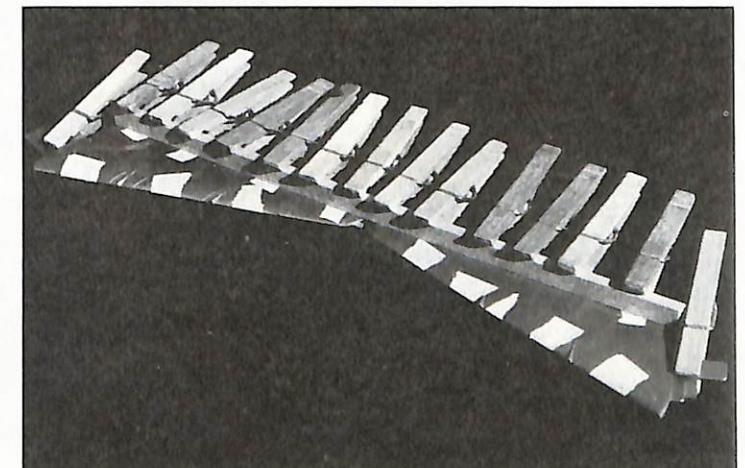
Saw off the existing wing tip just outboard of the scribed panel line as shown in Fig. 1 and sand flat using a sanding block or file. The new wingtip shape of the Series 30 (as well as of the Series 50 and 61) is shown full-size

for 1/144 scale in Fig. 2. Add a new tip made from .040 inch sheet styrene. Use filler to contour the new tip smoothly into the existing wing. Let the assembly dry completely before sanding.

Moving on to the fuselage, I suggest using AA/ATP DC-8 window decals, rather than trying to correct the location of the kit's recessed windows. Fill in the kit windows with sheet styrene and/or filler.

I recommend sheet styrene because it doesn't shrink when it dries. I also applied thin sheet styrene behind each of the cockpit windows to act as a firm base for styrene win-

Photo.2: Straightening the DC-8 kit wing. (Photos by Gerry Cole unless otherwise credited.)



When Joop asked me if I could write about the DC 8 for this issue, I was more than a little apprehensive. I built my first DC-8 10 when the Revell kit and the United decals were first released. My memory of that experience has dimmed after 25 years and I haven't built the kit since.

Good references on the DC 8 are not easy to find, particularly for the older aircraft. A good starting point is "McDonnell Douglas Aircraft Since 1920" by R. Francillon.

In 1/144 scale A. Hartman did the definitive article on modeling the DC 8 in the AUG 68 issue of the IPMS Magazine. The excellent illustrations in that article, by C.J. Blaydon, have been republished elsewhere in subsequent years, including one of Gene Hooker's decal instruction sheets. The IPMS article doesn't mention the Revell stretched DC-8-61 kit, as it wasn't released until after the issue was published.

Dave Minton did an article on how to convert the Revell stretched DC 8 into a Series 50 model in the MAY/JUN 84 issue of "FineScale Modeler". Dave accomplished the conversion by shortening a -61, as it was an easy way to get the required JT3D engines without purchasing two kits. If I were doing it today, I'd suggest using the Revell -61 engines on the -10 kit with extended wing tips. Use the rest of the -61 kit, with Sasquatch GE CFM-56 engines, to model a re-engined, stretched -70. A stretched DC 8 project, by the way, will be the subject of my column next time.

In 1/200 scale the Nitto DC-8-61 is an excellent kit, readily adaptable to a Minton-like conversion to a Series 50 aircraft, but difficult to find. There were rumors that Sasquatch Models was going to produce a 1/200 scale DC-8, but I have heard nothing definite.

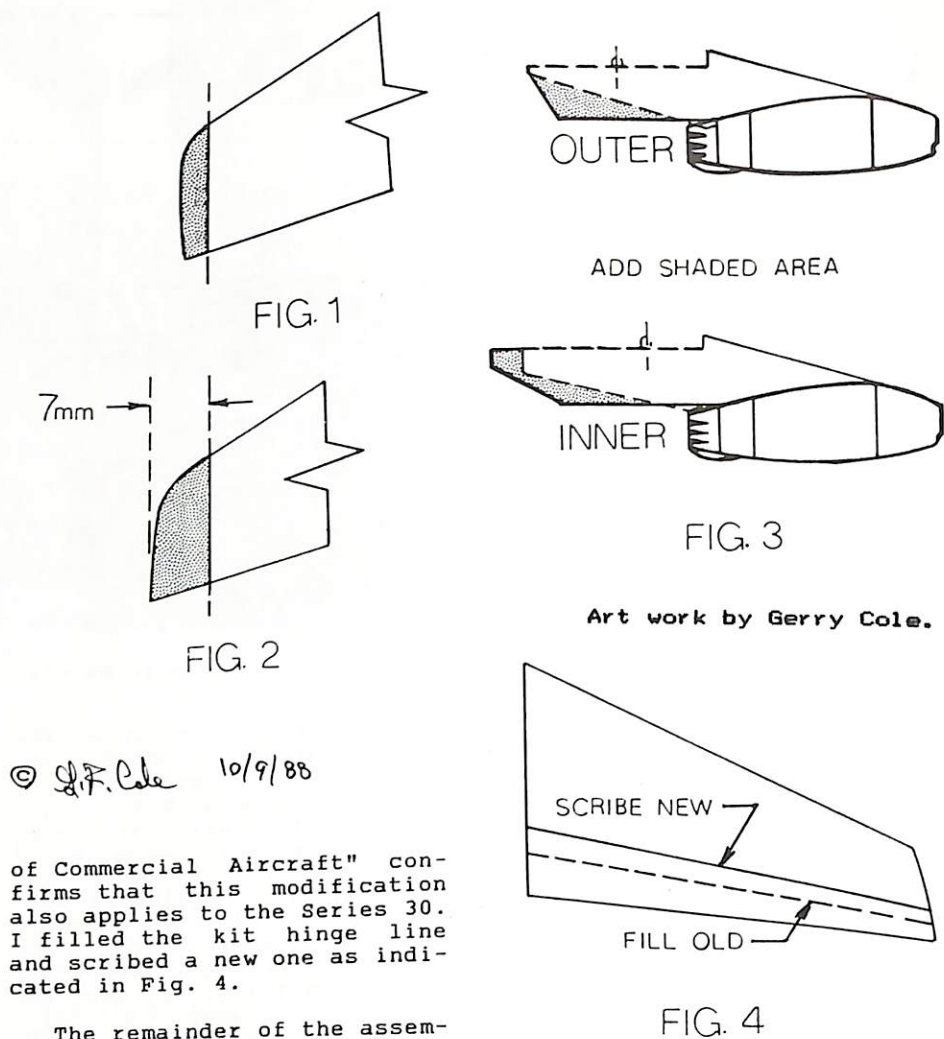
My choice of DC-8 subject for this issue is a Series 30 aircraft, in 1/144 scale, from the Revell Series 10 kit.

dows and filler (Photo 3). Don't forget to add weight to the nose. At least 1/3 oz. will be required to keep the model on its nose wheels.

The next items for improvement are the kit's four engine pylons. The kit shape for the pylons is correct for only the first few DC-8s, and even these were later modified as shown, to accommodate the rail on which the noise suppressor and thrust reverser assembly slides. Shapes for both in-board and outboard pylons are shown in Fig. 3. On my model I sanded the rear of the kit pylon to provide a flat edge, then added the pylon extensions made from .030 in. sheet styrene. Filler was used to taper the extensions into the pylons. Taper the pylons to a sharp trailing edge. Note that you will have to extend the cutouts in the bottom of the wing slightly to accommodate the modified pylons. The engine nacelles may then be assembled as per kit instructions. Wing and nacelle modifications are also shown in Photo 4.

Since the wing without pylons attached is very flexible, I decided to attach the engine/pylon assemblies before attaching the wings to the fuselage. That way I could keep the top surface of the wing flat on my workbench, thus minimizing warps which could ruin the appearance of the model.

Dave Minton's article on the DC-8 Series 50 notes that the Revell elevator hinge line is incorrect. The photo of the underside of ONA DC-8-32 N1776R on pages 40 and 41 of Bill Gunston's "Encyclopedia



© G.F. Cole 10/9/88

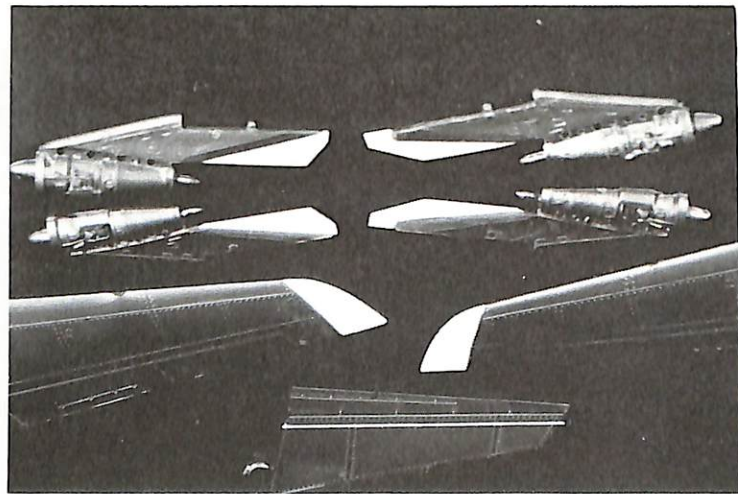
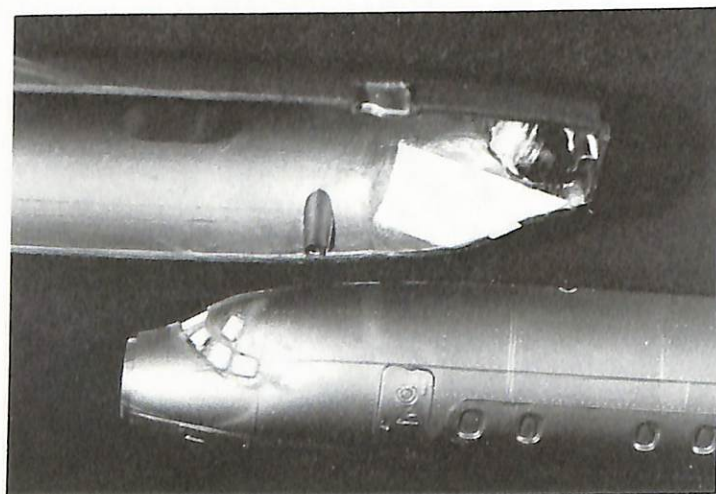
of Commercial Aircraft" confirms that this modification also applies to the Series 30. I filled the kit hinge line and scribed a new one as indicated in Fig. 4.

The remainder of the assembly follows the kit instructions. A lot of filling of seams and push-pin marks will be required, but that is to be expected of an older kit. More on that subject in a moment.

There are quite a few choices of decal markings for the DC-8-30, including National, Panagra, PanAm and the bi-

Photo.3 (below, left): DC-8 cockpit window filling.

Photo.4 (below, right): DC-8 Srs. 30 nacelle and wing modifications



centennial ONA aircraft (Photo 1). My current plan is to model a Braniff DC-8-30 in either dark Panagra green, or in dark blue, with white wings, stabilo, fin and engine nacelles. I will use the Jet Set Systems JSD120 decal and with a little luck, I will have a photo of the completed model for the next issue of the CAPTAIN'S LOG.

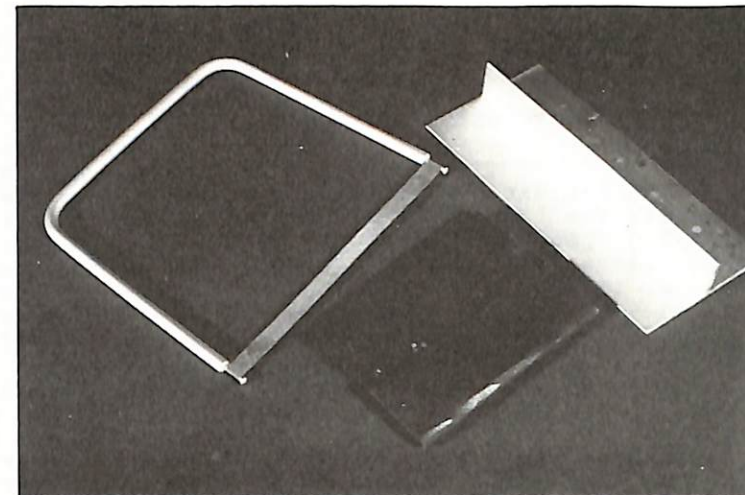
A CHINK IN THE ARMOR

When subjected to the scrutinizing of IPMS-type contest judges, one common fault of airliner models usually comes forth we don't fill our seams, push-pin marks or sink marks very well. Maybe we do as well as our military modeling counterparts, but their flaws are covered by the flat finish which hides many errors our glossy paint does not. At the risk of boring or insulting you, I'd like to make a few suggestions with regard to the filling of seams and other flaws in our models.

Many articles have been written in the model press about the perfect filler (FineScale Modeler, Summer 83, for example). My personal choice is Swiss Green Magic putty for big jobs and 3M Acrylic-blue glazing putty for smaller ones. The former is easier to apply and sticks well to styrene, while the latter dries faster. I also use Pacer's Plasti-Zap ACC and Devcon 2-ton Epoxy in special applications where I can't easily sand it after it is applied. The filler you actually use, however, is less important than what you do with it after it has been applied.

With the exception of ACC and epoxy, most fillers take

Photo.5: Sanding tools.



at least 24 hours to dry properly. Some are still drying, and shrinking after two weeks. The thicker the coating, the longer it must dry before sanding. It is rather frustrating to develop a super-smooth finish on a model, paint it and then find a couple of weeks later that the filler is still shrinking. Hollow spots or even cracks are often the result.

Of equal importance along with drying time, is the technique used to sand the surface. I shudder when I see a modeler grab a sheet of sandpaper with his bare hand and sand away at a spot of filler. Since the filler is usually softer than the surrounding styrene (Green Magic or Acryl-blue), or harder (ACC, epoxy), an uneven surface is the likely result. While not so visible when the surface has a flat finish, gloss paint will make it stand out as an obvious flaw. The optimum way to sand filler, or any part of the model for that matter, is

to always support the sandpaper with a firm surface. Professional auto refinishers use a 2x3 inch piece of hard rubber about .180 in. thick. For most of our model sanding, this is perfect. Just wrap the sandpaper around it (Photo 5). The aluminum T-section available in the R/C section of many hobbyshops also works well, but it won't fit into confined areas. For harder-to-reach areas, use ACC to attach a small strip of sandpaper to a styrene strip or aluminum tube to make a custom sanding tool. I have one such tool which just fits between the engine nacelle and the fuselage side of the Airfix DC-9 kit. Without it, I'd never get that nasty pylon joint shaped properly. The U-shaped sanding strip holder in the photo has applications in removing flash but it has little support for sanding filler.

I suggest you try using the sanding block approach on your next airliner model. Don't worry about removal of some of the surface panel line detail, as most of it is out of scale anyway. Remember, the final finish on the model can be no smoother than the surface under it.

NEW PRODUCTS

Sasquatch Models, whose DHC Dash-8 is illustrated in Photo 6, have available a resin and injected plastic kit for the MD-83 with the new tail cone and vertical fin top with improved aerodynamics for better fuel economy. The fuselage could also be shortened to model the new MD-87. Write Sasquatch at 6881 S.E. Alberta, Portland, OR 97208, USA for more information. Remember, these are limited run



Photo.6: Air BC Dash-8 from a Sasquatch kit by Dean Slaybaugh.

AIRLINE MODELING

kits, so don't wait too long to order.

Shamu has arrived in 1/144 scale! The Southwest Boeing 737-300 painted to resemble the famous Sea World killer whale is now available in decal form from Flight designs. Two sheets are required to do justice to the whale livery, and some use of paper templates, provided on the instruction sheet, will be required. The decal fits the Leoman resin kit, but may also be used to model a standard Southwest 737-200 or -300. A decal sheet for the Southwest 737-200 will also be available in 1/200 scale for the Hasegawa kit. The decals feature both the cockpit and cabin windows printed in a dark-blue/gray. This is important in the Sea World livery, as the window frames on that aircraft were painted black, and normal black decal windows would be invisible.

The 1/144 scale sheet sells for U.S.\$5.00 and the 1/200

scale version for U.S.\$3.00.

AA/ATP has reprinted its 1/144 scale Northwest Orient decal sheet, and now also have it available in 1/200 scale. An extra length of fuselage stripe has been included in both scales to facilitate modeling the Northwest 727-200 and Boeing 757 aircraft.

DEPARTURE LOUNGE

I have no news about the model contest at the 1989 Airliners International convention in Toronto. Since the Toronto convention will run concurrent with the IPMS/USA national convention in San Diego, CA, modelers will again have to make a choice.

Jim Childs of Flight Designs decals is looking for photos, artwork, etc. to do a decal for the 1/72 Hobbycraft (Canada) DHC-3 Otter kit. If you can be of assistance, please let Jim know at Flight Designs, 13563 N.W. Cornell Rd., Suite 205, Portland, OR 97229-5892.

MEETINGS & CONVENTIONS

The CAPTAIN'S LOG has been notified of the following mini-conventions and other meetings for the airline enthusiast:

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
Committee chairman: Mark Coles
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

Every last Tuesday of the month (except DEC and the AI convention month).
Aspen AW/United Express VIP Lounge, Stapleton Airport, DENVER, Colorado, 7 p.m.
Colorado Airliners International meetings. Program has speakers, films & more.
For details, write: CAI, P.O. Box 440713, AURORA, CO, USA 80044-0713.

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.

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.

AIRLINE HAPPY HOUR

by AL S. TASCA

Well, after a month or so of travelling it is good to be back home and at the computer again.

In this issue of the CAPTAIN'S LOG I'll show some fairly new (so I have been told) issues of different airlines. I picked these up at the Denver convention. All these sticks are made of plastic.

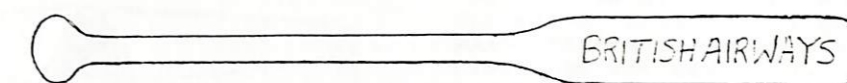


Fig. 1

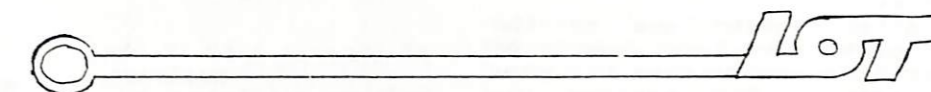


Fig. 2

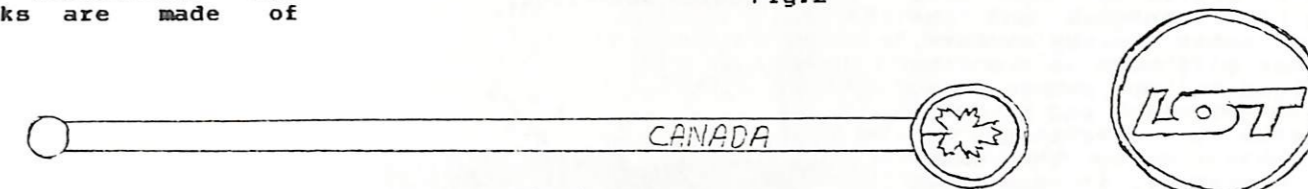


Fig. 4

Fig. 1: 5 3/8 inches (13.7 cm) flat, one-sided stick by British Airways. It is clear in color with raised writing. No manufacturer's name.

Fig. 2: This flat, one-sided stick from LOT is dark blue and is 5 7/8 inches (14.9 cm) long. There is no writing on this stick and only the logo at the top tells you it is from the Polish airline. Also no manufacturer's name.

Fig. 3: Another LOT stick and also 5 7/8 inches (14.9 cm) long. It has a bubble end and a two-sided top with the name on both sides. The letters on the top are raised and again, no manufacturer's name. Known color is tan.

Fig. 4: This one-sided stick just says "Canada" in raised red letters. The maple leaf top identifies it as an Air Canada issue. It is 6 3/8 inches (16.2 cm) long, has a flat shank and a bubble end. The maple leaf and surrounding circle are in red and are raised. The stick itself is in white and the manufacturer's name appears on the front side forward of the end, but it is difficult to make out what it says. Past the manufacturer's name and more toward the center of the stick the words "Made in Canada" appear in three lines within an oval.

Fig. 5: This flat Air Canada stick is also one-sided and also has no airline name on it. It is 5 inches (12.7

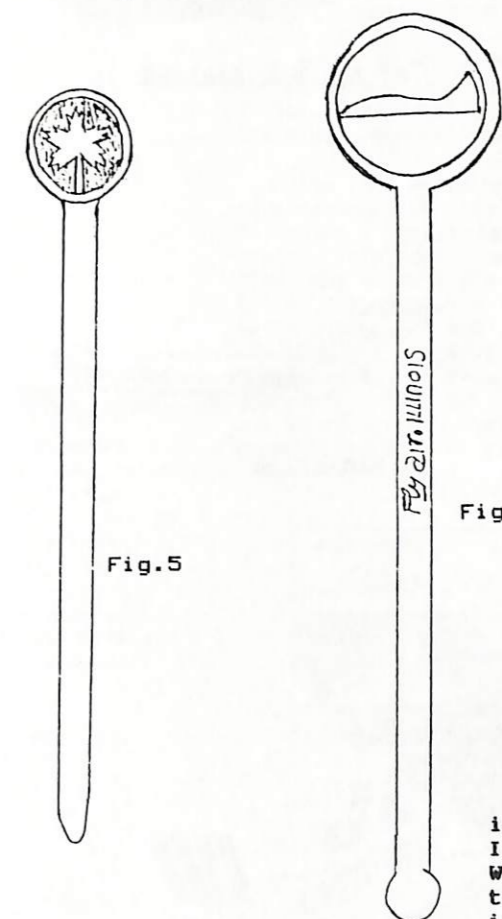


Fig. 5

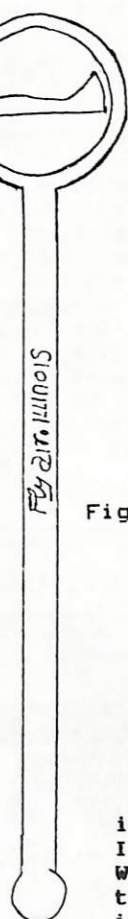


Fig. 6

Fig. 3

cm) long and only the cut out maple leaf tells you which airline it is from. Known color is dark brown. Again, no manufacturer's name.

Fig. 6: Last but not least is this issue from Air Illinois. WAHS member Dick Wallen told me this stick is the only one the airline ever issued up until it ceased scheduled operations in APR 84. The stick is flat, one-sided and 6 inches (15.2 cm) long with the manufacturer's name, Spir-it, on the reverse side just forward of the end. Known color is yellow with burgundy writing and burgundy color surrounding the yellow aircraft shape at the top.

BOOKCASE

THOSE MAGNIFICENT PLANES 1989

PUBLISHER: CEDCO Publishing Company, P.O. Box 1807, Mill Valley, California 94942, USA
PRICE: U.S. \$8.95

AIRLINES 1989

PUBLISHER: Raietea Productions, 8962 East Hampden Avenue, #157, Denver, Colorado 80231, USA
Price U.S. \$9.95 (plus \$2.40 shipping and handling).

No books, these titles, but airliner calendars and beautiful ones at that.

The first one, Those Magnificent Planes, contains 12 large full-color photographs (11x8.5 inches) by Ronald C. Hill, a multiple prize winner in the Denver Airliners International photo contest.

They are all great shots, but my favorites are the Aero-Mexico DC-10 coming in for a

landing at Miami International (March) and of the two Aspen CV-580s parked on the ramp at Sardy Field in Aspen, Colorado, against a backdrop of the Rocky Mountains (December). Another terrific shot is that of an Angola Airlines 707 "framed" on one side under the nose of a South African Airways 747 on the ramp at Ilhado Sal in the Cape Verde Islands (May).

Airlines 1989, the second calendar, brings 11 airlines together in 12 full-color, 13x9 inch photographs.

I haven't yet seen all the photos of this calendar (I received only an extended brochure for this review) but I am impressed by the beautiful in-flight shot of a Canadian Airlines International DC-10 on the front. Other airlines include TACA, Lufthansa, Thai, Alaska, Midway and others. -JG

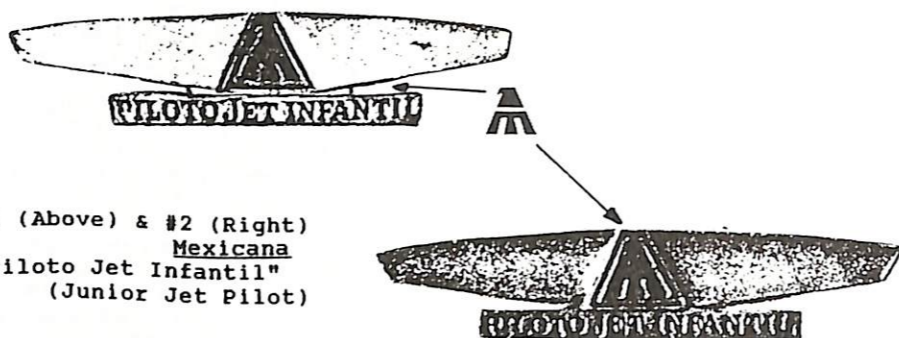
JUNIOR CREW INSIGNIA

by STAN BAUMWALD

I am disappointed at how dark my photographs in the SEP 88 issue of the CAPTAIN'S LOG turned out. This was my first attempt at photographing my junior wings for the LOG. Please give me time to get better.

After reading one of the columns by Dick Koran where he describes how he does his photography, I can perhaps improve my skills in this area using his techniques and the help of other society members. But that will have to be the next time as my camera just went on the blink and I don't have time to repair it and get this article in by the deadline. Therefore, it was back to the Xerox machine for these pictures.

Lionel Ginzburg has a variety on the Mexicana pilot and stewardess wings, which on close comparison are definitely different from the issues I have. His is much more crude and was probably made by a different manufacturer. For comparison I am showing the junior pilot wings here (#1 and #2).



#1 (Above) & #2 (Right)
Mexicana
"Piloto Jet Infantil"
(Junior Jet Pilot)



#3 Air New Zealand

Air New Zealand has come out with a new wing and this one, courtesy of Henry Cole, is illustrated as #3. It is a dull gold with blue and turquoise squares around the gold ANZ logo.

Just recently I received from one of my trader friends in Sweden a brand-new wing from Linjeflyg, the country's domestic airline (#4). Colors are white with dark and light blue on the Fokker F.28. It is very similar to the SAS kiddie wings and I am sure it came from the same manufacturer.



#4 Linjeflyg

Denise Breault of Minnesota has informed me that United Airlines has a wing similar to the UAL-23 (#5). However, this wing is gold and black, rather than the silver and black wing I have listed in the kiddie wing book.



#5 United Airlines



#6 Information anyone???

Going over my collection, I found a wing of sorts. Shown here (#6), it is gold with the eagle holding a shield in its beak. The shield is red, white and blue and eagle is gold. Can anybody tell me what the origin is of this wing?

That is it for now. Keep the information coming for publication in future issues.

Happy collecting.

AT THE MOVIES

AIRPLANES -- THE MOVIES & YOU THE COLLECTOR

by

Paul R. Hein

Airplanes, an exciting invention of the twentieth century has been a popular source of cinematic thrills. Movies about aviation itself began with the newsreel shots of attempts by early birdmen, some of which had tragic results: these can be seen in Youngson's one reeler, THE MECHANICAL AGE. The aerial drama really began in the 20's with such pictures as: WINGS, HELL'S ANGELS, DAWN PATROL, DEVIL DOGS OF THE AIR, WINGS OF NAVY, and TEST PILOT, to name just a few. British films were rare until 1939 when England needed to show its nations strength. This was accomplished in such films as: SQUADRON LEADER X, FLYING FORTRESS and WAY TO THE STARS. When America entered the war, we were deluged with aerial melodrams, mostly with high flying (no pun intended) titles and propagandist content: EAGLE SQUADRON, INTERNATIONAL SQUADRON, WINGED VICTORY, A WING AND A PRAYER, BOMBARDIER, GOD IS MY CO-PILOT, FLYING TIGERS, DIVE BOMBER, AIR FORCE and THIRTY SECONDS OVER TOKYO, plus many more.

The Forties also brought the advent of the biographical movie about pioneers and air aces: FLIGHT FOR FREEDOM (Earhart), CAPTAIN EDDIE (Rickenbacker), MCCONNELL STORY, SPIRIT OF ST. LOUIS (Lindbergh), WINGS OF EAGLES (Wead), VON RICHTHOFEN AND BROWN, etc. Fictional additions even popped up with the GREAT WALDO PEPPER.

The movie industry started to show an increase in thoughtfulness in its post-war air dramas. The responsibility of power was examined in COMMAND DECISION, TWELVE O'CLOCK HIGH, STRATEGIC AIR COMMAND, while the future of aviation was the subject of such films as TOWARDS THE UNKNOWN, ON THRESHOLD OF SPACE and X-15. The past spectaculars, through declining, still popped up in LAFAYETTE ESCADRILLE, BOMBERS B-52 and BLUE MAX. Romantic dramas such as BLAZE OF NOON, CHAINED LIGHTNING and BRIDGES OF TOKO-RI, along with melodramas like 6-33 SQUADRON, JET PILOT, BATTLE TAXI and FLIGHT OF THE PHOENIX still had their place. AIRPORT and its sequels inspired by the HIGH AND MIGHTY, JET OVER THE ATLANTIC and SKYJACKED are in a category of their own.

There were movies where aviation itself was not the main subject, but where planes were used for a variety of dramatic purposes. In the BEST YEARS OF OUR LIVES, where the three veterans are sent home in the nose of a bomber and in the same film when Dana Andrews walks through a junkyard full of planes he had recently flown in the war, produces a sense of waste and futility. The unforgettable FLYING DOWN TO RIO, where by trick photography chorus girls perform on the wings of a plane in midair was fantastic.

Next came the spectacular plane sequence, like Gary Cooper being chased through the cornfield by a crop duster in NORTH BY NORTHWEST, KING KONG being cornered on the Empire State Building, plane crashing into the sea in FOREIGN CORRESPONDENT, climax of MURPHY'S WAR as well as the SOUND BARRIER and BLUE MAX.

Comedy flying sequences had their role in the movies in films such as Abbott & Costello in KEEP EM FLYING, Laurel & Hardy in FLYING DEUCES and the Marx Brothers in NIGHT IN CASABLANCA. Flight attendants were even featured in such films as BOEING-BOEING and COME FLY WITH ME.

Not all depictions of planes in the movies were adventuresome, but there were those of the dramatic and fearful side. Crashes were the starting point of movies such as LOST HORIZON, BACK FROM ETERNITY, FLIGHT OF THE PHOENIX and SANDS OF THE KALAHARI. While the emotion of fear, in the thought of crashing was shown in HIGH AND MIGHTY, JET OVER THE ATLANTIC and SKYJACKED.

Then there were the movies when planes were not the center point of the film, but were involved by circumstance in the plot. This was the case in many war movies about WW II and the Korean War. Example of some of these movies would be WAKE ISLAND, DANGER IN THE PACIFIC, FLYING LEATHERNECKS and the only movie in which John Wayne flew a jet, SABRE JET. And finally planes were used as symbols of power as in the CARPETBAGGERS and of a more fearsome kind as the atomic bombers in DR. STRANGELOVE and FAIL SAFE.

Now that we have reviewed aviation and the movies, one can ask what does this have to do with the collector interested in airplanes? Well, when the studios released these movies to the theaters they also sent along a piece of paper called a Movie Poster. These Movie Posters came in all sizes, from 11" x 14" to 27" x 41." The posters were hung in the theaters to serve as advertisements for the films playing or those soon to be shown. These posters may have depicted an actual scene from the movies or just an abstract through of the artist. Regardless, many of the posters produced in the 40's



Screenplay by IRVING H. COOPER • Directed by BYRON HASKIN • Produced by BENEDICT E. BOGEAUS
Released through INTER-CONTINENT RELEASING ORGANIZATION

THE MILE HI-LARIOUS STORY OF THREE
LITTLE AIRLINE HOSTESSES...

WITH THE
MOSTESS'
OF **FUN
IN
MIND!**



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COME FLY WITH ME
STARRING DOLORES HUGH KARL PAMELA KARL LOIS
HART O'BRIAN BOEHM TIFFIN MALDEN NETTLETON AND METROCOLOR

THEATRE

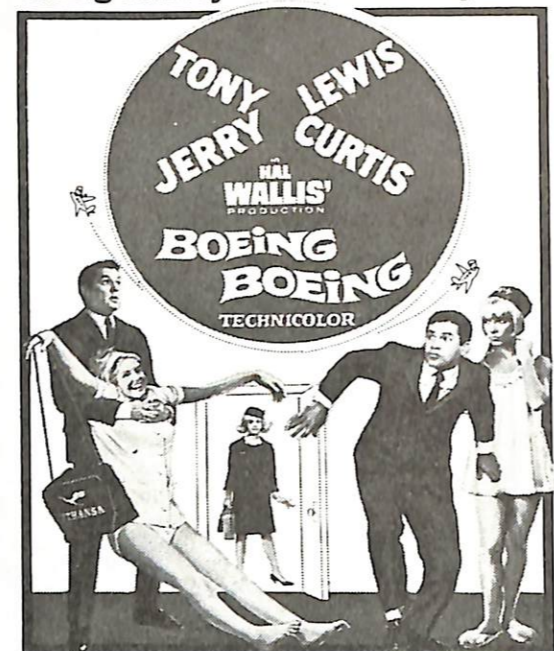
were lithographs and represented a piece of beautiful art. And now the connection between you, the collector, and the movie posters. Many movies previously mentioned and many more had posters that actually portrayed on them planes of all designs and situations (commercial, fighters, jets) from World War I to the present. These planes may be of U.S. origin or from any country, Germany, France, Japan, England, Russia, etc.

So if you're looking for a new and unique way to collect on various aspects of aviation, the movie poster could be that way. These poster are not easy to find as only a limited quantity were printed and many were recycled during the war years. Remember, the poster is primarily a movie collectible and sought for its stars, its cinematic appeal and its beauty and not for its depiction of planes, so the prices vary considerably. However, I can tell you that posters from TORA TORA, MIDWAY and WAKE ISLAND have artwork involving planes you just have to see to really appreciate.

Not mentioned as yet in this article is the Press Guide book that goes out with all movies. It is in these Press Guides, the posters talked about in this article are listed so the local theater manager has some idea of what is available to him for advertising. These guides are another collectible, and perhaps we will talk about them in a future issue of the LOG. I hope I have given you another opportunity to fill up your closets with another item of memorabilia that you had not given any thought to. As mentioned above, quite a number of these movies posters are works of art within themselves and well worth looking for and adding to your airline/aviation collection.

ABOUT THE AUTHOR: Paul R. Hein has been a dealer/collector of movie posters for 10 years. He can be written to at 14 Bolton Place, Fairlawn, NJ 07410, to answer specific questions that you might have about collecting movie posters and related items. All correspondence should contain writers phone number.

The Big Comedy of Nineteen-Sixty-Six!



STARRING DANNY SAWAL - CHRISTIANE SCHMIDTNER - SUZANNA LEIGH and THELMA RITTER
Directed by JOHN RICH - Screenplay by EDWARD ANHALT



57 Edgebrook Crescent
Bramalea
Ontario, Canada
L6T 1Y6

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.



a girl meets
ALL KINDS
of men...

when she's
six miles

high! It's the
romantic
round-the-world
spree of three
airline hostesses
with the
mostess of
fun in mind!

Metro
Goldwyn
Mayer presents

**COME FLY
WITH
ME**



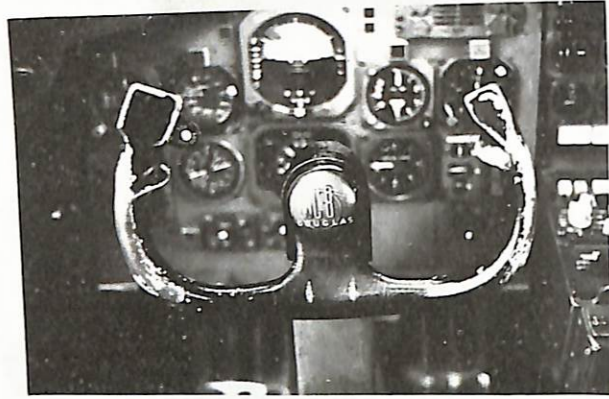
IN **PANAVISION** AND **METROCOLOR**

STARRING **DOLORES HUGH KARL PAMELA KARL LOIS**
HART O'BRIAN BOEHM TIFFIN MALDEN NETTLETON

Hear **FRANKIE AVALON**
sing "Come Fly with Me"

Screen Story and Screen Play by **WILLIAM ROBERTS** Directed by **HENRY LEVIN** Produced by **ANATOLE DE GRUNWALD**

THEATRE



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

by

Paul F. Collins

Depending on how fast the printer did his job it's either Merry Christmas or Happy New Year or welcome to Spring! Regardless, I hope that everyone has/had a great holiday!

With this issue of the LOG we end our 14th year as a hobby organization. There have been a number of ups and downs over the years, but for the most part the ups way out number the downs. We have retained a large number of our original members which indicates that we are doing something right. New members are joining the Society each week, again an indication that we are offering those in the hobby something that they want and need. While this might sound like self-praise, why not! Our staff is made up of a number of super fine editors. Over the years they have produced some very special issues that really showed off their talents. It will be great if we can do this for another 14!

As usual, at this time of the year, it means that it is time for most of you to renew your subscriptions. If you need to renew, you will find a renewal form enclosed with this issue of the LOG. Anyone whose membership line ends with 14/4 is now due for renewal. For those whose membership line ends with 15/1, the renewal notice enclosed is a reminder that your subscription ends with the NEXT issue of the LOG. Send in your checks accordingly.

As a reminder to those that have recently become a member of the Society. It has been the policy of WAHS to send new members all issues of the LOG available at they time they join doing the membership year. If you join, say in July, you would receive the first two issues for the year plus the membership roster. Should you join later in the year, say around November, then you would receive the first three issues of the LOG plus the roster. Things get a little more confused when you join in December or January because you would receive all four issues for the current year as well as receive a renewal notice. If a new membership is received close to the mailing of a new volume, then the person joining would not receive any publications until that issue was ready for mailing. Should you have any problem with this, please contact Society HQ.

Over the past year, a number of you have written me complaining about the way you have been treated by AeroTravel Research. This is the organization that has published a number of "Airline Handbooks" over the last several years. From all indications the 1987 book was never published and those that ordered the book have never received a refund as promised by the publisher, Paul K. Martin. Society member Kevin Gunderson has advised me that the Postal Inspector in New Jersey will not continue to investigate this complaints about AeroTravel Research until they have received a certain number of complaints. This being the case, I would appreciate hearing from any Society member that has ordered the airline handbook in question and have not received a refund or any other type of communication from Paul Martin. I will then forward these letters of complaint to the Postal Inspector in New Jersey and see if some type of action can be taken to obtain your refund. Please advise at your soonest convenience so we can get this matter taken care of.

Several of you have written with regards to Airline Hobby House of Ponce, PR. If you are having some problems with this company, please advise.

The Toronto committee is moving along with their plans for hosting the 1989 convention. If all has gone right, your registration information would be enclosed with this issue of the LOG. The Toronto bash should be a super affair, so if your planning on going, its not to soon for you to start getting your stuff together, July will be upon us before you know it!

The second Airliners International was held in Toronto and everyone had a great time north of the border. Remember, your U.S. dollar and pound notes will buy a lot more in Canada. For those that will be taking material into Canada to sell and trade, the Canadian government has set up a new program that should eliminate some of the problems that we had back at that second convention. The convention committee will be sending out information about the procedure for going through Canadian customs. A fact to remember however, is that you must be checked BACK through U.S. customs on the way home (or where ever your returning to). Please be sure to check with a U.S. Customs office near you for what you can bring back from a "foreign" country and what you must do to protect yourself from paying duty on merchandise that you take with you into Canada and return with.

As always, I must plead with you to keep the Society informed of your address should you move. After each issue of the LOG is mailed, it seems that there is at least a dozen magazines returned because the person that the magazine is addressed to has moved. Members, this is a problem that ONLY YOU can correct. Please have the courtesy to send in a change of address card--their free at your local post office!

That should just about wrap up all that I have to report on for this issue. Please write and let me know about the things mentioned above. Remember, this is YOUR Society and what you have to say is important--so take part! Until next issue, happy collecting...!

Paul →

CONTENT
DELETED DUE
TO PRIVACY
CONCERNS

JOHN KOSTELNIK, 342 Wyleswood Drive, Berea, OH 44017 is selling off his 10 year collection of airline memorabilia. This material includes posters, pins/buttons, promo material, photos, lithos/prints, post cards, timetables, bag tags, first day flight certificates, promo records and a lot more. Most items from U.S. carriers. John would like to sell the collection intact. Asking price \$250.00--offers considered however. Please send large SASE with two stamps for list. Prompt response--want to move this material.

BERNARD RUSSELL, 30 Dudley Court, Finchley Road, London NW11 6AE England is looking to buy or trade civil aviation ephemera of European Airline circa 1925-1939: timetables, posters, postcards, tickets, labels, tags, advertising material, especially IMPERIAL AIRWAYS items. Bernard has to sell or trade all aspects of civil aviation material. Send a large SASE for list of goodies. Send me your list advising what you have and price and postage you require.

JACK RODERICK, 361 Forest Meadows Drive, Median, OH 44256 a number of books and other items for sale and trade. Book wise Jack offers the following: SAGA OF THE AIRMAIL by Glines for \$11.00 EUROPEAN TRANSPORT AIRCRAFT by Putnam for \$30.00 FROM THE CAPTAIN TO THE COLONEL by Serling \$14.50 EAGLE by Serling AA history, \$15.00 DELTA, THE HISTORY OF AN AIRLINE, by Lewis \$23.00 BIRTH OF AN INDUSTRY (OAG) \$75.00 plus \$2.00 postage. Jack is looking for Viking 1/200 plastic airplanes; AeroMini metal airplanes-EAL 747, AA 707, AA-EAL-TWA 727, Zero, L-1011. Also older Dinky and Tootsie metal airplanes. Have to trade: AeroMini TWA-PAA 747; BI(blue) 727, BOAC VC-10, all mint in original box. Will also trade UAL pilot wings.

CASEY HAYES, 5350 E. 66th Way, Commerce City, CO 80022 has old style airline logo lapel pins \$3.50 each postpaid--Continental blue eagle and United Airline shield.

GEORGE CEARLEY, JR., P.O. Box 12312, Dallas, TX 75225 advises that he has a limited number of his last two airline history books available. Both the TWA and Capital books can be purchased for \$16.00 each (\$17.00 Canada/\$24.00 overseas). When ordering, please be sure to make checks payable to George W. Cearley, Jr. See last two issue of the LOG for a description of the two books mentioned above.

ALLEN GREENE, 1344 W. 10th Street, Tempe, AZ 85281 is interested in starting a FRONTIER AIRLINES HISTORICAL SOCIETY. Frontier was the queen of local service airlines and it is only fitting to have a place to collect memorabilia. Allen would like to receive some input from all Frontier fans. Any ideas and/or suggestions that you might have on how such a society should be organized should be forwarded to the address above. All letters will be answered.

DAVID LEE WILCOX, 240 Johnson Road, Keller, TX 76248 would like to advise that he is forming the "Save the Martin 404" Association. Its purpose will be to acquire and restore some Martin 404 aircraft. Plans are to restore at least 4 aircraft. David says that this is an airliner preservation project this is necessary now, while the aircraft are still available, before the planes are sent to the scrap pile.

Mr. Wilcox is presently in contact with Bar Harbor Airlines in Naples to find out about the fate of the PBA

Martin 404's. David is looking for help in this project. He is looking for people that would be willing to work on the restoration of the aircraft and for those that have information regarding the technical data, airframe and powerplant information for the aircraft. If you are interested in working on such a project, please contact David at the address above or call him at 817-379-6903.

CLYDE ELLIOTT, 7582 Bestel Ave., Westminster, CA 92683 is very interested in receiving material pertaining to Western Airlines and Western Air Express. If you have extra material available on this carrier, please contact Mr. Elliott at the above address. He is interested in ALL types of material.

FOR THE GOOD OF THE SOCIETY

In the last issue of the LOG reference was made to FLY FILMS of Ft. Lauderdale not filling orders. We have been able to contact this Company and it seems that the reason orders were not being filled in a timely manner was that they had received so many orders that they could not fill them fast enough! It is my understanding that all orders have been filled and that all customers have been satisfied. The case being as stated above, we can recommend that you deal with this Company and we apologize to FLY FILMS for any inconvenience caused. I have heard from several members about the PROPS OF MIAMI video and all say that it is great. (See advert located in back of this issue of the LOG.)

The "CAPTAIN'S LOG" would like to hear from any Society member that has had ordering problems with AIRLINE HOBBY HOUSE of Ponce, PR. Several members have written stating that they have not received merchandise they ordered. Please advise.

Also, at this time, I would like to hear from ALL Society members that ordered the AIRLINE HANDBOOK and did not receive either the book or a refund.

SEATTLE IN 1990 VIA TRAIN FROM CHICAGO is still being studied. A number of you of indicated that you would be interested in taking this trip. GREAT!!! We will continue to look into this trip and will keep you advised as to all requirements, cost, etc. One major decision already made is that we will take the northern route out of Chicago via the EMPIRE BUILDER. If AMTRAK's schedule does not change, this train would be perfect for our departure from Chicago and arrival in Seattle. More information as time progresses.

In the last issue member Roger Braatz brought up the idea of forming a committee to help Society members families dispose of the members collection, if the family so desired. Member Don Thomas has volunteered to become a member of this committee and has forwarded some ideas on how collections could be handled for disposal. We would still like to hear from several other members so a committee of about three or four members could be formed to give aid and some assistance to Society members when faced with the task of disposing of a family members memorabilia collection. Please write to Paul Collins if you would be interested in being on this committee.

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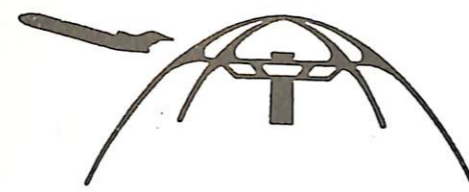
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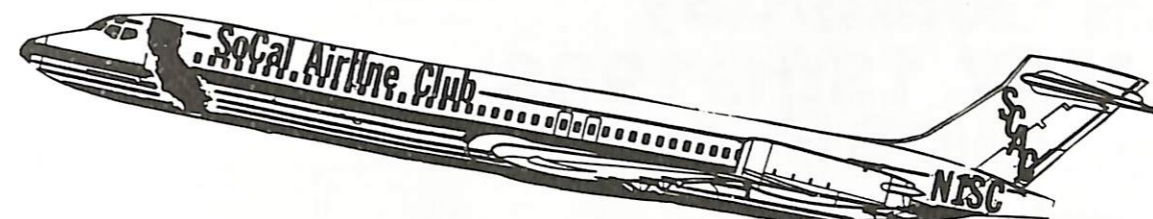
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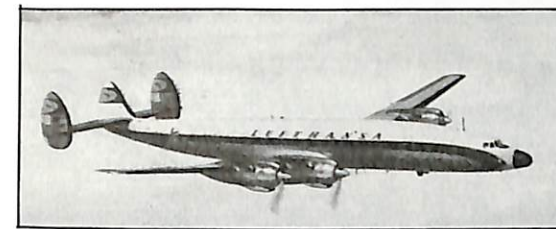
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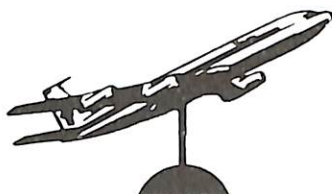
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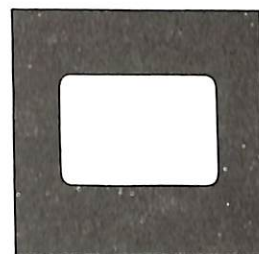


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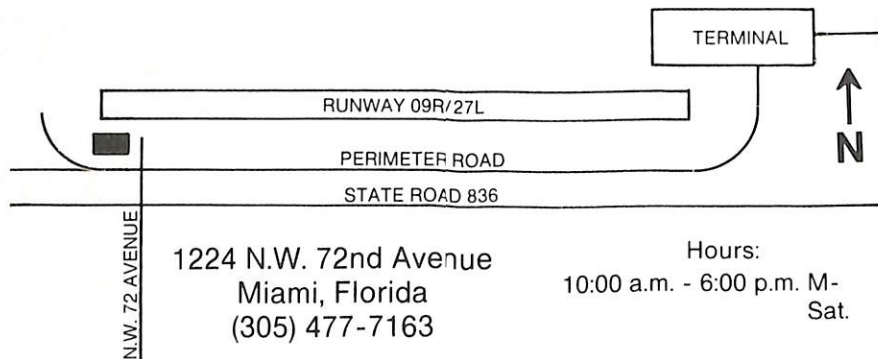


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