

VOL.15, NO.1  
MARCH '89



# CAPTAIN'S LOG

Airline and Airliner quarterly



C-GJSX is one of the growing fleet of Air Ontario Dash-8 regional airliners. The Dash-8 is built by the deHavilland Division of Boeing Canada at Lester B. Pearson International Airport, Toronto, Ontario, Canada. Toronto is the host city of the Airliners International 1989 convention on 20-23 July. A sightseeing flight by Air Ontario Dash-8 over Niagara Falls is offered on the program.

(Photo by Joop Gerritsma)







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

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

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

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

DEADLINES AND PUBLICATION DATES

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

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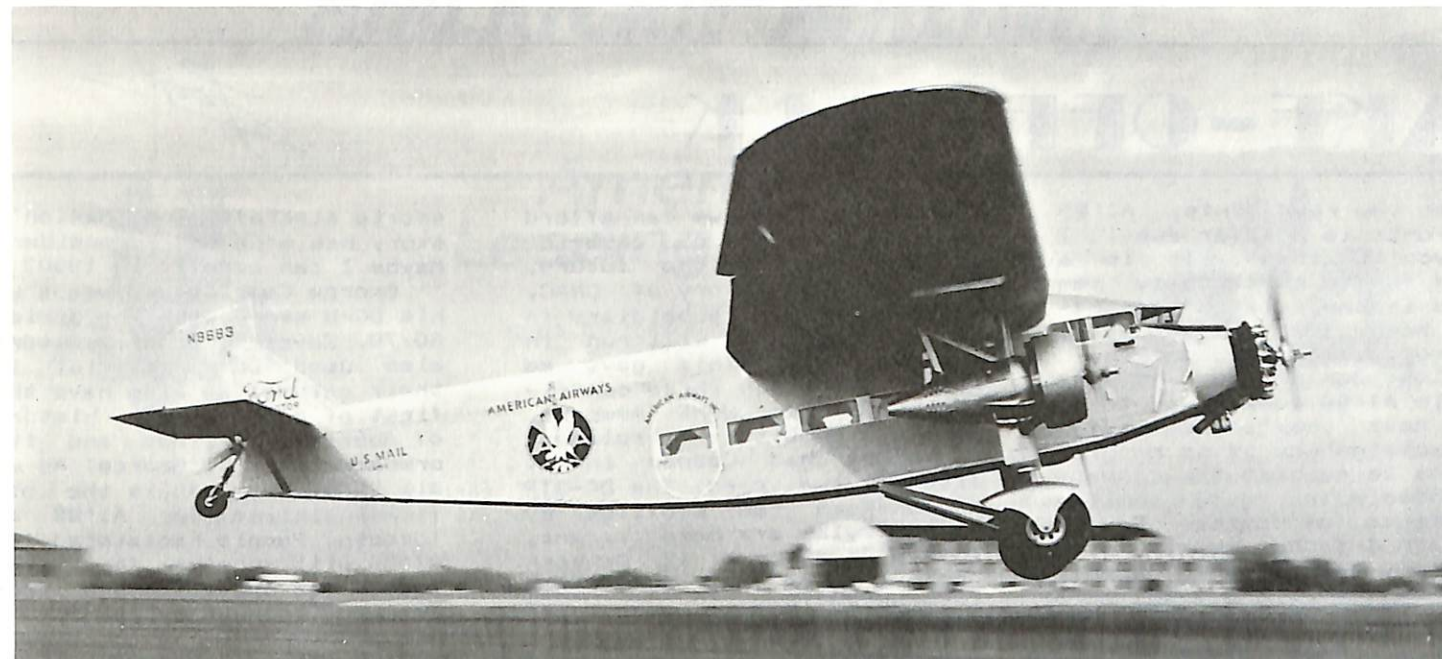
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Thank you

← NEW ADDRESS!



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When the Ford Trimotor made its debut in 1926, it represented a vast improvement over any airliner then flying in the U.S.A. American Airways, immediate predecessor of today's American Airlines, was a major operator of the Ford. Built in APR 29, N9683 survived service in Central America. Once operated by American Airways, it was bought by American Airlines in 1962 and restored in its Tulsa, Oklahoma, shops. It is now on display in the National Air and Space Museum of the Smithsonian Institution in Washington. The first of a three-part history of AA by George Cearley Jr. begins on p.3 of this issue. (American Airlines photo)

**AMERICAN AIRLINES**  
America's  
Leading Airline

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# TAKE-OFF TALK

*Loop*

When you read this, AI'89 in Toronto is not far away. I hope you'll attend. It is a lot of fun to be totally immersed in the aviation memorabilia hobby for a few days, and meet like-minded people.

Below, Jon Proctor of the Seattle AI'90 committee talks about next year's convention and explains why it is so important to support the convention hotel. The same applies to Toronto, of course.

Again I found myself with more copy than I could handle for this issue, and with more

photographs than we can afford to print. A lot of material was set aside for the future, including my history of CNAC, the Pan American subsidiary in pre-WW2 China. It will run in the next issue. This gave me space to include three contributions by two WAHS members. I have had 'Little Airplanes' by Robert Chad LeBeau in my file for two years. The DC-3TP and Dshkosh '88 profiles by Marion Pyles are more recent. I have never been at Dshkosh because I am not very much interested in experimental and

sports aircraft. But Marion's story has made me reconsider. Maybe I can make it in 1990?

George Cearley Jr. wraps up his DC-8 story with the Series 60/70. Several other editors also used DC-8 material in their columns. We also have the first of a three-part history of American Airlines and its predecessors, by George. As we all know, American is the official airline for AI'89 in Toronto. People registered for AI'89 will receive fare discounts for travel to and from Toronto. Thank you, AA.

It may seem early still, but preliminary planning is well under way for AI '90 in Seattle, Washington.

The convention will be held in the Red Lion Hotel, Seattle -Tacoma Int'l Airport, on June 21-24. A slide presentation will be made at this year's AI in Toronto, Ontario, Canada, to bring you fully up to date, and there will be an information table in the display hall as well.

An Airliners International convention in Seattle is like a scuba diving meet in the Bahamas, or a pineapple party in Hawaii - sometimes we wonder what took so long for this one. Indeed, there is so much to see, we plan for the first time to several Thursday tours so we can accommodate more people. Boeing, Alaska Airlines and the Museum of Flight are among the sites we plan to visit.

Since the first AI we have grown from an informal gathering of 60 people, back in Cincinnati, to nearly 1,000 happy warriors, descending upon a major hotel. But this also means the stakes are higher ... for you and for us, the planners or "host committee". We gladly take the risk, because the rewards from a successful convention are worth it.

Our airliner hobby group is at an awkward stage: too small for a convention centre, but still large enough to require a major hotel. This limits our choices for convention sites in a given city. Only two airport locations were available in Seattle. The Red Lion was clearly superior for our purposes for several reasons, and nearly identical in prices to

By JON PROCTOR  
Airliners International '90  
Planning Committee

## Seattle '90

the other hotel. Accommodations like these must be reserved well in advance and are not without substantial costs, either in the form of a rent-free display hall or a guaranteed minimum number of "room nights". A room night is one room occupied for one night. Either way, the use and set-up of display tables are normally extra.

With this in mind, we negotiated for several weeks and signed a contract with the Red Lion. As said at Denver last year, we will have to pay more for rooms - prices are high in Seattle in June, the best month weatherwise.

The guaranteed rate is U.S. \$78 per room for one to four people. This is more than we have paid at some hotels, but not substantially more than this year's rates.

The alternatives were simple: move away from the airport and have extra transportation costs, change from June to the off-season or withdraw Seattle as the selected site.

On the bright side, we have some very positive benefits: a first-class facility, the best geographical location, plenty of space (13,600 sq. ft display hall); Generally speaking, in the past we have had the best conventions where the best facilities were used. You do

indeed "get what you pay for". Red Lion hosted us in San Jose in 1985. They know our group and were very eager for our business again. The hotel sits right across the street from Sea-Tac, with a beautiful view of the airport. Viewrooms will be assigned to us on a first come, first served basis. With large meeting rooms for slide shows, contests and the WAHS meeting and the biggest display hall ever, we should be very comfortable.

Getting back to room night quarantees, it can be argued people staying at the hotel are "grubstaking" or subsidizing the costs of the display hall, and indeed they are. But we would be charged SEVERAL THOUSAND DOLLARS for this hall were it not for our room patronage. With this in mind we will offer a lower "in-house" table rental rate for table-holders who stay in the hotel during the convention. But beyond this, we earnestly ask your support by patronizing the convention hotel. If we don't, convention costs will soar, as has already happened in other hobbies where table rental rates have more than doubled.

Save your pennies and mark your calendar. Seattle in 1990 will be a convention to remember. Plan to come early and stay late - there is going to be a lot to see and do.

Finally, there is some concern about possible conflicts with the Goodwill Games to be held in Seattle in 1990. Rest assured. There is no conflict. The games do not start until mid-July, a major reason why we chose June.

AIRLINERS INT'L '90  
PLANNING COMMITTEE

# AMERICAN AIRLINES



## America's Leading Airline

PART I  
EARLY HISTORY THROUGH WORLD WAR II  
1920'S - 1945



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George Walker Cearley, Jr.

### EARLY DEVELOPMENT OF AMERICAN AIRLINES

The present day American Airlines, Inc., was incorporated in 1934. Its immediate predecessor, American Airways, founded in 1930, was the air transport subsidiary of a large holding company with diverse interests, The Aviation Corporation (AVCO). In 1929, AVCO bought a large and diverse group of air carriers and related aviation ventures. Air carriers acquired by AVCO included (1) Universal Aviation Corporation and subsidiary companies, (2) Colonial Airways Corp. and subsidiaries, (3) Southern Air Transport and its subsidiaries, (4) Interstate Airlines, and (5) Embury-Riddle Company. AVCO also acquired interests in non-airline related aviation concerns besides the five corporations and companies mentioned above. More discussion of these follows in the section of the book on AVCO. Universal, Colonial, and Southern were all holding companies themselves, which had acquired smaller airlines, flying schools, air taxi operations, aircraft sales concerns, and airport operators.

The companies listed on the genealogy chart on the previous page represent the major businesses which had a part in forming American Airlines, and the histories of each will be discussed on the following pages.



## UNIVERSAL AVIATION CORPORATION



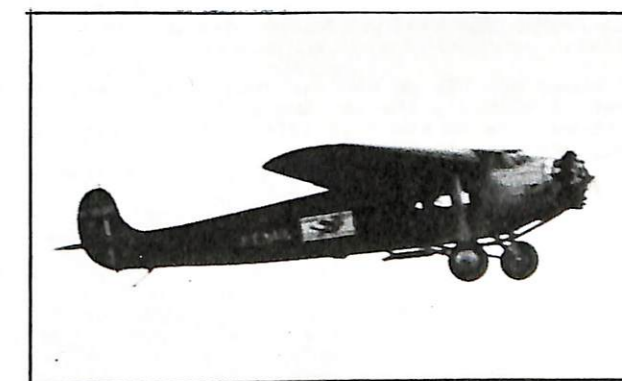
ROBERTSON AIRCRAFT CORP.  
CONTINENTAL AIRLINES, Inc.

Operating

NORTHERN AIRLINES, Inc.  
BRANIFF AIRLINES, Inc.

### UNIVERSAL AVIATION CORPORATION

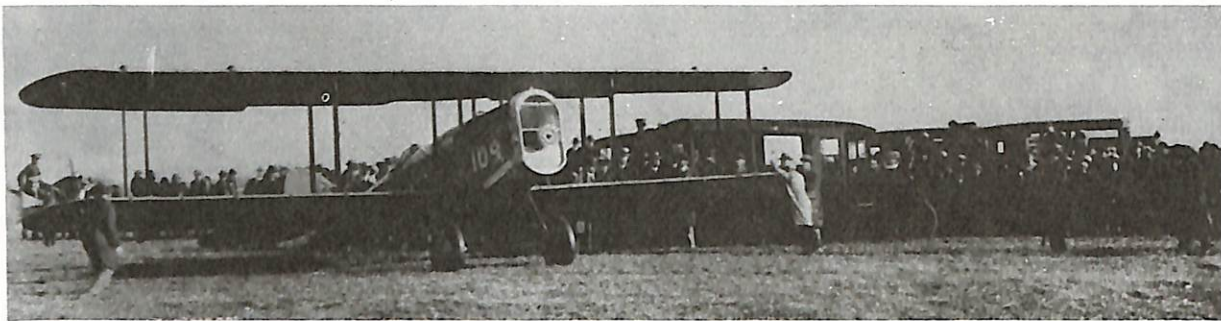
Universal Aviation Corporation was founded in 1928 and was a conglomerate which sought to put together a transcontinental air-rail network through the acquisition of several small airlines. Transcontinental Air Transport (TAT), a predecessor of TWA, was also involved in the creation of a similar air-rail system. Thus Universal was a challenger to TAT. Railroads generally operated services in areas of mountainous terrain while air service was generally over the Central Plains which were more geographically suited to flying at that time. It must be remembered that this was in a period prior to the existence of any real air navigation aids, air traffic control, or instrument flying. There was generally no nighttime flying as there were no nighttime navigational aids to any extent, as beacons or lighted air fields. Also there was no oxygen on board for pilots to use while flying at high altitudes over mountainous areas, particularly in the West.



FOKKER SUPER UNIVERSAL, NC9134, S/N 852,  
TAKING OFF AT ST. LOUIS (UTD History of  
Aviation Collection).



Universal Air Lines, Inc., began operating a passenger service between Chicago, Toledo, and Cleveland on September 15, 1928. At the time it owned five aircraft and employed 25 persons. By the end of 1928 the little company had carried 425 passengers between Chicago and Cleveland. Universal Aviation Corporation acquired their entire capital stock. By early 1929, the Universal division of Universal Aviation Corporation was also flying a route to Minneapolis via Rochester and St. Paul.



LINDBERGH DEPARTS ST. LOUIS LAMBERT FIELD APRIL 15, 1926, in DH-4B, SHIP 109, ON FIRST MAIL FLIGHT TO CHICAGO, THE BEGINNING OF AA. SHIP 109 WAS SAID TO BE HIS FAVORITE DH-4B AND THE ONE HE WAS FLYING WHEN HE HAD TO JUMP FROM THE PLANE IN SEPTEMBER 1926 (Via John Underwood and Paul Kent).

ROBERTSON AIRCRAFT CORPORATION

Robertson began its existence in 1921 and is the earliest predecessor of American Airlines. At this time, however, it was not an airline operation. The company was founded by a World War I veteran with a strong love for aviation, Major William B. Robertson. He had been shocked by the scrapping of perfectly good airplanes, engines, and parts which had occurred after the war. The company was organized February 14, 1921, at Anglum, Missouri, by W. B. Robertson; his brother, Frank Robertson; and Harry H. Perkins. It was incorporated under the laws of Missouri with an initial capital of \$15,000. Original assets included one Curtiss biplane, a Curtiss OX-5 motor (with two sets of parts), miscellaneous spares, and a lease on land at Robertson, Missouri. W. B. Robertson went to various government surplus auctions where he obtained airplane engines and parts at low prices. The only competitors in the bidding were junk dealers. Robertson became a profitable business venture, reassembling Standards, Curtiss JN's, and DeHaviland DH-4's from the supplies he had purchased at the surplus auctions.

In addition to aircraft and parts sales, Robertson also offered sightseeing trips (a popular practice for persons on a weekend afternoon at the time), had a flying school, and operated an air taxi service.

In 1925, Robertson was operating at Lambert-St. Louis Flying Field. Its fleet comprised Liberty-engined DeHavilands, Curtiss Oricles, JN's, and Standards, and during the year the planes flew 138,640 miles.

Robertson bid on and was granted Contract Air Mail Route 2 (CAM 2), the St. Louis-Chicago air mail route, with service to start in 1926. At this time headquarters were located at Anglum, Missouri. The air mail route to Chicago from St. Louis was flown via Springfield and Peoria, a total distance of 278 miles. The St. Louis terminus of the route was Lambert Field, owned by St. Louis Aero Corporation. At Chicago, Maywood Air Mail Field was served. The route was operated only early in the morning and during late evening. Especially during winter much flying was done during night time hours. Consequently, Robertson had to light the route for night flying. Pilots selected to fly the mail included Charles A. Lindbergh (who the following year would make his famed solo flight from New York to Paris), Clyde Clevenger, a Mr. Smith and a Mr. Minick. Lindbergh was made chief pilot. Regular contract mail flights began April 15, 1926, a date which is often designated as the origin of American Airlines. Charles Lindbergh

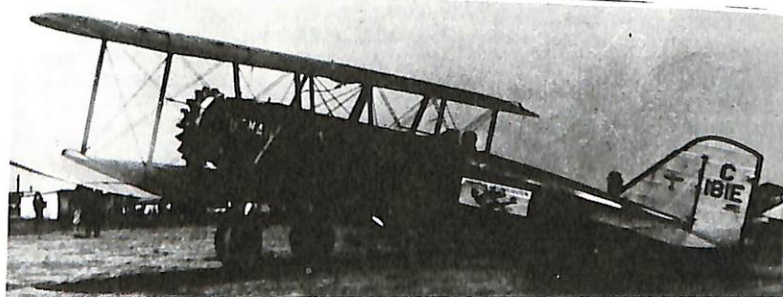
As of February, 1929, Universal Air Lines System Terminal Company owned two hangars and a terminal at Chicago Municipal Airport. The hangars had facilities to perform maintenance on Universal aircraft. The company was wholly owned by Universal Aviation Corporation.

piloted the first mail flight. Lindy cracked up three planes but always survived and was able to salvage his cargo of mail. The equipment in 1926 consisted of 14 remodeled DH mail planes and 100 Standard J-1's, the latter serving in non-mail carrying activities of the company and as emergency equipment. During 1926 between April 15 and December 31, 376 round trips over CAM 2 were completed with only 25 trips delayed, many because of adverse weather conditions.

A 97% share of Robertson stock was acquired by Universal Aviation Corporation, with the latter gaining controlling interest on December 31, 1928. However, Robertson retained its corporate identity. The Robertson division of Universal inaugurated service over CAM 28 from St. Louis to Omaha via Kansas City on May 1, 1929.



DH-4B IN FLIGHT (Via Bob Takis).



BOEING 40-B-4, C181E, OF UNIVERSAL AIRLINES SYSTEM - ROBERTSON AIRCRAFT CORPORATION. IT WAS AN OPEN COCKPIT BIPLANE WITH SPACE FOR FOUR PASSENGERS.

In April, 1929, Paul R. Braniff, Inc., was sold to the Universal Aviation Corporation of St. Louis, Missouri.

In May, 1928, Paul R. Braniff, Inc., was organized in Oklahoma City with Paul R. Braniff, president; Thomas E. Braniff, vice president; Walter A. Lybrand, secretary; and E. E. Westervelt, treasurer. The company was a combination airplane distributor, dealer in aircraft parts, airline, and flying school. Appearing on a 1928 letterhead were "State Distributor Travel Air Planes", "Complete Stock of Curtiss and Whirlwind Parts", and "Student Instruction and Cross Country Trips". Headquarters of this aviation enterprise were located in the Braniff Building in downtown Oklahoma City, with a hangar at the then Oklahoma City Municipal Airport, the S.W. 29th St. Field.

The official inaugural date of passenger service is listed in Braniff records as June 20, 1928, with Paul Braniff as the first and only pilot on the payroll, flying the Stinson "Detroit" on the 116 mile nonstop flight from Oklahoma City to Tulsa. However, further examination of records dating from this period indicates there may have been as many as four pilots, including Paul Braniff, Maurice Marrs, Gordon Darnell, and Frank Hover, and that the inaugural date may have been as early as May, 1928.

A commonly accepted version states that Maurice Marrs flew the inaugural with Paul on board as back-up pilot and company president. It is said that when the plane flew over Arcadia, Oklahoma, it was shot at by moonshiners on the ground who thought government agents were on board the Stinson.

When Paul R. Braniff, Inc., was sold to Universal, it became Braniff Air Lines, Inc. Paul was made executive vice president of the Braniff division and Bobby Burton continued to work with him as secretary, office manager, and as a director of the flying school. The area served by Braniff was ideally suited to flying, being over the plains and thus fitting in well as one of the airlines acquired to form the new air-rail network.

The Braniff division of Universal consistently led all lines in number of passengers carried, transporting more passengers than any other company controlled by Universal Aviation Corporation.

In Oklahoma City one of Universal's several aviation schools was operated in cooperation with the Braniff division. One of the first persons to enroll in the school's business course was Violet (Bobby) Burton, the 22 year old secretary of Paul Braniff. She also took flying lessons at this same time. A low wing Mohawk Pinto monoplane was added to the ground school equipment of the school.

Beginning in September, 1929, Universal offered a New York-Mexico City air-rail service over the routes of the New York Central Railroad, Universal Aviation Corporation, Missouri, Kansas & Texas Railroad, Southern Air Transport, and Compania Mexicana de Aviacion, S.A. (Mexicana).



PAUL R. BRANIFF Inc.

State distributor--TRAVEL AIR PLANES Complete stock of CURTISS and WHIRLWIND parts

General Offices BRANIFF BUILDING Hangar at Municipal Airport OKLAHOMA CITY

ABOVE: LETTERHEAD SHOWS OFFICERS AND THE DIVERSIFIED ACTIVITIES OF PAUL R. BRANIFF, INC. (Bobby Turnbull Scrapbook via Pat Zahrt).



LEFT: ADVERTISEMENT FOR SUMMER 1928 OKLAHOMA CITY-TULSA BRANIFF FLIGHTS (UTD History of Aviation Collection - Braniff Historical Files).



LEFT: PAUL BRANIFF'S PERSONAL PLANE, A TRAVEL AIR 4000-D, BUILT ESPECIALLY FOR HIM TO FLY IN TRANSCONTINENTAL AIR RACES AND WAS LATER USED FOR AIR TAXI WORK BEFORE BEING TRADED FOR A PASSENGER PLANE. RIGHT PAUL BRANIFF IN PILOT'S UNIFORM, LATE 1920'S (Via Glenn Geddis and Pat Zahrt).



BRANIFF DIVISION OF UNIVERSAL, FAIRCHILD 71, NC9154, AT SAN ANGELO, TEXAS, 1929. (Photo: E. M. Johnson)



CONTINENTAL AIR LINES, INC.

Continental Air Lines was founded in Ohio October 10, 1927. Executive offices were located in Cleveland with general offices in Cincinnati. Company executives included P. P. Cunningham, president; M. P. Jacomini and E. L. Schueren, vice-presidents; P. G. Vondersmith, secretary-treasurer; and G. K. Griffin, assistant secretary.

Continental was granted CAM 16 between Cleveland and Louisville via Akron, Columbus, Dayton, and Cincinnati. The award was made in 1927 but service could not begin at that time. Lighting this airway was required as the flying operations were to be at night. Equipment consisted of three Travel Air 6000's powered by Wright "Whirlwind" engines. The cabin was designed for either carrying freight or accommodating four passengers, and each plane had a payload capacity of 1,000 lbs. Passenger and mail services were inaugurated August 1, 1928. By this time an additional aircraft had been acquired. 21,354 lbs. of mail were carried over 121,000 miles between August 1 and December 31, 1928.

Continental was acquired by Universal Aviation Corporation December 31, 1928. Like Robertson, it kept its corporate identity as a subsidiary of Universal. Directorship of the Continental division of Universal was somewhat different than the original company organized in 1927.

This company was not connected with the present day Continental Air Lines.



COLONIAL AIRWAYS CORPORATION

Colonial Airways Corporation was formed in March, 1929, as a holding company over Colonial Air Transport, Colonial Western Airways, and Canadian Colonial Airways. The stockholders of the three companies exchanged shares of stock for stock in the Colonial Airways Corporation. Control and leadership of the three Colonial companies was thus centralized in a single holding company. Colonial Airways Corporation also controlled Colonial Flying Schools, as well as other Colonial ventures including aircraft sales.



COLONIAL KEYSTONE PATRICIAN, C7962, AN EXPERIMENTAL TRIMOTOR AIRLINER (Via Bob Takis).

CENTRAL AIRLINES, INC.

Central Airlines was solely a passenger carrier which had been founded in 1928. The operation began with a route from Tulsa to Wichita. This route was extended to Kansas City in May, 1929. The line found the operation of passenger service economically unfeasible without an airmail contract to provide much needed revenue, and was acquired by Universal Aviation Corporation. The Central Airlines division of Universal in the summer of 1929 was operating over the following routes: (1) Kansas City-Topeka-Wichita; (2) Kansas City-Wichita; (3) Wichita-Bartlesville-Tulsa; and (4) Wichita-Ponca City-Oklahoma City.

This company was not connected with the south-western regional airline, Central Airlines, which merged with Frontier in 1967, nor with the airline of the same name operating in the northeastern U.S.A. in the mid-1930's.

EGYPTIAN AIRWAYS, INC.

Egyptian Airways operated Egyptian Flying School at Marion Airport, Marion, Illinois. Its stock was acquired by Universal Aviation Corporation. The name Egyptian was apparently based on the fact that its operations were based near Lake of Egypt, a body of water just outside of Marion, Illinois. The company logo was the Great Pyramid of Cheops (Great Pyramid of El Ghiza).

NORTHERN AERONAUTICS, INC.

Universal Aviation Corporation purchased the entire capital stock of Northern Aeronautics, which owned three hangars and a terminal at Minneapolis Airport. Northern also operated a flying school and sold aircraft and spare parts.

A route was flown from Minneapolis to Duluth and Minneapolis to Fargo via Alexandria and Wahpeton.

Northern Air Lines, Inc., division of Universal, operated for a short time passenger and express service over the Minneapolis-Duluth and Minneapolis-Fargo routes. No schedules for Northern are listed as late as the summer of 1929.



ROUTES OF COLONIAL AIRWAYS CORP. AND ITS THREE SUBSIDIARY COMPANIES, SPRING 1929. (George Cearley Collection).

COLONIAL AIR TRANSPORT, INC.

Colonial Air Transport traces its origin back to a small company in the Naugatuck area south of Waterbury, Connecticut, the Bee Line, Inc., which was incorporated April 16, 1923. The company was started by Harris Whittemore, Jr., who had trained as a pilot during World War I in the Army Air Service. Today, near Naugatuck, is located Whittemore Glen State Park. The Bee Line operated a charter and sightseeing business and owned a second hand single engine Fokker F-II purchased for \$4,000. Two Standard biplanes were later acquired for sightseeing trips.

The Bee Line was reincorporated as Colonial Air Lines on May 8, 1924. Another organization, the Bee Line, a bus company on Long Island, New York, had stated it had been in business longer than the Connecticut Bee Line and felt the air operation should change its name.

In 1925 Colonial Air Lines bid on CAM-1 between New York and Boston and was granted this route.

The first operation by Colonial over CAM 1 was June 18, 1926. The 192 mile route between New York and Boston was flown from Hadley Field, New Brunswick, New Jersey, with a stop at Brainerd Field in Hartford, Connecticut, then on to Boston Airport. Hangars were rented at each airport and facilities existed at Boston and Hadley Field for overhauls and minor repairs. Aircraft comprised a Curtiss Lark single-engine plane with space for two passengers or 500 lbs. of cargo; two Fokker Universals with space for four passengers or 800 lbs. of mail; and two Fokker trimotors with space for eight passengers or 1,500 lbs. of mail. All aircraft were powered by Wright Whirlwind engines. During its first six months of operation through December 31, 1926, 308 trips were scheduled, 284 were completed, and 42 were not completed. The trips not completed were due to weather conditions and darkness and none were the result of mechanical problems. Most trips were made around dusk or dawn, except for mid-summer months when much of this flying time was in darkness. Time of day of flying and foggy weather were the primary causes of forced landings. Lighting was later installed along the route. During the period through December, 1926, 6,632 lbs. of mail were transported but no passengers or freight were carried. Late in 1926 Governor Trumbull became chairman of the board and General John F. O'Ryan became president.

In 1927, Colonial Air Transport carried 4,016 passengers, 1,140 lbs. of express, and 20,895 lbs. of mail. Of the passengers carried, 509 were on the Boston-New York route and 3,507 were on short sight-seeing trips around New York City. Passenger fares were \$35.00 between New York and Boston with 30 lbs. allowed for luggage. Equipment consisted of a Fokker



CANADIAN COLONIAL FAIRCHILD FC2W2, CF-AHG, LATER BECAME AMERICAN AIRWAYS SHIP 143, "ROBIN" (Via Bob Takis).

Universal with Wright J4B engine; a Stinson "Detroit" with payload capacity of 800 lbs., capacity for four passengers, and powered by a Wright J4B engine; and two Pitcairn "Mailwings" with payload capacity of 600 lbs., capacity for one passenger, and powered by a Wright J5CAF engine.

The following year in 1928, Colonial Air Transport carried 121 passengers, 1,950 lbs. of express, and 47,453 lbs. of mail over 115,638 miles. The fleet comprised three Pitcairns and two Fairchild's.

CANADIAN COLONIAL AIRWAYS, INC.

Canadian Colonial Airways was founded March 6, 1928. The company was granted Foreign Air Mail Route 1 (FAM-1) between New York and Montreal, a distance of 334 miles. The first service was October 1, 1928, from New York to Montreal with a stop at Albany. Four Fairchild FC-2W2's and two Pitcairns were operated in 1928.

In 1929 the fleet included four Fairchild FC-2W2's and four Fairchild 71's.

COLONIAL WESTERN AIRWAYS, INC.

Colonial Western Airways, Inc., was organized in May, 1927, with general offices in New York City. Officers included John H. Trumbull, chairman of the board; General John F. O'Ryan, president; and Harris Whittemore, Jr., treasurer.

The line was granted CAM 20 between Albany and Cleveland via Schenectady, Utica, Syracuse, Rochester, Buffalo, and Erie. Equipment comprised three Fairchild monoplanes with capacity for four passengers and 800 lbs. payload capacity; and a Pitcairn Mailwing with payload capacity of 600 lbs. Both planes were powered by Wright J5CA engines.

In 1928 Colonial Western carried 243 passengers, 282 lbs. of freight, and 45,309 lbs. of mail over 184,308 miles. The fleet comprised four Fairchild's, one Ford Trimotor, and four Pitcairns, and the company had 37 employees.

The fleet in 1929 included three Fairchild FC-2's and one Fairchild 71.



SOUTHERN AIR TRANSPORT

Southern Air Transport was incorporated February 11, 1929, as a holding company over southern U. S. aviation interests. It had routes between Dallas and El Paso, with additional routes from Atlanta to New Orleans and Houston. Other Texas routes included Dallas-Fort Worth-Brownsville and Fort Worth-Dallas-Houston-Galveston. Southern was formed by a merger between Gulf Airlines and Texas Air Transport and had its corporate offices in Fort Worth, Texas. At Fort Worth, a businessman-politician, A. P. Barrett, was president of Southern and C. R. Smith, vice-president and treasurer.

LABEL OF SOUTHERN AIR TRANSPORT (SAT) FLYING SERVICE, 1929 (Via Don Thomas).



PITCAIRN SUPER MAILWING, NC548K, OF GULF COAST AIRWAYS DIVISION OF SOUTHERN AIR TRANSPORT. IT WAS LATER SHIP 132, NC548K, "MANAKIN" OF AMERICAN AIRWAYS (Via Bob Takis)

TEXAS AIR TRANSPORT (TAT)

Texas Air Transport was founded by R. C. and Temple Bowen, bus line owners from Fort Worth, on November 12, 1927. Headquarters were initially located at the Fort Worth Petroleum Building but later moved to Meacham Field. Temple Bowen sold his interest to A. P. Barrett of Fort Worth on October 31, 1928. Members of the board elected at this time included A. P. Barrett, Cyrus Rowlett (C. R.) Smith of Fort Worth, Thurman Barrett of San Antonio, Seth Barwise of Fort Worth, and John Hancock of Fort Worth.

TAT was awarded CAM 21, the air mail route from Dallas to Galveston via Houston (283 miles), and CAM 22 from Dallas to San Antonio via Fort Worth and Austin (267 miles). In 1928 the fleet comprised four Pitcairn "Mailwings" with Wright Whirlwind engines and three "Swallows" with Curtiss OX5 motors.



STEARMAN C3MB (C8408), STINSON SM-2 (NC4728), OX-5 POWERED TRAVEL AIR 2000, SWALLOW, RYAN B-1 (NC4936), AND SWALLOW AT MEACHAM FIELD, FORT WORTH, ABOUT 1929 (Via Bob Takis).

ST. TAMMANY-GULF COAST AIRWAYS, AND GULF AIR LINES

Gulf Air Lines was originally organized as St. Tammany-Gulf Coast Airways, Inc., which was incorporated in New Orleans with initial funds of \$85,000. It soon acquired Fokker Aircraft. Passenger service was inaugurated August 20, 1927, over the following route: Atlanta-Birmingham-Mobile-New Orleans. St. Tammany-Gulf Coast was awarded CAM 23, the air mail route corresponding to the already operated passenger service. Air mail carriage began May 1, 1928.

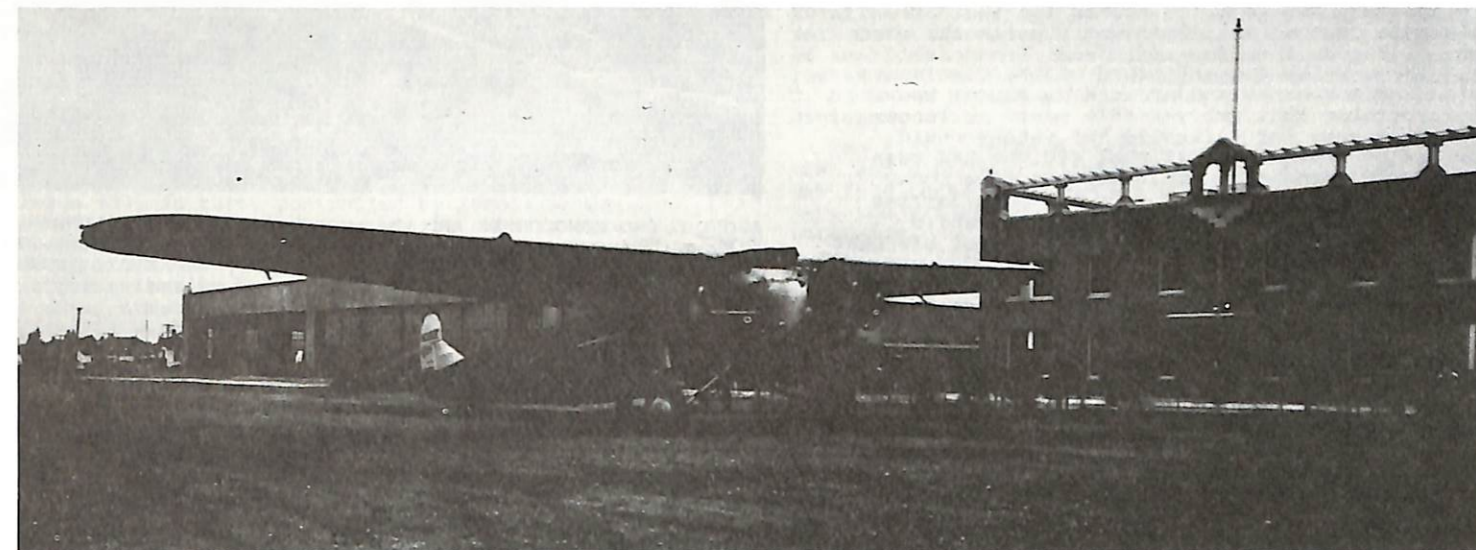
In Fall, 1928, Gulf Air Lines was formed as a holding company over St. Tammany-Gulf Coast Airways. The subsidiary dropped the St. Tammany portion of the name, becoming Gulf Coast Airways. In 1928 the Gulf fleet comprised five Fokkers with Wasp engines, one Fokker with Whirlwind engine, a Pitcairn Mailwing and a Travel Air. The same year 349 passengers and 23,325 lbs. of mail were carried over 196,680 miles. Gulf had 17 employees, including six pilots. In January, 1929, Gulf began operating CAM 29, the air mail route from New Orleans to Houston.

Texas Air Transport also operated TAT Flying School. Instruction was first conducted by a group of pilots who flew the air mail. The OX-5 powered planes were used for school purposes. In addition to flying instruction, courses in radio theory and practice were given. Texas Air Tales made a prophetic statement about the radio course: "While this may not be considered as of special importance, viewing aviation as it is today, it will, no doubt, be a necessity to the profession within the next few years."

Following the merger of Gulf and Texas Air Transport Southern Air Transport was divided into three operating divisions: (1) Texas Air Transport, Inc.; (2) Gulf Air Lines, Inc.; and (3) Texas Flying Service, Inc., the latter for passenger services.

In 1929 Southern Air Transport was operating three passenger routes over a distance of 1,334 miles, four mail routes over 1,634 miles distance, and passenger service was offered between Dallas-El Paso, Fort Worth-Houston, and Dallas-Brownsville. Mail was carried on

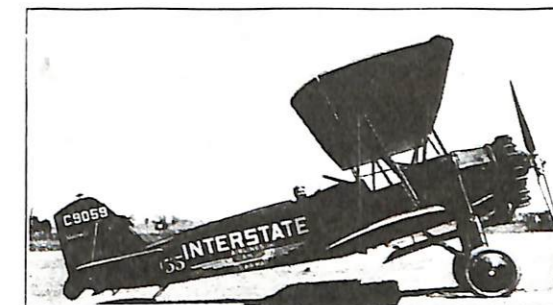
the following routes: Dallas-Brownsville, Dallas-Galveston, Houston-New Orleans, and New Orleans-Atlanta. 84 single-engine aircraft were used. TAT the previous year had only seven planes.



SOUTHERN AIR TRANSPORT (SAT) FOKKER F-TEN-A, NC800E, AT DALLAS LOVE FIELD TERMINAL ON NORTH SIDE OF FIELD ALONG LOVE FIELD DRIVE (Texas/Dallas History Archives, Dallas Public Library).

INTERSTATE AIRLINES, INC.

Interstate Airlines, Inc., was founded in June, 1928, by United Aviation Corporation. The line was granted CAM 30 between Chicago and Atlanta and began operations over this route in November, 1928, carrying passengers, mail, and freight over this route with stops at Champaign, Illinois, Terre Haute and Evansville, Indiana; Nashville and Chattanooga, Tennessee. An east-west route was operated out of Evansville, Indiana. An eastward route to Louisville carried passengers only, while a westward route from Evansville to St. Louis carried passengers, mail, and freight. The fleet comprised seven Fairchilds, three Stearmans, one Travel Air, and a Waco. In 1928 there were 41 employees with nine being pilots. In its first six weeks of operation in the latter part of 1928 Interstate carried 1,076 lbs. of mail and 473 passengers over 81,024 miles. The line after being acquired by the Aviation Corporation would provide a link between the southern terminus of Continental at Louisville and Universal at St. Louis.



STEARMAN C3MB, C-9059, S/N 210, OF INTERSTATE AIRLINES (Via Don Joyce).

EMBRY-RIDDLE COMPANY

Embry-Riddle was founded in 1925 in Cincinnati, Ohio, by T. Higbee Embry and John Paul Riddle with an initial monetary investment of \$10,000. Embry-Riddle during its early days of existence had a flying school, maintenance facility for aircraft, air taxi service, an aircraft sales division, and operated Lunken Airport at Cincinnati.

In July, 1927, the Post Office Department advertised for bids on CAM 24, the 270 mile air route between Chicago and Cincinnati. Embry-Riddle was awarded the air mail contract. December 17, 1927, was the date of first service and passenger, mail, and express service was provided. Flights stopped at Indianapolis en route between Cincinnati and Chicago. In the first two weeks of operation between December 17 and December 31, 1927, 1,043 lbs. of mail were carried for which Embry-Riddle was paid \$1,533.76. Of 8,100 route miles scheduled to be flown, 6,576 were actually completed--a completion factor of 80.44%. The fleet comprised six Waco planes, three with Wright "Whirlwind" engines, one with a Curtiss OX-5 engine, and two with Hispano-Suiza engines. Also flown was a Ryan monoplane with a Wright "Whirlwind" engine. Officers of the company in 1927 were T. Higbee Embry, president; Susan H. Embry, vice-president; and John Paul Riddle, secretary.

During 1928 Embry-Riddle employed 50 persons, six of whom were pilots. Passenger aircraft included one Fairchild FC-2, two Monocoups, one Waco, and one Ryan monoplane. One Fairchild and four Waco 10's were used to carry mail. During 1928 over Route 24, 270 passengers, 2,014 lbs. of express, and 35,667 lbs. of mail were carried over 35,665 total miles flown.



LABEL OF EMBRY-RIDDLE CO. FROM 1929 (George Cearley Collection - Originally from Don Thomas).



The driving force and actual impetus for the formation of the Aviation Corporation, its airline operating division, American Airways, Inc., and later American Airlines, Inc., had its roots in Embry-Riddle and the latter's need for financial backing to continue operations.

Embry-Riddle acted as sales agents for the Fairchild Aircraft Co. and Fairchild was a potential place for Embry-Riddle to look for additional financial support. The Curtiss Company heard of the Cincinnati company's need for money and offered financial backing with the provision that Embry-Riddle would no longer act as sales agents for Fairchild but rather would sell Curtiss planes. An additional \$90,000 had been procured from Cincinnati businessmen but more money was needed. Sherman Fairchild, who had been earlier involved with Colonial, was now running Fairchild Aircraft and he considered Embry-Riddle one of his best sales outlets. He learned of the Curtiss offer and went to the board of directors of Fairchild with the proposal that Fairchild lend the money so that Fairchild would not lose their excellent sales agent in Cincinnati. The Fairchild board not only agreed to lend financial support but also agreed to form a subsidiary company with initial capital of \$500,000 to \$1,000,000. This new company would finance Embry-Riddle and other carriers holding mail contracts. Discussions between Sherman Fairchild and investment bankers led to the formation of the Aviation Corporation, a large holding company with diversified aviation interests.

#### THE AVIATION CORPORATION (AVCO)

The Aviation Corporation was a large holding company that in 1929 bought up a large number and diverse group of air carriers and related aviation enterprises. Through affiliates and acquired subsidiary holding companies (which in turn controlled other companies) AVCO established a large transport system and was also engaged in aircraft manufacturing, the building of airplane engines, and owned aircraft sales companies and airplane parts suppliers. AVCO became involved in the operation of airports also.

AVCO was incorporated in Delaware in 1929 with offices in New York City. Transport companies (which also represented the major forerunners of American Airways) were acquired and included (1) Universal Aviation Corporation and all its subsidiaries, (2) Colonial Airways Corporation and its subsidiaries, (3) Southern Air Transport and its subsidiaries, (4) Interstate Airlines, and (5) Embry-Riddle Company. Aircraft manufacturers acquired included (1) Fairchild Aviation Corporation and its subsidiaries, which produced planes, aerial cameras, engines, and seaplane pontoons and (2) Kreider-Reisner Aircraft Company, builders of open cockpit planes. The Aviation Corporation also acquired interest in Roosevelt Field, Inc., which owned Roosevelt and Curtiss Fields on Long Island; Aviation Corporation of the Americas and Western Air Express (WAE), both of which were engaged in mail and passenger operations; and Bendix Aviation Corporation and its subsidiaries, dealing in aircraft accessories. Also acquired were Cuban Aviation Corporation and Alaskan Airways, both of which AVCO controlled between 1929 and 1932.



LEFT: AMERICAN AIRWAYS INITIAL LOGO FROM 1930 FEATURED AIRWAY BEACON TOWER SHINING BEAMS OF LIGHT. (Via Don Thomas). AT RIGHT: FOKKER F-TEN A, NC651E, SOUTHERN AIR FAST EXPRESS DIVISION AMERICAN AIRWAYS, AT DALLAS LOVE FIELD, EARLY 1930'S. (Texas/Dallas History Archives, Dallas Public Library)



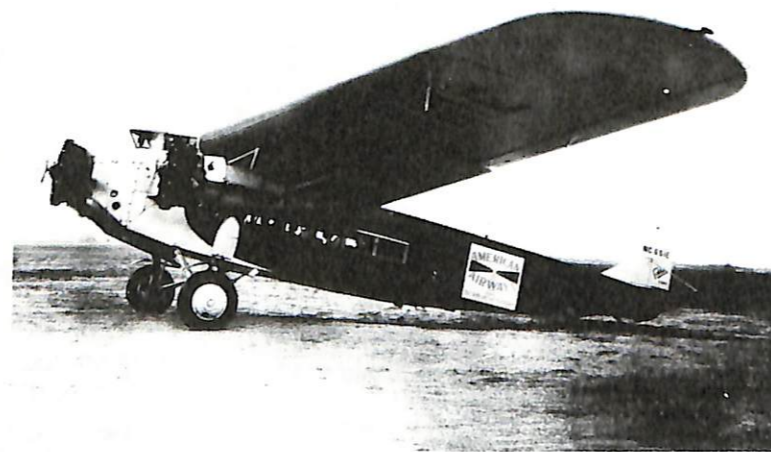
ABOVE: TWO MONOCOUPES AND WACO OF EMBRY-RIDDLE AT LUNKEN AIRPORT, CINCINNATI. BELOW: REFURBISHED WACO AT EMBRY-RIDDLE AERONAUTICAL UNIVERSITY OPEN HOUSE, 1986 - ORIGINALLY WAS T. HIGBEE EMBRY'S (Embry-Riddle Aeronautical University).



Aviation Corporation with its numerous aviation interests in air mail, manufacturing, aircraft dealerships, flying schools, air taxi operations, and airport ownership, had become very diverse in its scope of operations and something would soon be needed to improve AVCO's economic condition and improve overall efficiency.

C. R. Smith discussed these early days of AVCO and summed them up as follows:

"AVCO ended up with 20-30 small corporations, all of which had air mail contracts, including Southern Air Transport and the companies it took over. They had subsidiary corporations running out their ears. Subsidiary corporations had a board of directors and president and a whole corps of officers. Trouble with system put together by AVCO was that none of the routes connected. The Aviation Corporation didn't have a very good idea of what it wanted to do with its 35 million dollars. Instead of going about like TWA and United, which had put together a system quite early, AVCO was a collection of small companies that didn't go anywhere. This was because the acquisition wasn't very well planned. People who were running it at the time thought that the only way to make money was to have mail contracts.



#### FORMATION OF AMERICAN AIRWAYS, INC. - 1930

In 1930, the directors of the Aviation Corporation decided to place all air transport companies under one air transport subsidiary, American Airways, Inc., which was incorporated January 24, 1930. A proposal was made that Universal Aviation Corporation, Colonial Airways Corporation, Southern Air Transport, Interstate Airlines, and Embry-Riddle Company sell their stock holdings to American Airways in return for common stock in American Airways, Inc. All of the operating transport subsidiaries (Universal, Colonial, Southern, and Interstate) but not Embry-Riddle, came directly under the control of American Airways. American Airways was, in turn, controlled by AVCO (including Interstate, which AVCO by now wholly owned), Universal, Southern, and Colonial. Eventually the subsidiary holding companies (Universal, Southern, Colonial) were dissolved, leaving AVCO the sole owner of American Airways. American Airways' route structure and management was reorganized.

Divisions and bases of American Airways were: (1) Universal Aviation, St. Louis; (2) Colonial, Newark; (3) Southern Air Transport, Fort Worth; and (4) Aviation Corporation, the main holding company in New York City. Frederick Coburn was appointed president of American Airways and he began the task to simplify routes and the diverse operations of American Airways. C. R. Smith became general manager of the Southern Division.

The flying schools, aircraft sales divisions, air taxi and sightseeing operations were dissolved. It was felt these would not be sources of revenue. Left were the airline and the aircraft manufacturing interests.

American's routes at this time still did not go any farther west than El Paso.



AMERICAN AIRWAYS INAUGURAL SERVICE AT MONROE, LOUISIANA, WITH FOKKER TRIMOTOR, 1931, ON TRANS-SOUTHERN ROUTE FORMERLY OPERATED BY DELTA AIR SERVICE. NOTE DELTA BUILDING BEHIND RIGHT WING OF TRIMOTOR (Griffin Photo via Jackie Pate & Betty Moore, Delta Air Lines).

#### ROUTE DEVELOPMENT OF AMERICAN AIRWAYS - EARLY 1930'S

American Airways, through a cash and stock transaction, purchased a section of Western Air Express between Dallas and Los Angeles. American had purchased Standard from Western Air Express. Standard had operated the route between Dallas and Los Angeles. American had also acquired Delta's Dallas-Atlanta route. Finally AA had also bought out Erle P. Halliburton's Southwest Air Fast Express, which operated in the midwest and southwest, particularly Missouri, Oklahoma, and Texas.

On September 16, 1930, American was awarded CAM 33-- its long sought after Southern Transcontinental Route, between Atlanta and Los Angeles via Birmingham, Jackson, Shreveport, Dallas, Fort Worth, Abilene, Big Spring, El Paso, Douglas, Tucson, and Phoenix. Service was inaugurated October 15, 1930.

American's mail contracts at this time numbered thirteen. The Postmaster General sought to reduce the number of contracts through route consolidation. Via this process American was to receive a New York-Los Angeles route via Nashville and Dallas. CAM-16 (the Cleveland-Louisville air mail route) was extended between Louisville and Nashville March 2, 1931. CAM-20 had originally been granted as a Cleveland-Albany route. CAM's 20 and 16 were joined to form a length between Albany and Nashville as a new Route 20. The original Cleveland-Albany route was 463 miles, but the new consolidated route was now 980 miles. Extensions on either end of this route were next made, one from Albany to New York and another from Nashville to Dallas via Memphis, Little Rock, and Texarkana. At Dallas the new route 20 between Dallas and New York connected with the Dallas-Los Angeles segment of Route 33, thus creating a New York-Los Angeles route. Even though this route consolidation had given American a coast to coast length, the route between the Atlantic and Pacific was still a circuitous one. Rather than going all the way across the nation in a generally straight line, it formed a big "S", going northward from New York, then over to Buffalo, there touching Canada, then across the southern edge of the Great Lakes to Cleveland, on through the mid-south to Dallas, to El Paso, where the route came close to Mexico, then going across through Arizona to Los Angeles. The usual transcontinental route then, even

though this new route existed, involved taking the Pennsylvania Railroad from New York to Columbus, where a passenger boarded an American plane for the remainder of the trip to the West Coast. Also added about this time was a route from St. Louis to Memphis and New Orleans.

During 1931 nearly 100 aircraft were acquired by American Airways. The same year 60,000 passengers, 15,000 lbs. of express, and 1,500,000 lbs. of mail were carried over 7,500,000 miles. Two-way radio communications between airplanes and stations on the ground were established over 6,000 miles of airways; 44 teletype stations, 13 radio telegraph stations, and 56 weather stations were installed. Also an extensive program of surveying, establishing and operating of privately lighted airways for night flying was undertaken. In its Southern Division, American Airways established three completely lighted, five partially lighted, and eight unlighted airfields.



LABEL OF SOUTHWEST AIR FAST EXPRESS (Via Don Thomas).



The Pilgrim was introduced in 1931 and was the first plane to be built according to an airline's specifications. The Pilgrim had a cruising speed of 110 mph and was powered by a single 575 horsepower Pratt & Whitney Hornet engine. Its fuselage length was 38' and wing span 57'. The plane had a capacity for eight passengers and was a success in terms of passenger comfort and gross profit potential. However, the plane became obsolete very soon and was disposed of in 1934.

Engineers of the American Airplane and Engine Corporation (successor to Fairchild Manufacturing Corporation and Fairchild Engine Corporation) had developed this monoplane for use by American Airways, Inc. It was a further development of the Fairchild 71 with a wider fuselage and fixed wing, unlike the foldable wing on the Fairchild 71.

ERRETT LOBBAN CORD

E. L. Cord had been sales manager for the Moon automobile in Chicago in the mid-1920's and later became president of Auburn Motor Company and purchased Duesenberg, then Lycoming Motors which produced engines for the Auburn, Cord, and Duesenberg cars. Lycoming had been involved in the production of car and boat motors but this was expanded to include airplane engines. Airplane engines soon became the major engine type manufactured. Stinson Aircraft was next acquired and Lycoming made their engines.

Cord decided to start his own airline and founded Century Air Lines and Century Pacific Airlines in 1931. Century Air Lines was headquartered at Chicago Municipal Airport. It had a route from Springfield, Missouri, to St. Louis, Chicago, Detroit, Toledo, and Cleveland. Operations began March 23, 1931, with eight Stinson SM-6000B's. South Bend and Bloomington, Indiana, were added by the end of 1931 and five additional aircraft were acquired, making a total of 13 planes in service.

Century Pacific was headquartered at Glendale, with a route from San Diego to Los Angeles, Bakersfield, Fresno, Oakland, San Francisco, and Sacramento.

Cord competed successfully with competitors by offering lower fares. Century Pacific extended its route from Los Angeles to Yuma, Phoenix, and Tucson. Cord was beginning a program to link his two Century operations. The Chicago operation opened new airport

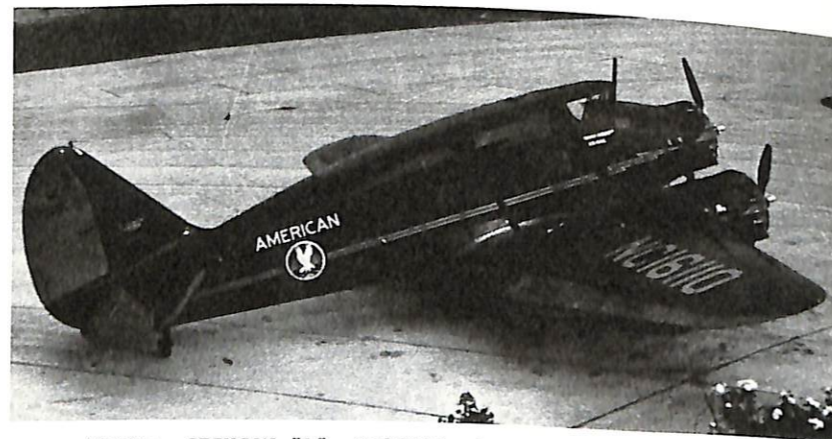


ABOVE: PILGRIM 100A, NC997V, SHIP 96, "POACHARD". IN THE EARLY 1930'S, ALL AMERICAN AIRWAYS AIRCRAFT WERE NAMED AFTER BIRDS. THIS WAS BEFORE THE INTRODUCTION OF "FLAGSHIP" NAMES. THE PILGRIM 100 WAS THE FIRST AIRLINER BUILT ACCORDING TO AN AIRLINE'S SPECIFICATIONS. (Via Shari Harris)

facilities and began offering limousine shuttle service with downtown Chicago. Cord was offering cut rate fares and then began to make overtures to carry mail at a discount.

In February, 1932, Cord told his pilots a pay cut would be instituted. Pilots did not agree to the pay cut and went to the newly formed Airline Pilots Association (ALPA) and went on strike. The strike affected Century but not Century Pacific. An Arizona-El Paso route was started but the Arizona Railroad Commission, which at the time controlled Arizona air space, turned down the Arizona-El Paso service. Finally, the Postmaster General decided against Cord's air mail bid.

In April, 1932, Cord went to American Airways and offered to sell the Century operations. AVCO directors voted to buy out Cord. As a result of negotiations, Cord got 140,000 shares of AVCO stock and a seat on the AVCO board of directors. Cord began to buy additional shares of AVCO and got control of 30% of outstanding stock. Robert Lehman and Averill Harriman controlled AVCO with fewer shares of stock and Cord out AVCO losses. He also began to question a proposed purchase of North American Aviation stock by AVCO. LaMotte Cohu, who became president in 1932, resigned. Richard Hoyt became president of AVCO and Lester Seymour, formerly in operations at United, became president of American. Cord was able to reduce American's deficit.



ABOVE: STINSON "A", NC16110, AT PROVIDENCE, RHODE ISLAND. (Photo: Art Carter, Sr.)

Cord, of course, controlled Stinson and also Lycoming, which manufactured the Stinson's engines. Take-off was 645 hp. The SM-6000 carried ten passengers, had a fuselage length of 43' and wing span of 60'. Its gross weight was 8,500 lbs. and it had a cruising speed of 110 mph.

STINSON TRIMOTORS

Following E. L. Cord's gaining control of AVCO and American Airways, Stinson A and Stinson SM-6000 trimotor aircraft were added to American's fleet. The Stinson A was a low-winged trimotor, strut-braced monoplane. The Stinson SM-6000 was a high wing trimotor powered by three Lycoming engines.

Thompson Aeronautical Corporation of Cleveland was acquired by American as a result of the efforts of Seymour and this was to help straighten out the Chicago-New York air route.

Thompson operated CAM 27 between Bay City, Pontiac, Muskegon, and Chicago. Services were inaugurated in July, 1928, and by the end of the year the company had carried 70,254 lbs. of mail over 147,597 miles.

On May 14, 1929, the first passenger amphibious plane service in the U. S. on inland waterways was begun between Detroit and Cleveland by Thompson. CAM 27 was extended from Bay City to Cleveland earlier in 1929 on April 1.

In 1930 Thompson flew 6,800 passengers and 180,000 lbs. of mail over 756,000 miles. Equipment included Ford Trimotors. That year Keystone-Loening Air Yachts were used on the Cleveland-Detroit flights. Packard diesel powered mail planes were placed in service between Pontiac and Chicago. On November 11, 1930, the passenger route was extended between Detroit and Buffalo by Thompson.

Thompson's airline operation in 1931 became a subsidiary company, Transamerican Airlines. Cord in early 1932 bought a substantial interest in Transamerican, owned it almost wholly, and got the Chicago-Buffalo route for American.

ACQUISITION OF MARTZ AIRLINES

In late 1932 American Airways acquired Martz Airlines. Beginning in the summer of 1930, Martz started flying between Newark and Wilkes-Barre, Pennsylvania, using two Bellanca Airbuses. The route was extended to Buffalo from Wilkes-Barre in 1931. The Newark-Buffalo route was over a distance of 302 miles and travelling time was 3 hours, 15 minutes. Stops were made at Stroudsburg, Wilkes-Barre, Elmira, and Dansville. The acquisition of Martz completed American's New York-Chicago link.

ERICAN AIRWAYS



LEFT: LOCKHEED L-9D "ORION", NC12287, SHIP 147, USED PRIMARILY AS A NIGHT MAIL PLANE (UTD History of Aviation Collection). RIGHT: CURTISS WRIGHT AT-32A "CONDOR" CONVERTIBLE 12-PASSENGER DAYPLANE/SLEEPER, NC12390, SHIP 151, IN FLIGHT (Via Shari Harris).

CURTISS CONDOR

In spring, 1933, American Airways added the Curtiss Condor day plane to its fleet. The aircraft were introduced on the new route between New York and Chicago via Buffalo and Detroit, making the trip in 5 1/2 hours. The Condor was a twin-engine biplane powered by two 700 hp Wright R-1320F Cyclone engines and had a cruising speed of 145 mph. Fuselage length was 49' and wing span was 82'. Gross weight was 17,500 lbs. and the plane could accommodate 12 passengers.

A later Condor version introduced in 1934 represented the first American-built sleeper transport. Its wide, lumbering, fabric-covered body was fitted with berths that at night could be made into sleeping compartments but during the day would fold away leaving two oversized lounge seats. The sleeper version of the Condor had a maximum cruising speed of 190 mph. The new sleeper offered an innovation in in-flight service but was still not economical and could not turn a profit for the company.

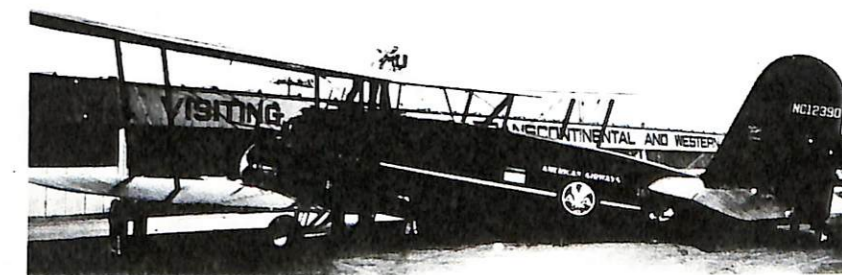
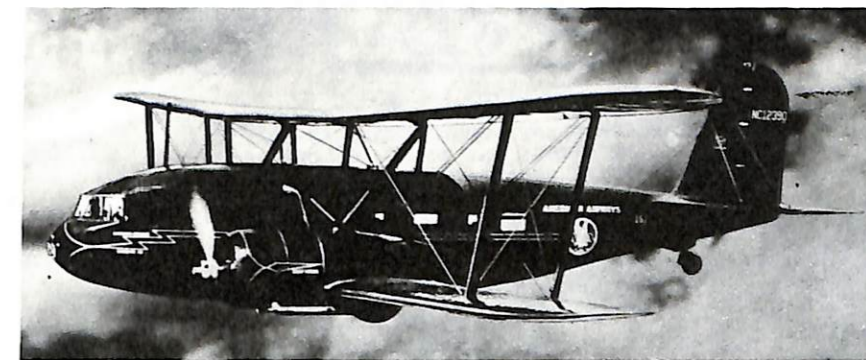


ABOVE: TRANSAMERICAN FOKKER TRIMOTOR DEPARTING DETROIT EN ROUTE TO CHICAGO. (George Cearley Collection)

LOCKHEED ORION

This was the first airliner to have a speed in excess of 200 mph. It was a single engine low wing plane powered by a Pratt & Whitney 500 hp Wasp engine. Length was 28', wing span was 43', and it could accommodate six passengers.

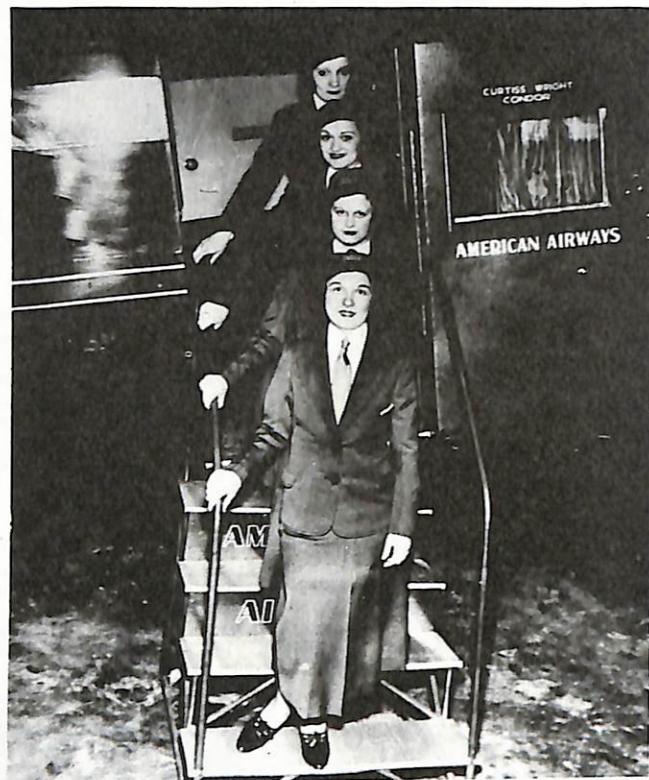
The Orions were acquired in 1933 and were used primarily for mail and express services.



CURTISS-WRIGHT AT-32A "CONDOR" CONVERTIBLE 12-PASSENGER DAYPLANE SLEEPER, NC12390, SHIP 151, OF AMERICAN AIRWAYS (Photo: UTD History of Aviation Collection).



Along with the Curtiss Condors came American's first flight attendants, and the first stewardesses were hired in 1933. Also American began its first meal service. Food served was a cold box lunch (cold fried chicken, a sandwich, with cake or pie for dessert, and coffee). During the early years of meal service, so many of these lunches which included the cold fried chicken were served to passengers that American earned the nickname, "the chicken airline".



STANDING ON BOARDING STAIRS OF T-32 "CONDOR" ARE AMERICAN'S FIRST FOUR FLIGHT ATTENDANTS. THEY ARE (FROM TOP) MAY BOBECK OF CHICAGO, ILLINOIS; AGNES NOHAVA OF LONSDALE, MINNESOTA; MARIE ALLEN OF CINCINNATI, OHIO; AND VELMA MAUL OF BURLINGTON, IOWA. (Via Bob Takis)

THE 1934 AIR MAIL CONTRACTS

On February 19, 1934, the air mail contracts of all U. S. airlines (not just American) were cancelled and the U. S. Army began flying the mail February 20, 1934. The loss of mail contracts signalled the loss of the airlines' largest source of revenue. The airlines had been notified of the cancellation on February 9, only eleven days before the Army began flying the mail.

In March, 1932, a congressional committee had begun hearings on a bill directing the Postmaster General to revoke all mail contracts awarded since 1930 without public notice. In 1933 the Crane Committee had stated, "Interlocking financial interests have in the past prevented the full, free, and independent development of aviation". A Subcommittee on Aeronautics stated that aviation companies had excess profits on government orders. The Black Committee in 1934 concluded that the carriage of mail had cost the taxpayers \$10,000,000 per year to carry the mail between 1931 and 1934 and that the growth of the airline business had been subsidized by the government.

Despite the allegations made, the three years between 1931 and 1934 had represented periods of vast expansion and airway route and technical development by the airlines. Efficiency of maintenance had been improved. More lighted airways, air traffic control, teletype and radio communications had been developed and were in use. The airline industry had attained a position which was the envy of other countries, and the U. S. aircraft manufacturers had been designing and producing better and better aircraft. Foreign

airlines as well as U. S. carriers were beginning to purchase a vast majority of their planes from U. S. manufacturers. Today nearly all of the planes in service with airlines in the Free World are made in the United States.

As stated earlier, when the air mail contracts were cancelled the Army began flying the mail. The Army pilots were not familiar with the air routes, and bad weather posed hazards to flying. Accidents and casualties occurred. The task of flying the mail would soon be put back into the hands of private industry, the last Army flight being June 1, 1934.

The Air Mail Act of 1934 ruled that no company could bid for air mail routes if it were affiliated with an aircraft manufacturing concern. Large companies with both airline and manufacturing interests would have to be split apart. This decision affected the Aviation Corporation which owned American Airways, Lycoming engines, and Stinson; United Aircraft and Transport Corporation which owned United Air Lines Transport Corporation, United Aircraft Corporation, and Boeing Airplane Company; and North American Aviation Group which had interest in Curtiss Wright, Douglas, Sperry, Eastern Air Transport, Transcontinental Air Transport & Western Air Express, and North American Aviation. All these holding companies would have to separate their airline holdings from the manufacturing concerns. As a result, new companies would be born: American Airlines, Inc.; United Air Lines, Inc.; Eastern Air Lines, Inc.; Transcontinental & Western Air, Inc. (as TWA, Inc.); and Western Air Lines, Inc.

Aviation Corporation (AVCO) decided to sell American Airways, Inc., and keep the manufacturing concerns.

FORMATION OF AMERICAN AIRLINES, INC. - 1934

American Airlines, Inc., was formed April 11, 1934, and incorporated in Delaware. Through an exchange of stock, it purchased from the stockholders of AVCO all of the assets of American Airways, Inc. A new and independent company without the backing of AVCO or another holding company was formed in the middle of the depression and would require sound and capable leadership to survive and make a profit in the coming years.

Accordingly, Cyrus Rowlett Smith, one of the most talented, capable, and respected men in the airline industry, became president of American on May 13, 1934. His keen sense of business and his talents in organization and management had been noted ever since the days he had joined Texas Air Transport. C. R. Smith was admired and loved by employees and was fondly referred to as "Mr. C.R." or just plain "C.R." During his astute and capable leadership over the next four decades, C. R. Smith would lead American during a period most of which time it was the largest air carrier in the United States and a leader in air transportation -- "America's Leading Airline".

The newly formed American Airlines, Inc., began operation May 5, 1934, with the Curtiss Condor sleeper plane. American Airlines leased and later purchased the equipment of American Airways, and a move was begun to streamline and standardize American's fleet. Stearman, Ford and Stinson Trimotors, and Pilgrim 100's were sold.

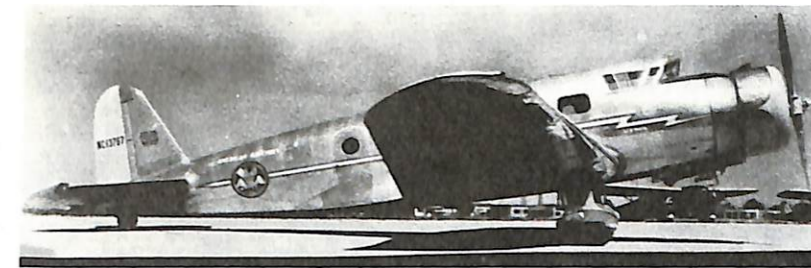
When new air mail contracts were awarded, American gained a more direct and improved transcontinental route. The new route was more competitive with United and TWA.

American was granted the following air mail routes: (1) Route 4, Fort Worth to Los Angeles; (2) Route 7, Newark-Chicago; (3) Route 18, Boston-Newark; (4) Route 21, Boston-Cleveland; (5) Route 22, Cleveland-Nashville; (6) Route 23, Newark-Fort Worth; (7) Route 25, Washington-Chicago; and (8) Route 30, Chicago-Fort Worth.

American was still dependent on air mail for revenue but it was realized that the future of the company depended upon developing passenger transport. There was a need for improved and larger capacity aircraft which would be more economical to fly.

VULTEE V-1A

The 235 mph, eight passenger metal airliner, the Vultee V-1A, was added to the American fleet on September 9, 1934. It was a single engine plane and, for its time, a high speed aircraft. The plane was a further development of the Vultee V-1 with additional soundproofing and improved machining. It was used on routes between the midwest and Dallas, and supplemented the Curtiss Condors then used on longer haul transcontinental routes. The Vultee was not economical and there was still a need to find a plane that was economical and could make a profit for the company.



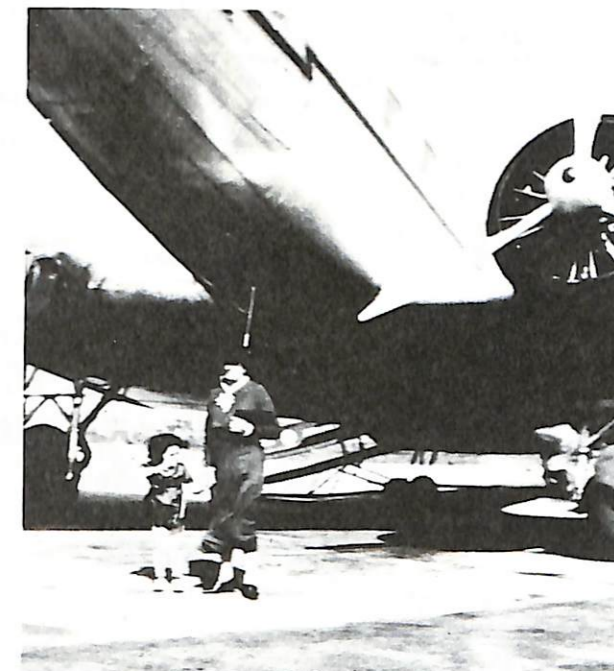
VULTEE V-1A, NC13767. ALTHOUGH A HIGH SPEED AIRLINER FOR ITS TIME (CRUISING AT 235 MPH) IT CARRIED ONLY EIGHT PASSENGERS AND WAS NOT ECONOMICAL (UTD History of Aviation Collection).

DOUGLAS DC-2

American ordered 16 Douglas DC-2's and placed these in service on the Chicago-Newark route on December 1, 1934. The DC-2 carried 14 passengers and had a cruising speed of 170 mph and gross weight of 18,000 lbs. The Douglas DC-2 was a good airplane, but a money making aircraft was still needed.



MIDDLE LEFT: DC-2-120, NC14278, IN FLIGHT (Via Paul Kent). MIDDLE RIGHT: THE AUTHOR'S SISTER, JERRY CEARLEY, AND GRANDMOTHER, MARY C. HOLLINGSHEAD CEARLEY, AT DALLAS LOVE FIELD, 1934, WITH DC-2 IN BACKGROUND (George Cearley Collection). LOWER LEFT: DOUGLAS DC-2-120, NC14283, DURING FALL 1937 (Photo: Arthur Carter, Sr.) LOWER RIGHT: DC-2 CABIN SEATING 14 PASSENGERS (Via Bob Takis)





**DOUGLAS DST AND DOUGLAS DC-3**

The Douglas Sleeper Transport (DST) and its dayplane equivalent, the DC-3, were developed as a result of American's request for a larger and improved version of the DC-2 which could accommodate sleeper berths as did the Condor. The proposal had in 1934 developed as a result of discussions among C. R. Smith and his engineers, Dan Beard and Bill Littlewood. Smith phoned Donald Douglas, who was at first reluctant to take on the project but said he would consider the matter. Smith had Littlewood and Beard draw up plans for the new plane and got money from the Reconstruction Finance Corporation to fund the purchase of an initial twenty planes. Douglas was told by Smith he would buy 20 planes and would send Littlewood and Beard to Santa Monica to help design the plane and work with Douglas engineers on the project.

The plane developed turned out to be more of a change from the earlier DC-2 than first envisioned. It had a greater wingspan, more powerful engines, a larger and wider fuselage, and the vertical stabilizer had been redesigned, as well as the rudder. The DC-3 had a cruising speed of 180 mph. It was not much faster than the DC-2 but it had a greater payload capacity and was as economical as the DC-2. However, because of its improved aerodynamic and flying characteristics, it could carry 50% more passengers, 21 instead of 14 (thus more revenue). With its similar operating costs but greater capacity, American finally had an economical plane.

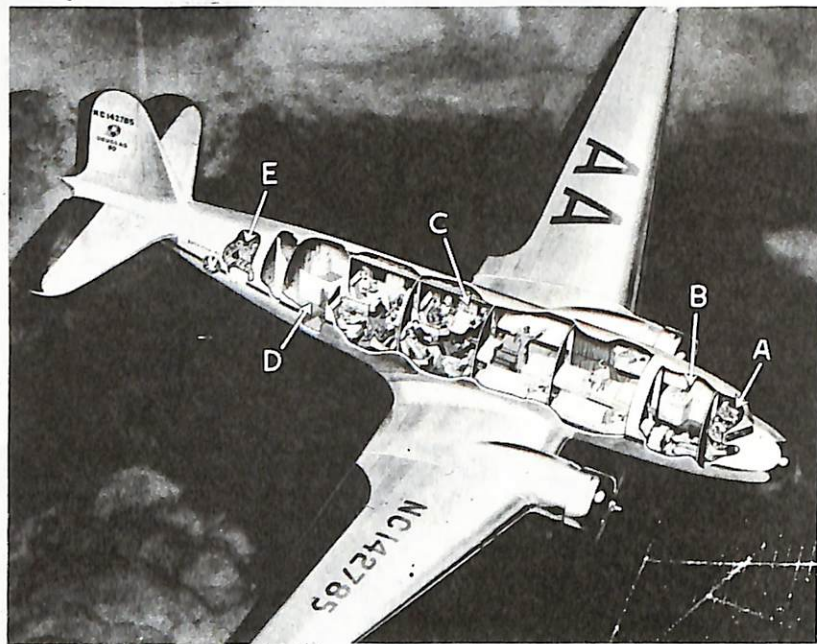
The plane originally conceived by American's engineers and Smith became one of the most famous and most successful transport planes in the history of aviation. The DST and DC-3 had revolutionized the U. S. airline industry and performed reliably with an enviable safety record and consistently dependable service. Because of these factors the DC-3 earned the nicknames of "plane that changed the world", "workhorse of the airways" and "grand old lady".

American took delivery of its first DST on April 29, 1936. The aircraft entered service as a dayplane on the New York-Chicago route on June 25, 1936. The first DST delivered to American was a DST-144RHD, N14988, Flagship Texas. The Chicago-New York flights were known as the American Eagle and American Arrow. On September 18, 1936, the first sleeper service was inaugurated as the American Mercury between New York-Memphis-Dallas-Tucson-Los Angeles, and The Southerner, New York-Memphis-Fort Worth-El Paso-Phoenix-Los Angeles. Actress and beloved child star of that time, Shirley Temple, was the first ticketed passenger on the DST eastbound from Los Angeles.

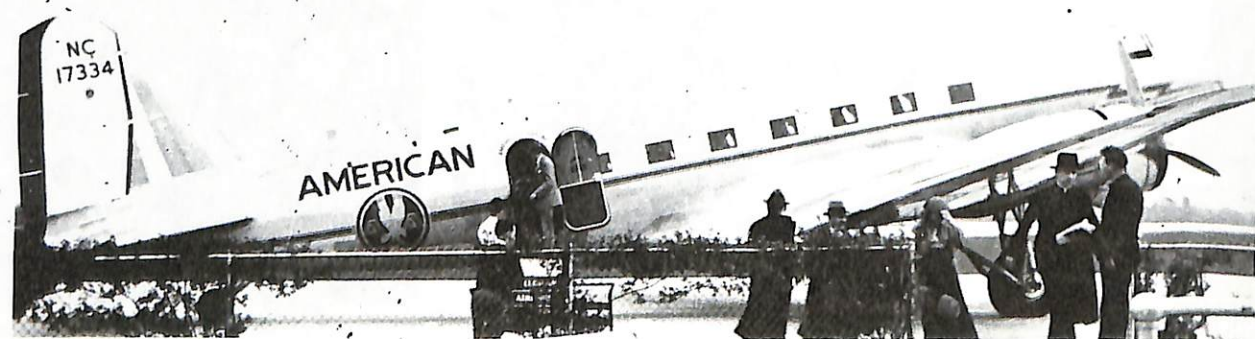
American operated the following versions of the DST and DC-3 between 1936 and 1949:

DST-144RHD	DC-3-277C	DC-3-277A
DST-G-144RHD	DC-3-G2-178	DC-3-G102-227B
DST-A-217	DC-3-277	DC-3-277B
DST-217A	DC-3-G102-208	DC-3-277D
DST-217B	DC-3-208A	DC-3-227
DST-217C	DC-3-270A	DC-3-G102-277B

The new DST's and DC-3's plus American's sound management and marketing by the end of the 1930's had placed American in the position of being the nation's largest air carrier. The last DC-3 was retired from AA's fleet in 1949.



AT LEFT: CUTAWAY OF DST SHOWING SLEEPER BERTH ARRANGEMENT AS WELL AS DAYPLANE SEATING. NOTE FORWARD KITCHENETTE. ON RIGHT: DC-3 COCKPIT (George Cearley Collection - Via Ted and Delma Birbilis).



AT LEFT: LABEL PROMOTING "HIGH SPEED" DST FLAGSHIP SERVICE (George Cearley Collection - Originally from Don Thomas). ON RIGHT: DOUGLAS DC-3-G2-178, N17334, DAYPLANE, FLAGSHIP DETROIT, MAY 1937 (Photo: Art Carter, Sr.)

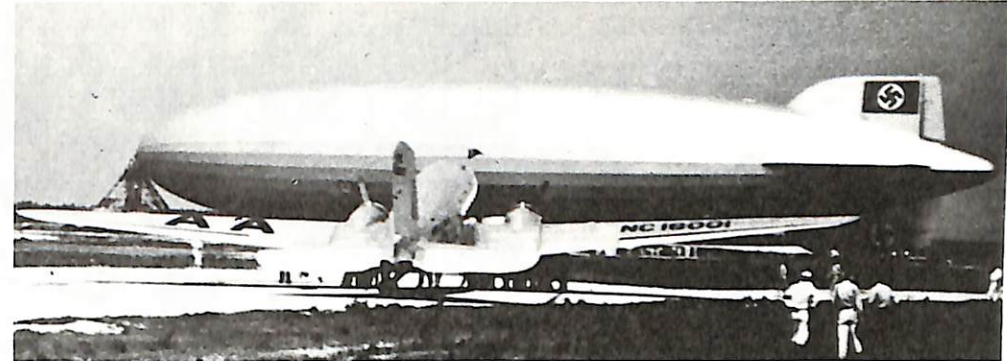
**WORLD-WIDE AIR SERVICE**

**American Airlines, Inc. • Airship Hindenburg**

(Effective May 6, 1937)  
 Europe—American Airlines, Inc., to Lakehurst, N. J., providing exclusive connection with Airship Hindenburg for Frankfurt a/Main, Germany, where the Deutsche Lufthansa and connecting lines afford air services to all Europe.  
 Africa—From Frankfurt, via Deutsche Lufthansa, connecting with Imperial Airways and associated lines for Egypt, the Sudan, East Africa and the Transvaal.  
 The Orient—Imperial Airways to India, Burma, Siam, Malay Peninsula, China, Dutch East Indies and Australia. Air France to Syria, Iraq, Persia, India, Burma, Siam and Indo-China. K. L. M. and K. N. I. L. M. (Royal Dutch Air Lines) to Egypt, Arabia, India, Burma, Siam, Straits Settlements and the Dutch East Indies.

**American Airlines, Inc. • Pan American Airways**

Mexico—Central and South America—American Airlines to Dallas or Ft. Worth, and via connecting air line to Brownsville, Tex., thence south via Pan American Airways.  
 Trans-Pacific—Honolulu, Wake Island, Midway, Guam, Manila, Hongkong.



TOP LEFT: AA PROVIDED CONNECTING SERVICE WITH THE HINDENBURG ZEPPELIN, SHIP D-LZ-129, DURING 1936, AND WAS TO HAVE HAD THIS SERVICE AGAIN IN 1937. THIS AD FROM THE APRIL 25, 1937, TIMETABLE PRE-DATES BY ONLY TWO WEEKS THE HINDENBURG DISASTER AT LAKEHURST, NEW JERSEY, ON MAY 6TH, THE SAME DATE THE SECOND YEAR OF AA-HINDENBURG CONNECTING SERVICE WAS TO HAVE BECOME EFFECTIVE (George Cearley Collection). TOP RIGHT: IN 1936 AT LAKEHURST ARE DST-144RHD, N16001, FLAGSHIP NEW YORK, AND HINDENBURG ZEPPELIN, D-LZ-129 (Via Marvin Krieger). MIDDLE LEFT: LABEL PROMOTING EXCLUSIVE AA-HINDENBURG CONNECTING SERVICE (George Cearley Collection - Originally from Don Thomas). ANOTHER AD FROM APRIL 25, 1937, FOR PROPOSED CONNECTING SERVICE IN 1937. FROM ALL ACCOUNTS, IT SEEMS THAT AN AA DC-3 WAS ON THE GROUND AT LAKEHURST, MAY 6, 1937, AWAITING CONNECTING PASSENGERS AT THE TIME THE HINDENBURG EXPLODED. (George Cearley Collection)



**WORLD-WIDE AIR SERVICE**



● Again this year American Airlines, with its exclusive connecting service with the Airship Hindenburg, will provide all-air service from all points in the United States to all points in Europe. The first eastbound flight of the Hindenburg leaves Lakehurst May 6th. Thereafter, at scheduled intervals through November 2nd, 18 round trips will be made. See details of this and other world-wide air services on Page 8. VACATION AIR TOURS... Every summer American Airlines renders another very important service to vacation travelers. Vacation round-trip air tours which help you to see much more and go much farther in less time... bring distant national parks, playgrounds, resorts, scenic spots, vacation cities, within a few hours of your home. Make this summer's vacation one that will live long in your memory! Your travel agent or your American Airlines' representative will gladly furnish details.

Photo: Helen Morgan

**NEW SERVICE TO MEXICO AND CANADA - 1940'S**

In 1941, American began service to Toronto, Ontario, Canada, from New York City and Buffalo, New York.

American Airlines was granted a temporary certificate from the Mexican Secretario de Comunicaciones y Obras Publicas (SCOP) - Secretary of Communications and Public Works - on October 25, 1940, to extend the New York-Dallas route to Mexico City via San Antonio and Monterrey, Mexico. The CAB gave approval for American to begin service to Mexico on April 14, 1942, and flights were inaugurated September 3, 1942.

The bilateral agreement between the United States and Mexico went into effect on June 5, 1957, and by the end of 1957 American had added Chicago-Mexico City non-stop service.

**AMERICAN'S PARTICIPATION IN THE U. S. DEFENSE EFFORT DURING WORLD WAR II**

American was one of the first carriers to take part in the U. S. defense effort during World War II. One week after the Japanese attack on Pearl Harbor, American Airlines, on December 14, 1941, took part in a drill to move U. S. troops. The War Department had contacted the Air Transport Association and requested a secret movement of troops to a destination in South America. American's aircraft deplaned civilian passengers at the nearest available airport and then flew to secret bases to pick up troops who were then flown to Brazil.

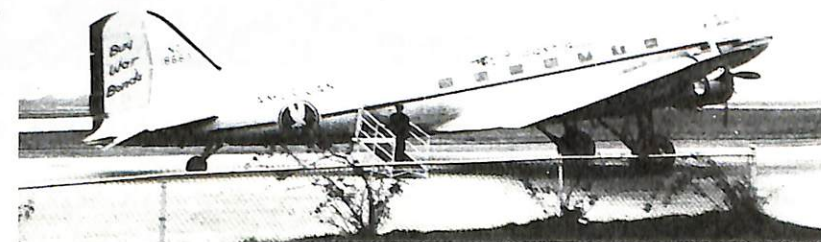
Beginning in May, 1942, American joined Northeast and began flying troops on routes between Maine and Labrador, Greenland, Iceland, and South Baffin Island. The following month in June, 1942, two hundred flights were made between Edmonton, Alberta, and Alaska.

Later, in October, 1942, American began a regular transatlantic service across the North Atlantic, and two months later began South Atlantic transport service. By 1944 AA was flying 150 trips a month across the Atlantic.

In April, 1943, survey flights between the U. S. and Marrakech, Morocco, via Newfoundland were conducted. A special flight to Australia was carried out in June, 1943. The next month American flew in Southeast Asia, completing 1,000 flights across the Hump (Himalayas) using C-87 Liberators and carrying 5,000,000 lbs. of cargo.

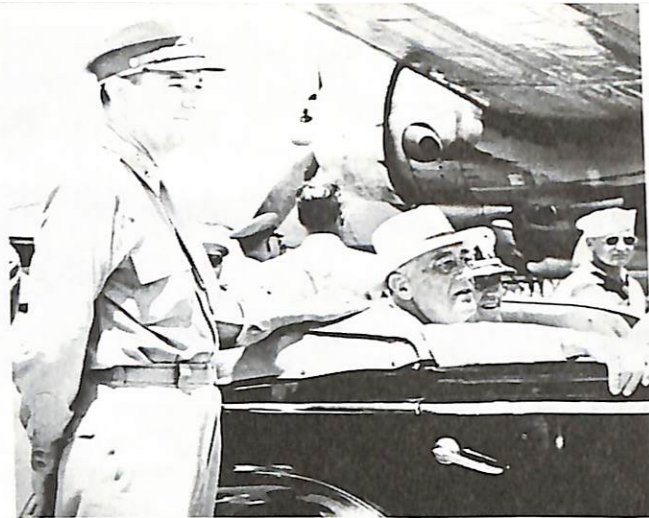
C. R. Smith took a leave of absence as president of American Airlines to become head of the Ferrying Command with the rank of colonel on April 15, 1942. He was appointed by General Henry H. (Hap) Arnold to coordinate wartime activities of the airlines. At this time A. N. Kemp became president of American. C. R. Smith returned to his duties at American at the conclusion of World War II.

On June 12, 1942, General Arnold unified all air transport services in the Air Transport Command (A.T.C.) under the control of the Army. During the war American turned over about one-half of its fleet to the A.T.C.



DC-3, N18663, IN ALL COACH, 28 PASSENGER CONFIGURATION, OCTOBER 29, 1945. NOTE "BUY WAR BONDS" ON RUDDER. (Photo: Art Carter, Jr.)





ABOVE: C. R. SMITH, SECOND FROM RIGHT, AT AIR TRANSPORT COMMAND BANQUET DURING WORLD WAR II. BELOW: C. R. SMITH ON MILITARY LEAVE IN HAWAII JULY 29, 1944, WITH PRESIDENT FRANKLIN D. ROOSEVELT. (Both via Bob Takis)

**THE AMERICAN GENERAL**  
ONE OF  
**AMERICAN AIRLINES**  
*Top Rank Flights*

AUGUST 10, 1943  
**AMERICAN AIRLINES**  
INC.  
ROUTE OF THE FLAGSHIPS

TOP LEFT AND BOTTOM RIGHT: TIMETABLES AND LABELS FEATURING WARTIME FLIGHTS AND PATRIOTIC MESSAGES. (George Cearley Collection)



**CHANGES IN NORTHEASTERN U. S. MARKETS - 1940's**

In the early 1940's route awards were granted which affected the eastern terminal points of the major transcontinental carriers, American, Transcontinental and Western Air (TWA), and United.

Since 1934, American had served Boston, New York, Philadelphia, and Washington, while United and TWA served only New York and Philadelphia. Both United and TWA were given routes to Washington, D. C. on May 10, 1943. A year later on June 12, 1944, United and TWA were given further authority in the northeast to Boston. On the same day in 1944 American lost its advantage as being the only carrier in the New York-Boston market. Both Northeast Airlines and Eastern Air Lines were given this route.



ROUTES OF AMERICAN AIRLINES FROM EARLY 1940'S. TIMETABLE (AT RIGHT) FROM 1945 SHOWS EAGLE AND ROUTES IN U.S. AND MEXICO AT THE TIME. (George Cearley Collection)

THE NATIONAL AND INTERNATIONAL  
**AMERICAN AIRLINES**  
INC.  
COMPLETE FLIGHT SCHEDULES APRIL 1, 1945  
ROUTE OF THE *Flagships*

**AROUND THE WORLD**  
of Airline Schedules

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George Walker Cearley, Jr.

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**UNIVERSAL AIR LINES SYSTEM**  
FLY  
CHICAGO  
MINNEAPOLIS  
ST. LOUIS  
KANSAS CITY  
SAINT PAUL  
CLEVELAND  
TOLEDO

NEW YORK-LOS ANGELES

Westbound Read Down	(Eastern Standard Time)	Eastbound Read Up
No. 11 "Southwestern Limited" (Daily)	Miles	No. 12 "Southwestern Limited" (Daily)
Sun. 5:00	1,000	9:50
Sun. 2:10	1,000	12:25
Mon. 9:05	1,000	9:00
Mon. 7:10	1,000	7:45
Mon. 9:05	1,000	4:00
Mon. 9:45	1,000	3:53
Mon. 1:50	1,000	12:18
Mon. 2:30	1,000	11:48
Mon. 5:20	1,000	8:10
Mon. 8:10	1,000	7:53
Wed. 9:15	1,000	12:30
Wed. 12:45	1,000	9:00

At Cleveland, bus connects with "Southwestern Limited." For passengers originating at Cleveland, bus leaves Hotel Cleveland, Hollenden, Sailer and Winton 35 minutes before departure of plane. At Chicago, buses leave 103 W. Monroe St. 45 minutes before departure of plane. At Kansas City, buses leave Hotel President 20 minutes before departure of plane, stopping at Hotel Muehlebach. Baltimore and Board of Trade Office enroute to the airport. At Garden City, buses transport passengers between the airport and the Santa Fe railroad station. \*Planes will stop at Toledo, westbound for passengers who make reservations at point of departure before planes leave Cleveland.

LEFT: UNIVERSAL TIMETABLE FROM FEBRUARY 21, 1929 (George Cearley Collection)

**ROBERTSON**  
MAIL-PASSENGER-EXPRESS  
ST. LOUIS-CHICAGO-KANSAS CITY-OMAHA  
PASSENGER SERVICE  
TIME SCHEDULES  
ST. LOUIS-CHICAGO-KANSAS CITY

**SCHEDULES**  
ST. LOUIS-CHICAGO DIVISION

Southbound—Read Down		CENTRAL STANDARD TIME		Northbound—Read Up	
No. 3 Mail Daily Ex. Sunday	No. 1 "The Skyline Limited" Daily	Miles	PORTS	Miles	No. 2 "The Skyline Limited" Daily
5:50	9:00	000	Lv. Chicago, Ill. Ar.	268	3:30
7:15	No stops via Bloomington and Springfield	122	Lv. Peoria, Ill. Ar.	146	6:10
7:25		187	Lv. Springfield, Ill. Ar.	81	5:20
8:15		268	Lv. St. Louis, Mo. Ar.	000	12:30
9:15	12:15				4:15

ST. LOUIS-KANSAS CITY DIVISION

Westbound—Read Down		CENTRAL STANDARD TIME		Eastbound—Read Up	
No. 5 "The Skyline Express" Daily	Miles	PORTS	Miles	No. 6 "The Skyline Express" Daily	Miles
2:15	000	Lv. St. Louis, Mo. Ar.	226	11:10	
5:15	226	Lv. Kansas City, Mo. Ar.	000	8:30	

ABOVE: ROBERTSON TIMETABLE FROM DECEMBER 1, 1928, SHOWING ROUTES FROM ST. LOUIS TO CHICAGO AND ST. LOUIS TO KANSAS CITY (George Cearley Collection - Via Walter Robbins).

**Braniff Air Lines, Inc., Division**  
TULSA-WICHITA FALLS-SAN ANGELO

SOUTHBOUND Read Down		TABLE 47		NORTHBOUND Read Up	
No. 77 No. 78 Daily	Miles	No. 75 No. 76 Daily	Miles	No. 79 No. 80 Daily	Miles
8:00 AM	400	10:00 AM	400	8:00 AM	400
9:00 AM	500	11:00 AM	500	9:00 AM	500
9:20 AM	600	12:00 PM	600	9:20 AM	600
10:00 AM	600	1:00 PM	600	10:00 AM	600

**TULSA-OKLAHOMA CITY**

SOUTHBOUND Read Down		TABLE 47		NORTHBOUND Read Up	
No. 77 No. 78 Daily	Miles	No. 75 No. 76 Daily	Miles	No. 79 No. 80 Daily	Miles
8:00 AM	400	10:00 AM	400	8:00 AM	400
9:00 AM	500	11:00 AM	500	9:00 AM	500
9:20 AM	600	12:00 PM	600	9:20 AM	600
10:00 AM	600	1:00 PM	600	10:00 AM	600

**TULSA-DALLAS-FORT WORTH**

SOUTHBOUND Read Down		TABLE 46		NORTHBOUND Read Up	
No. 81 Daily	Miles	No. 82 Daily	Miles	No. 83 Daily	Miles
8:00 AM	0	10:00 AM	0	8:00 AM	0
8:50 AM	60	11:00 AM	60	9:00 AM	60
9:20 AM	120	12:00 PM	120	9:20 AM	120
9:50 AM	180	1:00 PM	180	10:00 AM	180
11:20 AM	188	1:00 PM	188	11:20 AM	188

SCHEDULES OF BRANIFF DIVISION OF UNIVERSAL, JULY 1929 (George Cearley Collection).



CONTINENTAL AIR LINES, INC.

General Office—P. O. Box 151, Cincinnati, Ohio. BOARD OF DIRECTORS: E. L. Schuman, C. W. De Forest, G. D. Crabb, M. P. Jacomini, P. G. Vonderamth, Major Hugh Watson, A. E. Anderson.

Central Air Lines, Inc., Division KANSAS CITY-TULSA-OKLAHOMA CITY SOUTHBOUND NORTHBOUND

ABOVE: TIMETABLE OF CENTRAL AIRLINES, INC., DIVISION OF UNIVERSAL AVIATION CORP., JULY 15, 1929. (George Cearley Collection)

COLONIAL AIR TRANSPORT, INC.

BOSTON-NEW YORK WESTBOUND EASTBOUND

ALBANY-CLEVELAND WESTBOUND EASTBOUND

PARSENGER FARES Albany-Cleveland

PARSENGER FARES Buffalo-Rochester

CANADIAN COLONIAL AIRWAYS, Inc.

NEW YORK CITY-MONTREAL NORTHBOUND SOUTHBOUND

PARSENGER FARES New York-Montreal

EMBRY-RIDDLE CO.

CHICAGO-CINCINNATI Four, Six and Ten-Passenger Cabin Planes

PARSENGER FARES Chicago-Cincinnati

EMBRY RIDDLE TIMETABLE FROM JULY 1929 (George Cearley Collection).

AMERICAN AIRWAYS, Inc.

UNIVERSAL DIVISION GENERAL OFFICES 1031 Baitman's Bank Bldg. St. Louis, Mo.

CHICAGO-ST. LOUIS SOUTHBOUND NORTHBOUND

CLEVELAND-AKRON-COLUMBUS-CINCINNATI-LOUISVILLE

AMERICAN AIRWAYS, Inc.

COLONIAL DIVISION General Offices: Newark Airport, Newark, N. J. Victor Varon, General Manager.

NEW YORK-BOSTON Read Down Read Up

BUFFALO-TORONTO NEW YORK-MONTREAL

AMERICAN AIRWAYS, Inc. S. A. T. DIVISION

OFFICERS: A. P. Barrett, President; Victor F. Grima, General Traffic Manager.

TEXAS AIR TRANSPORT, INC. Division Offices—Fort Worth National Bank Building, Fort Worth, Texas.

FIELD REPRESENTATIVES FORT WORTH—E. A. Brewster. HOUSTON—H. B. Naylor.

S.A.T. FLYING SERVICE, Inc.

KANSAS CITY-TULSA-OKLAHOMA CITY FORT WORTH—DALLAS PASSENGERS

NEW YORK-CLEVELAND-CHICAGO-SOUTHWEST

ST. LOUIS-KANSAS CITY-OMAHA

AT LEFT: COLONIAL DIVISION OF AMERICAN AIRWAYS TIMETABLE FROM MAY 1931. BELOW: SOUTHERN DIVISION OF AMERICAN AIRWAYS TIMETABLE FROM SUMMER 1930.

TEXAS AIR TRANSPORT FLYING SERVICE, Inc.

SAN ANTONIO-BROWNSVILLE SOUTHBOUND NORTHBOUND

DALLAS-FORT WORTH-EL PASO WESTBOUND EASTBOUND

PARSENGER FARES Dallas-Fort Worth-El Paso

FORT WORTH-DALLAS-SAN ANTONIO

SOUTHBOUND NORTHBOUND

PARSENGER FARES Fort Worth-Dallas-San Antonio

FORT WORTH-HOUSTON-GALVESTON SOUTHBOUND NORTHBOUND

PARSENGER FARES Fort Worth-Houston-Galveston

TIMETABLE OF TEXAS AIR TRANSPORT (TAT) FLYING SERVICE FROM JULY 1929 (George Cearley Collection).

Chicago and Atlanta

SOUTHBOUND NORTHBOUND

ST. LOUIS AND EVANSVILLE WESTBOUND EASTBOUND

LOUISVILLE AND EVANSVILLE WESTBOUND EASTBOUND

SCHEDULED TIME IS AT AIRPORT

Information and reservations obtainable at Hotels and Travel Agencies. General Office: 105 West Adams Street, Chicago, Ill.

AT LEFT: SCHEDULES OF INTERSTATE AIRLINES AS OF DECEMBER 1, 1928.

FORT WORTH-DALLAS-HOUSTON

South Read Down North Read Up

DALLAS-FORT WORTH-EL PASO

DALLAS-BROWNSVILLE

DALLAS-SAN ANTONIO

DALLAS-OKLAHOMA CITY

HOUSTON-SAN ANTONIO







APRIL 21, 1940

# AMERICAN AIRLINES INC.

THE *World's Fair* LINE

NOV. 1, 1940

# AMERICAN AIRLINES INC.

ROUTE OF THE FLAGSHIPS

JUNE 1, 1943

# AMERICAN AIRLINES INC.

ROUTE OF THE FLAGSHIPS

BUY *more* WAR BONDS

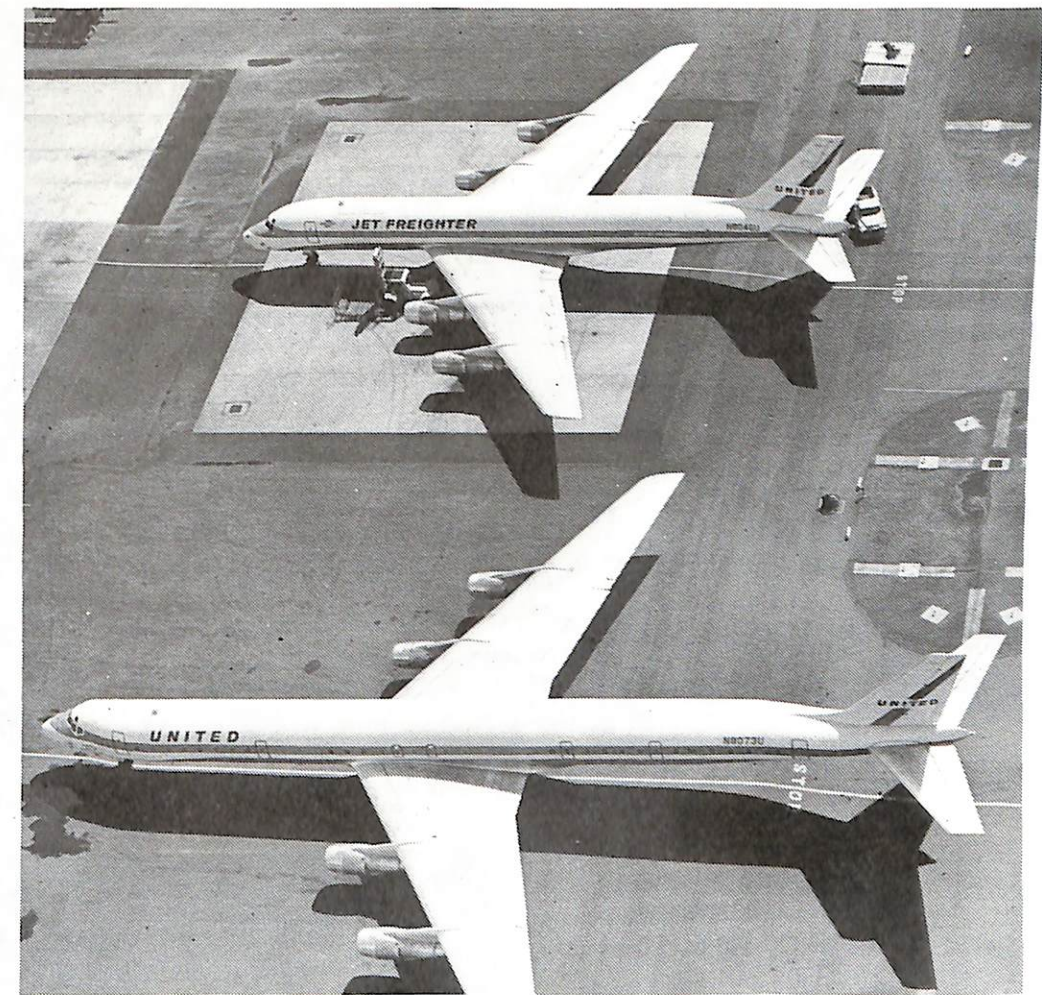
AMERICAN AIRLINES Inc.  
SYSTEM TIME TABLES - EFFECTIVE DECEMBER 1, 1943

MEXICO on the *Flagships*  
ROUTE OF THE *Flagships*

# Long on comfort Super DC-8

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THE PHOTO AT RIGHT SHOWS UNITED DC-8-61 AND DC-8-55F AND WELL ILLUSTRATES THE DIFFERENCE IN LENGTH BETWEEN THE STANDARD AND SUPER DC-8'S. (United Air Lines Archives via Trey Urbahn)

### INTERNATIONAL SERVICES

**BOSTON—NEW YORK—WASHINGTON  
DALLAS—FT. WORTH—MEXICO**

71	3	Read Down	TABLE 7 All Flights Daily	Read Up	70	6
pm	am	pm		am	pm	am
2:30		Lv Boston	(EWT) Aa	11:30		
3:02		Lv Providence	" Aa	1:04		
4:12		Aa New York	" Lv	10:05		
6:00	5:10	Lv New York	" Aa	9:09		
		Lv Philadelphia	" Aa			
7:45	6:55	Lv Washington	" Aa	7:27		
11:24	10:34	Lv Nashville	(CWT) Aa	2:28		
	9:53	Lv Memphis	" Aa	1:01		
	5:15	Lv Dallas	" Aa	10:07	10:15	
4:09	5:35	Lv Ft. Worth	" Lv	9:50	9:56	
	6:15	Lv Ft. Worth	" Lv	8:28		
	8:31	Aa Monterrey	(CST) Lv	4:50		
	8:45	Lv Monterrey	" Aa	4:15		
	11:38	Aa Mexico City	" Lv	1:20		

**NEW YORK—SYRACUSE—ROCHESTER—TORONTO**

69	63	Read Down	TABLE 9 All Flights Daily	Read Up	2	58
pm	pm	pm		pm	pm	
2:45		Lv New York	(EWT) Aa	9:19		
	1:39	Lv Syracuse	" Aa	8:56		
	2:22	Lv Rochester	" Aa	8:16		
5:00	2:02	Aa Buffalo	" Lv	7:39	7:45	
6:20		Lv Buffalo	" Lv	7:20		
6:08		Aa Toronto	" Lv	6:45		

**LOS ANGELES—EL PASO—MEXICO**

59	Read Down	TABLE 8 All Flights Daily	Read Up	51
pm	pm		pm	
7:15		Lv Los Angeles	(PWT) Aa	12:55
10:37		Lv Phoenix	(MWT) Aa	11:24
11:31		Lv Tucson	" Aa	10:20
	1:05	Aa El Paso	" Lv	8:40
	2:30	Lv El Paso	" Lv	7:25
	7:14	Aa Monterrey	(CST) Lv	3:30
	7:59	Lv Monterrey	" Aa	3:15
	10:21	Aa Mexico City	" Lv	12:50

THE NATIONAL AND INTERNATIONAL

# AMERICAN AIRLINES INC.

COMPLETE FLIGHT SCHEDULES APRIL 1, 1945

ROUTE OF THE *Flagships*

SEPTEMBER 1, 1945

# AMERICAN AIRLINES SYSTEM

COMPLETE SYSTEM SCHEDULES

ROUTE OF THE *Flagships*

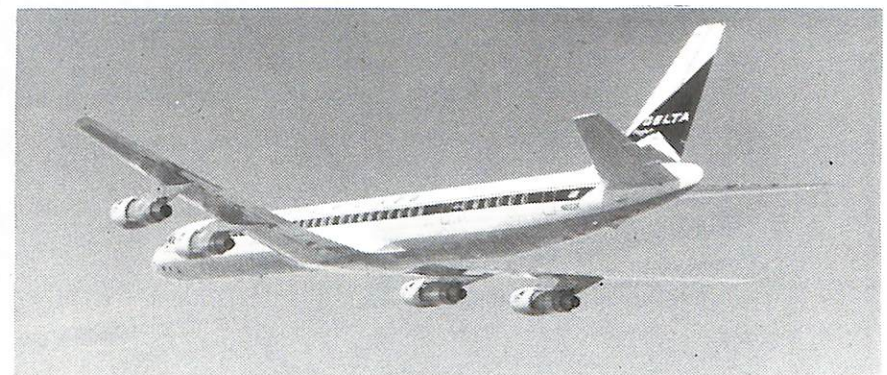
ABOVE: TIMETABLES FROM APRIL 1 AND SEPTEMBER 1, 1945, SHOW ROUTES OF AMERICAN BEFORE AND AFTER ACQUISITION OF AEA, SHOWING U.S. AND MEXICO SERVICE (APRIL 1) AND NORTH AMERICAN AS WELL AS EUROPEAN ROUTES AS OF SEPTEMBER 1. (George Cearley Collection).

AT LEFT: DECEMBER 1, 1943, SCHEDULES SHOWING NEW INTERNATIONAL SERVICE TO CANADA AND MEXICO. (George Cearley Collection)

Douglas Aircraft Co. in April 1965 announced plans to build and market three new stretched versions of the DC-8, the DC-8-61, -62, and -63. All previously built DC-8's (Series 10-Series 50) were offered in only a single fuselage length. However, with the new "Super Sixty Series" the aircraft was now available in two more fuselage lengths - the -61 and -63, each being 38 ft. 6 in. longer than the Series 10-50, and the -62, 6 ft. 8 in. longer. These new versions increased marketability of the Douglas DC-8.

The Douglas DC-8-61 represented the first stretched DC-8 produced and is capable of accommodating up to 259 passengers. It is powered by four Pratt & Whitney JT3D-3B turbofan engines with 18,000 lbs. thrust per each. This version is a domestic model with high density passenger capacity and room for additional luggage and cargo. It was first flown March 14, 1966, and type certification was granted September 2nd of that year. It first entered service with United Air Lines in November, 1966. In all, 78 DC-8-61's and 10 DC-8-61CF's were built. The -61CF was a convertible passenger freight version with a cargo door on the left forward fuselage.

Initial DC-8-61 customers included United Air Lines, Eastern Air Lines, Air Canada, Trans-Caribbean Airways, Trans International Airlines, Delta Air Lines, National Airlines, Saturn Airways, and Japan Air Lines.

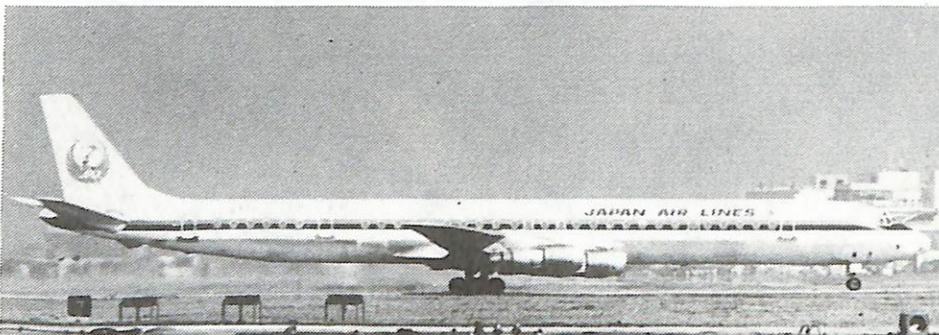


CENTER RIGHT: DELTA DC-8-61, N822E (Douglas Photo via Mike Machat). LOWER RIGHT: UNITED DC-8-61, N8073U. (United Air Lines Archives via Trey Urbahn)





AIR CANADA DC-8-61. (Douglas Photo via Harry Gann)



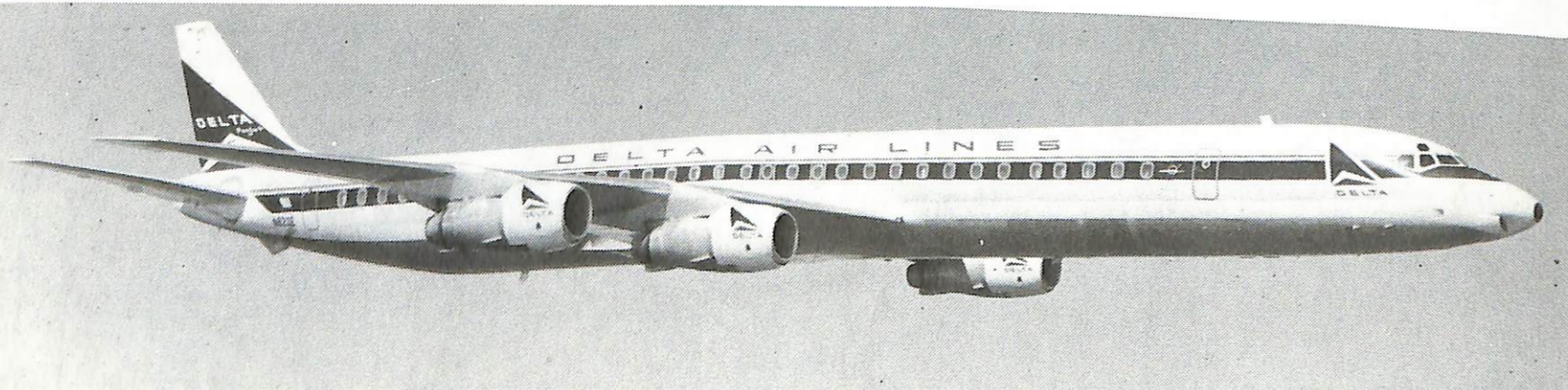
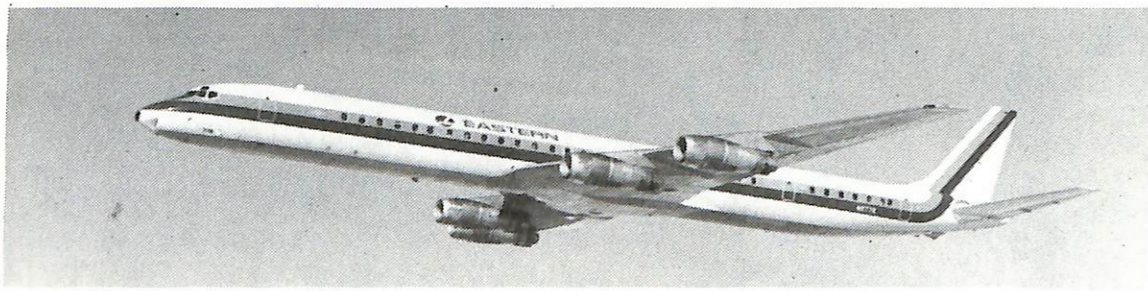
LEFT: JAPAN DC-8-61 (Via Dave Prins). RIGHT: ASSEMBLY OF UNITED DC-8-61'S AND DC-8-55F'S AS WELL AS OTHER AIRCRAFT INCLUDING DC-9'S AT DOUGLAS LONG BEACH. (United Air Lines Archives via Trey Urbahn).



NATIONAL AIRLINES DC-8-61. (Douglas Photo via Harry Gann)



EASTERN AIR LINES DC-8-61, N8778. (Douglas Photo via Harry Gann)



DELTA AIR LINES DOUGLAS DC-8-61, N822E, SHIP 861. (Douglas Photo via Mike Machat)

UNITED AIR LINES DOUGLAS DC-8-61, N8071U, SHIP 2571. (United Air Lines Archives via Trey Urbahn)



DC-8-62

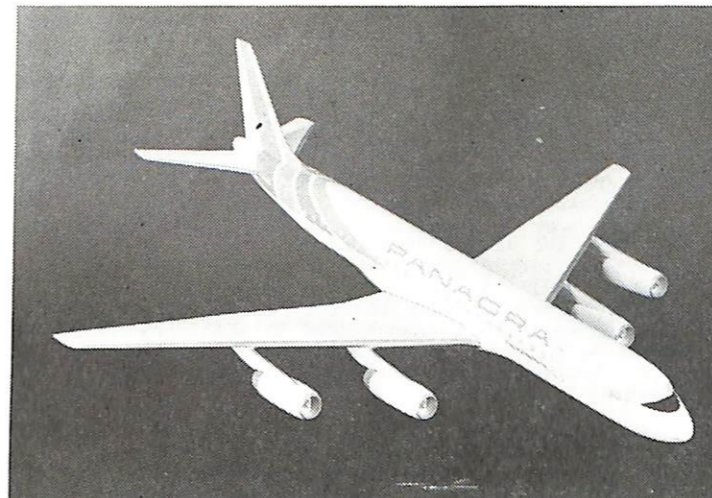
The DC-8-62 was intermediate in length between the Series 10-50 and Series 61 and 63 series. Unlike the DC-8-61's and DC-8-63's, which had a 38 ft. 6 in. fuselage stretch, the -62 was only 6 ft. 8 in. longer than the Series 50, and the Series 62 had extended wing tips which increased wing span by 6 ft. and provided for drag reduction. Internal wing structure was redesigned to accommodate extra fuel for longer range flights.

In addition, engine pylons and nacelles were modified. The pylon was streamlined, and there was no lip over the wing leading edge. The pylon attached completely underneath the wing. Also the nacelles (or engine pods) were greatly streamlined, another factor in reducing drag and providing for increased

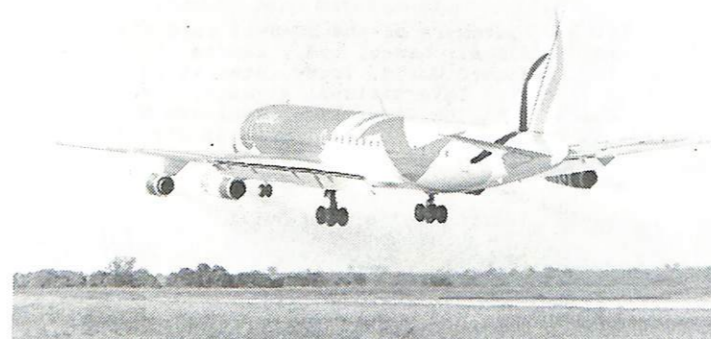
thrust. Powerplants are four Pratt & Whitney JT3D-3B turbofan engines with 18,000 lbs. thrust per each. The DC-8-62 was first flown August 29, 1966, and type certification was granted April 27, 1967. It entered service May 22nd with SAS.

The DC-8-62 was also offered as the -62CF (cargo/passenger convertible), -62AF (all freight version), and -62H (heavy, increased gross weight).

Initial customers of the DC-8-62 series included Pan American-Grace Airways (PANAGRA) - order taken up by Braniff Airways, Inc., SAS, Alitalia, U.T.A., Swissair, Japan Air Lines, and Finnair. In all, 68 DC-8-62's were built.



LEFT: MODEL OF PANAGRA DC-8-62 IN PROPOSED MARKINGS. (Douglas Photo via Pat Zahrt). RIGHT: BRANIFF AIRWAYS, INC., DC-8-62CF, N1807 (Via Pat Zahrt). BRANIFF AIRWAYS PICKED UP PANAGRA ORDER FOR FIVE DC-8-62'S.



LEFT AND RIGHT: BRANIFF AIRWAYS, INC., CALDER DC-8-62, N1805, "FLYING COLORS SOUTH AMERICA", PAINTED AS SUCH IN 1973. (Braniff Photos via Irma Ellis).

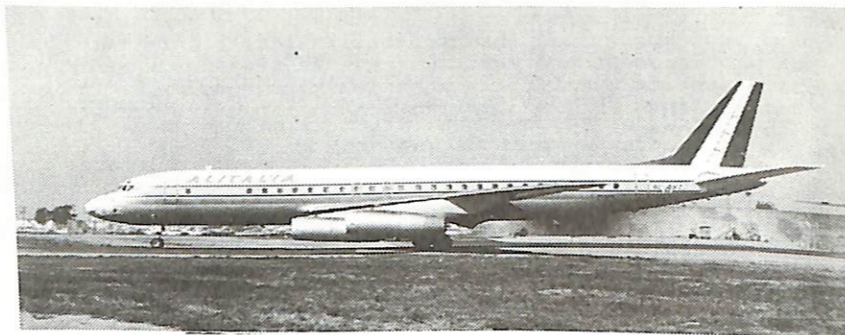




COCKPIT OF BRANIFF AIRWAYS  
DC-8-62 (Via Irma Ellis).



WISSAIR DC-8-62, HB-IDG. (Douglas Photo via Harry Gann).



ALITALIA DC-8-62, I-DIWN. (Alitalia Photo).



UNITED AIR LINES DC-8-62, N8967U. (Douglas Photo via Harry Gann).



JAPAN AIR LINES DC-8-62, JA8031. (Douglas Photo via Harry Gann).

#### Douglas DC-8-63

The Douglas DC-8-63 has the stretched fuselage of the -61, and the extended wing tips and low drag engine pylons and nacelles of the -62. It has the greatest weight of any variant of the DC-8, with maximum takeoff weight being 350,000 lbs.

This series was first flown April 10, 1967, and type certification was granted June 30th. The -63 entered service with KLM July 27, 1967. A few early DC-8-63's were fitted with Pratt & Whitney JT3D-3B turbofan engines, but most were delivered with increased thrust JT3D-7 turbofans, with 19,000 lbs. thrust per each engine, 1,000 lbs. more than the JT3D-3B.

The DC-8-63 was also offered as the DC-8-63AF (all freight version), DC-8-63CF (convertible passenger/freight version), and DC-8-63PF (structural provision for freight carriage but no modified flooring or forward fuselage cargo door).

Initial customers of the DC-8-63 were KLM, SAS, Canadian Pacific Air Lines, Ltd., Iberia, Aeronaves de Mexico, Seaboard World, Trans International Airlines, Capitol International Airways, Airlift International, Flying Tiger Line, Overseas National, Air Canada, Eastern Air Lines, American Flyers Airline, Philippine Air Lines, Atlantis, and Air Congo.

In all, 107 DC-8-63's were built.

Sales of the standard DC-8 Series 10-50 totalled 293. The "Super Sixty Series added another 263 orders, resulting in a total of 556 DC-8's produced.

SAS, DOUGLAS DC-8-62CF, SE-DBI, AT  
STOCKHOLM, 1976 (Photo: T. Lakmaker).



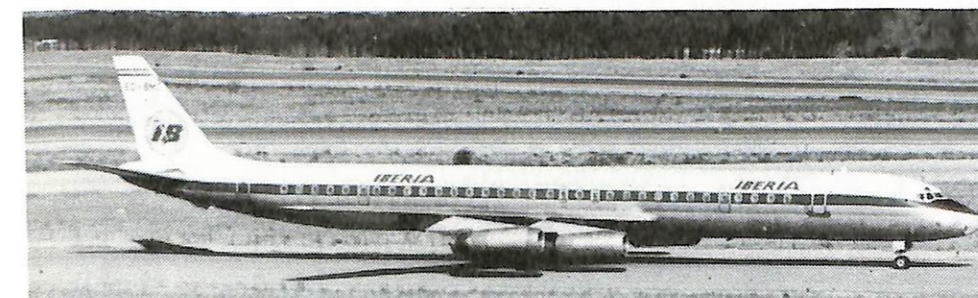
AIR CANADA DC-8-63, CF-TIX, AT TORONTO,  
SEPTEMBER 1982 (Photo: Joop Gerritsma).

EASTERN AIR LINES DOUGLAS  
DC-8-63, N8759. (Douglas  
Photo via Harry Gann)



KLM DOUGLAS DC-8-63'S AT SCHIPHOL AIRPORT,  
AMSTERDAM, IN 1970. (Photo: Joop Gerritsma)

AIR CANADA DC-8-63, CF-TIR, AT TORONTO,  
JUNE 1970 (Photo: Joop Gerritsma).



IBERIA (LINEAS AEREAS DE ESPANA) DC-8-63CF,  
EC-BMZ, AT MADRID IN 1970 (Via Joop  
Gerritsma).



In 1979 Douglas Aircraft Co. and Cammacorp began a project to reengine DC-8 Super 61, 62, and 63 series aircraft with 24,000 lbs. thrust General Electric/SNECMA CFM-56 high bypass ratio turbofan engines. The reengined Srs. 61, 62, and 63 were designated DC-8-71, DC-8-72, and DC-8-73, respectively.

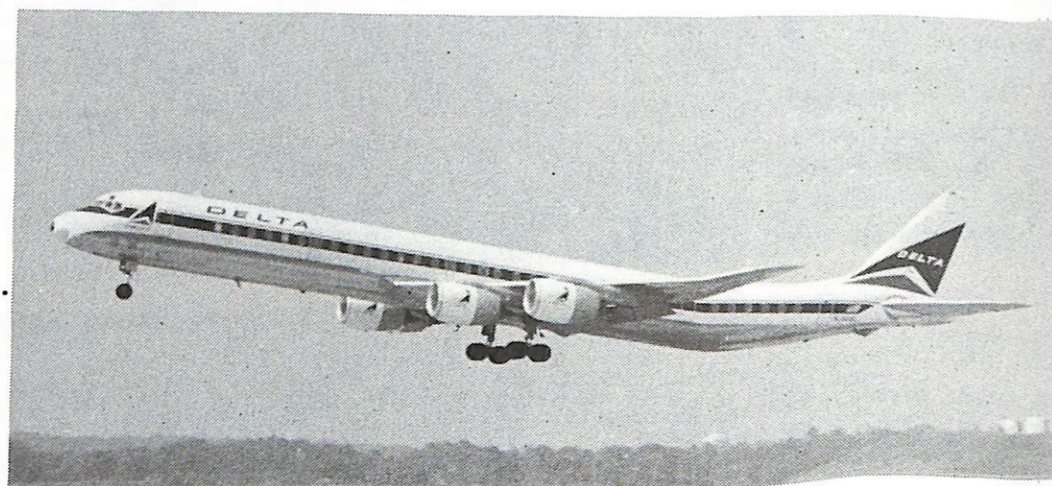
The first modified DC-8-71 initially flew on August 15, 1981. The aircraft was a former DC-8-61 of United Air Lines. Type certification of the reengined DC-8 Series Seventy aircraft was granted in April 1982.

The GE/SNECMA engines offered savings in fuel costs, improved performance, and significant reduction in engine noise levels.

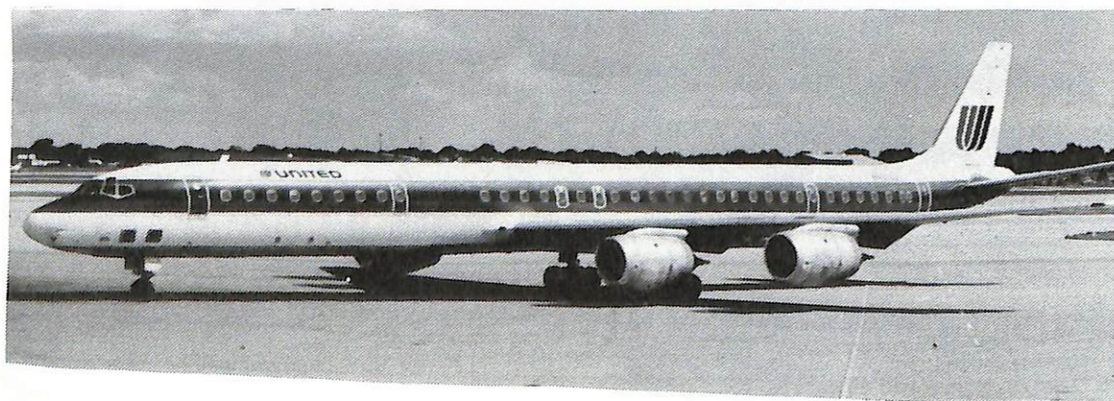
As part of the conversion, other modifications were made in addition to reengining the aircraft. The wing leading edge was rebuilt with redesigned and enlarged leading edge slots installed. An improved cabin air conditioning system was developed and fresh air intakes on the nose of the aircraft were modified.

Early customers for the Super Seventy conversion included Air Canada, Capitol International Airways, Delta Air Lines, Flying Tiger Line, Jet Aviation, ONA, Spantax Transamerica, United Air Lines, and the French Air Force.

Unlike other carriers, Delta Air Lines performed its own modification work at its Atlanta maintenance base. One aircraft was reengined at Tulsa by Douglas and Cammacorp, and the remaining twelve of the 13 DC-8-61's in Atlanta.



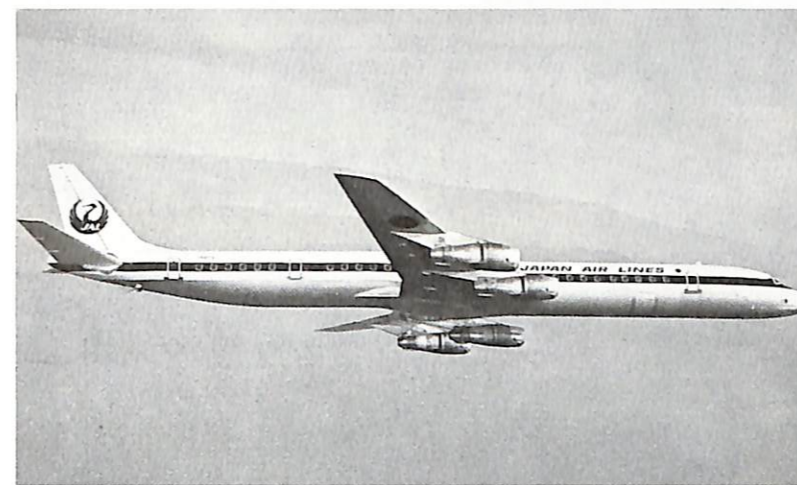
ABOVE: DELTA DC-8-71, N1303L, SHIP 869.  
AT RIGHT: DELTA DC-8-71, N1305L, SHIP 871. (Both: Delta Photos via Jackie Pate, Betty Moore, and Paulette O'Donnell).



UNITED AIR LINES DC-8-71, N8078U, AT DENVER STAPLETON AIRPORT, SUMMER 1988. (Photo: Bobby Billhimer).

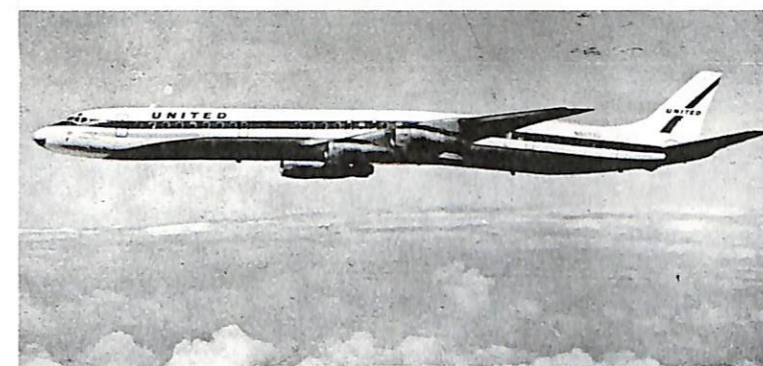
## POST CARD CORNER

by WILLIAM DEMAREST



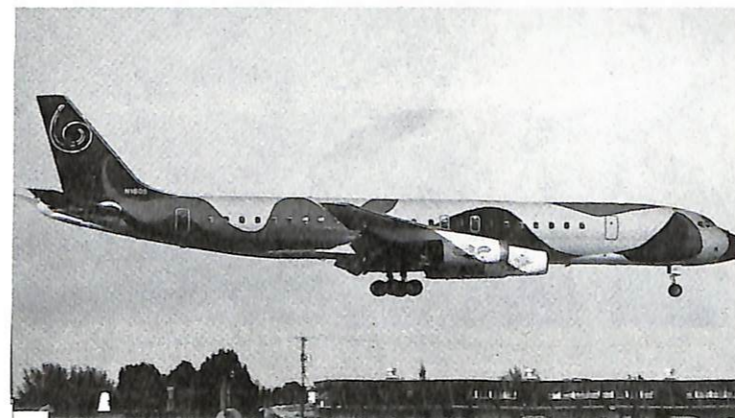
Japan Air Lines  
DC-8-61

JA-8041  
"Hakusan"  
c/n 46099



United Air Lines  
DC-8-61

N8073U  
"Eric A.  
Johnson"  
c/n 45813



Braniff  
(ex-Panagra  
order)  
DC-8-62

N1805  
c/n 45899

Calder  
colors  
31

With the holidays behind us, I finally have time to look over and list the latest releases from postcard publishers around the world.

But first, this issue of the CAPTAIN'S LOG features the "stretch" DC-8 story by George Cearley and I present you with a selection of postcards to add background to his article.

As always, I welcome news of any new airline-issued postcards finding their way into your collection. Please send me a photocopy or a description at my NEW address:

28 I Brandywine Dr.  
Shrewsbury, MA 01545.

I have moved to Massachusetts after a brief tenure in New Jersey.

A disturbing trend seems to be emerging in our hobby.

While visiting several postcard shows, I found decent airliner postcards are in short supply and those which I do find, are priced too high in my opinion. Do you have the same experience? To those who are just starting in this hobby, I can only say, be patient and keep looking. Try to stockpile as many duplicate cards as you can so you have cards to trade with other collectors in the future.

One of my all-time favorite postcards is an airline-issued card of a Trans-Caribbean DC-8-61 in flight, showing a contrail. Unfortunately, we could not reproduce it here for you because of its light-blue background.

Sometimes I come across a postcard of an aircraft I have actually flown on. This is the case with a card of Capitol's DC-8-63 N907CL. I flew on this aircraft in 1980 on a JFK-BRU-BGR-JFK routing.

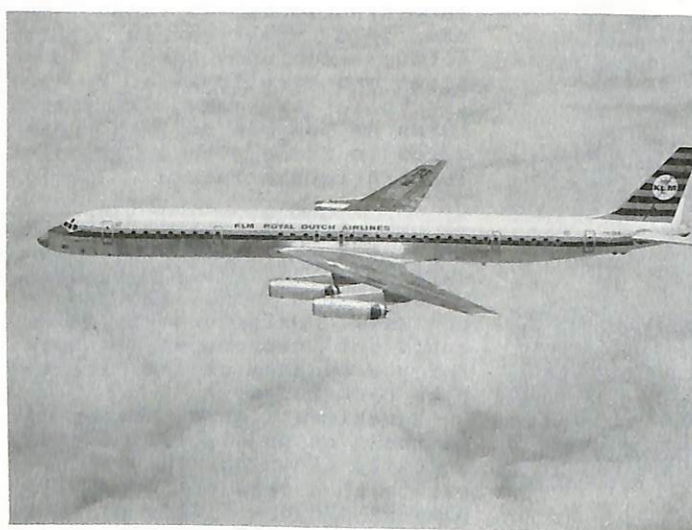
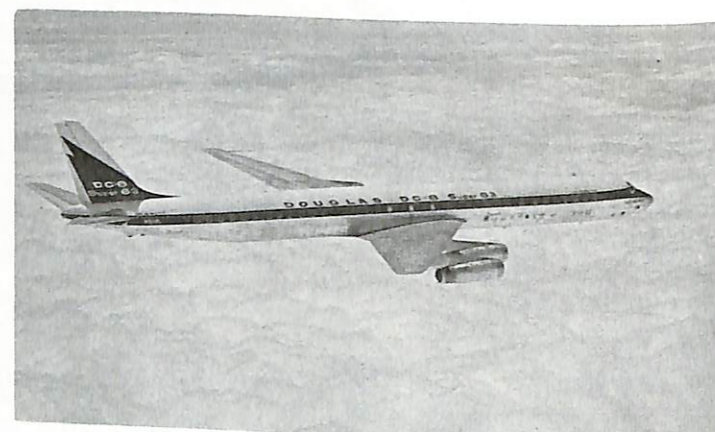
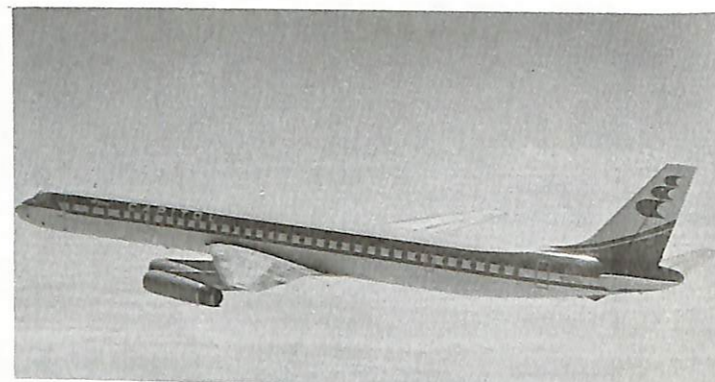
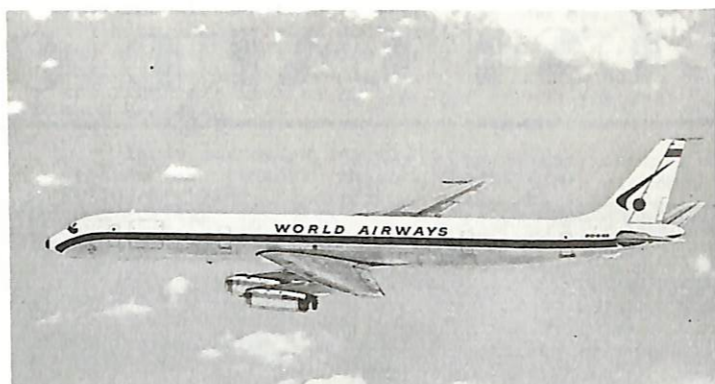
In anticipation of the Air liners International Convention in Toronto this year, I have included historic postcards from American Airlines. AA is the official carrier for the '89 convention. Would you believe I found these three cards at an antique show a few years back, priced under \$7 each?

I hope you'll enjoy this selection.





Above, left - Alitalia DC-8-62H, I-DIWN  
 "Giuseppe Verdi" c/n 45909  
 Above, right - World Airways DC-8-63CF  
 Right - Capitol Int'l Airways DC-8-63CF N907L  
 c/n 45967  
 Below, left - KLM DC-8-63 PH-DEB "Christophorus  
 Columbus" c/n 45901  
 Below, right - Proto DC-8-63 N1504U c/n 45901  
 before KLM service as PH-DEB  
 Bottom, right - Artist's impression of Seaboard  
 World DC-8-63CF



Special thanks to:  
 Albert Bacallado  
 Joe Crawford  
 Tony Herben  
 Rick Neyland  
 John Pinnow

and everyone else who sent in  
 their contributions.

For listings of new cards, see  
 page 61.



Give this card,  
 unstamped, to  
 pilot. He will  
 stamp and  
 mail it for you.

**NEW YORK - BOSTON by AIR**

The Colonial Division of American Airways, one of the largest air transport organizations in the world, operates between Boston, Hartford and New York and New York-Montreal. Giant fourteen-passenger, three-engine cabin planes fly the Boston-Hartford-New York AIRway — over a route that has few equals for historic interest and scenic beauty.

**AMERICAN AIRWAYS  
 Colonial Division**

PLACE  
 ONE CENT  
 STAMP  
 HERE

**post card**

These huge sleeper planes have a top speed of 190 miles per hour, are equipped with 12 full length berths and fly nightly on regular schedule between New York and Chicago and from Los Angeles to Dallas - Ft. Worth on the Southern Transcontinental, the Fairweather route, between California and New York.

**nostalgia**

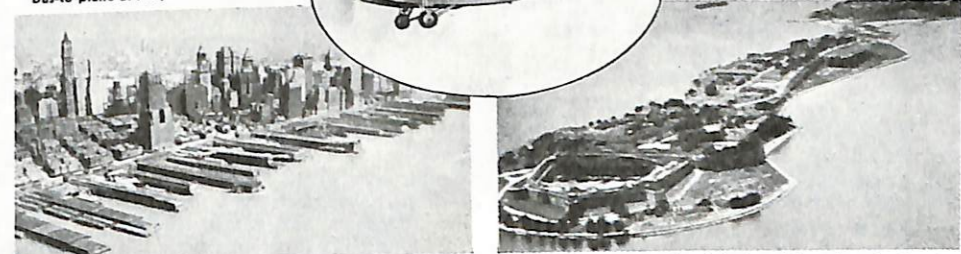


American Airlines is the only air transport line using all three of the newest and finest transport planes: the Vultee, Douglas and Condor (Day Planes and Sleepers). 33



Bus-to-plane at Airport

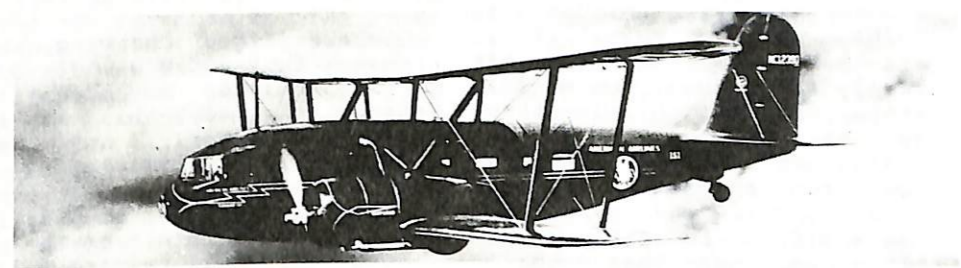
Ships that Pass in the Sky



Lower Manhattan as seen by American Airway Passengers

Fort Schuyler, a View along the Sound

SCENES ALONG THE "DE LUXE SKYWAY OF THE EAST"— Boston-New York via American Airways

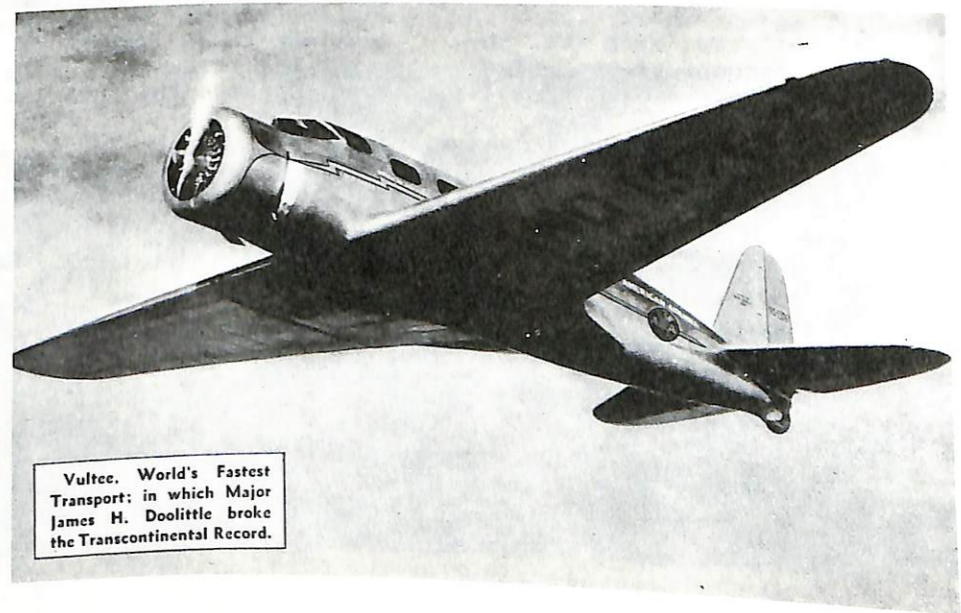


World's First Convertible Sleeper Plane Operated Exclusively by American Airlines



Wide Comfortable Seats for Day Travel

Full Sized Berths at Night



Vultee, World's Fastest Transport; in which Major James H. Doolittle broke the Transcontinental Record.



# AIRLINE MODELING

by GERRY COLE

In the previous issue of the LOG I reviewed the Revell 1/144 scale kit for the DC-8 Series 30 and described modifications to make it a more-accurate model. In this issue, as promised, I deal with the Revell DC-8-61.

To make a proper -61, Revell should have added 1.67 in (4.28 cm) to the fuselage ahead of the wing and 1.39 in (3.53 cm) behind it. Of course they also had to include the -61's JT3D3 engines.

When the stretched kit is compared to the original, many changes are obvious. Proper engines are indeed provided, although the detail on the compressor fan blades is nothing to brag about. It is in other areas that the kit really falls down. The wingtip shape and length, incorrect for most of the Series 30 aircraft, has not been completely corrected on the stretched version. True, the wing mold was modified to improve the tip shape, but the span is still too short. To correct this, see Fig. 2 in the previous issue. The horizontal stabilizer in the kit of the stretched aircraft is identical to the one in the original kit, so the old hinge line must be filled and a new one scribed. See Fig. 4 in the previous issue for the proper location.

The Revell stretched fuselage lacks the crisp detail of the original, with no engraved panel lines and relatively crude detail. The major problem, however, is its length. Revell added about .11 in (0.28 cm) too much to the fuselage forward of the wing, something most modelers will

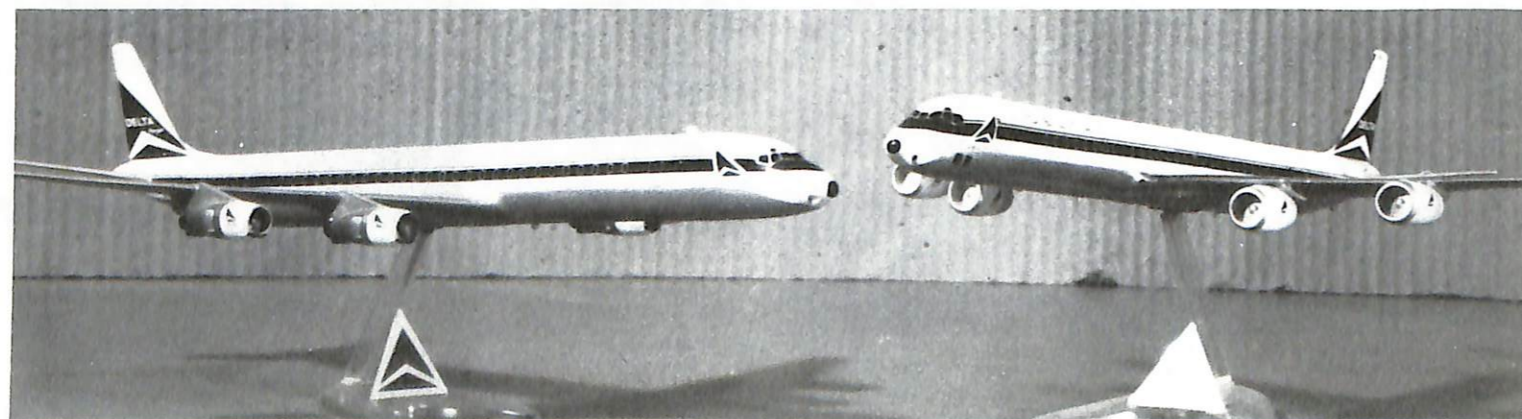


Above - Stretched DC-8-70 in 1/144, by Tony Schneider.  
Below - Tony Schneider's DC-8s, one with AA/ATP conversion. (Schneider photos)

ignore. Aft of the wing, however, they added almost .53 in (1.35 cm) too much. Half an inch in a model this size is a large error, one that definitely distorts the proportions of the aircraft. The solution is simple: cut the extra length from the aft end. This will require filling the kit's windows and using ATP's excellent DC-8 window decals.

Many articles have been written on the subject of adding or subtracting fuselage plugs. My personal preference is to use a fine-tooth X-acto saw and companion aluminum miter box. I modified the box with the addition of a smooth 3/32 in (2.5 mm) plywood floor which provides better support for the plastic fuselage. Of course some of the antennas and the alignment pins on the right half of the fuselage must be removed to allow the fuselage to sit flat in the miter box. Plan the order in which to make the cuts in the

fuselage so as to gain maximum support from the sides of the miter box. In this case, make the cut at the aft end of the fuselage first, followed by the cut nearest the wing. Since I am basically a cautious builder, I glue one half of the modified fuselage together first, using a metal straightedge guide clamped to a sheet of plate glass to keep everything straight. When the first half is completely dry, I can check the length of the pieces of the second half to be sure the two completed halves will be of the same length. Don't despair if the second half is too short. Just add "C-shaped" shims cut from thin sheet styrene until the error is corrected. When satisfied the length is going to be correct, glue the second half together, again using the glass plate. With the fuselage length, wingtip and horizontal stabilizer problems corrected, the Revell kit can be completed as per kit instructions.



There have been a number of CFM-56 engine conversion kits produced to make the DC-8-71. Airliners America had a set manufactured by Atlantic Models. A fine set of injected styrene, with engraved panel lines, was produced by Sasquatch Models. The former is no longer in AA/ATP's catalog, and the latter has been discontinued due to poor sales. Clint Groves of AA/ATP has asked Leoman to make a metal mold for a new conversion engine, to be available at a later date, so help is on the way.

My original intention was to discuss the conversion of the stretched kit to a Series 62 and 63 in this article. I will delay this until a later issue so that I may cover the results of the decal survey initiated in LOG 14/2

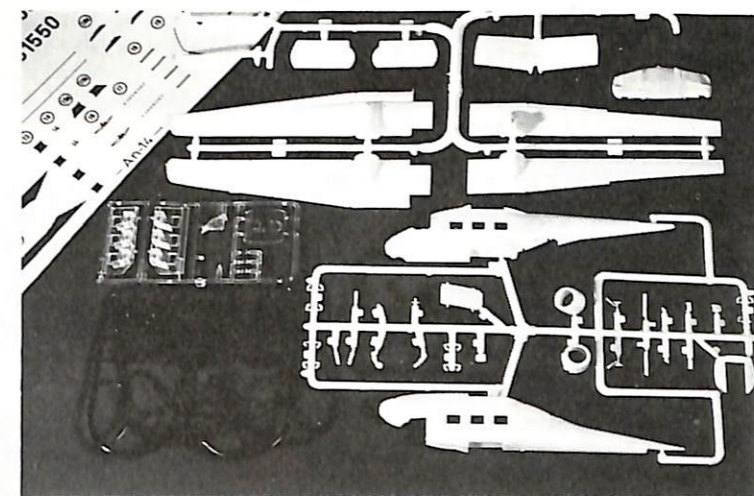
## NEW PRODUCTS

Plasticard has produced a fine 1/72 scale injection molded model of the Soviet Antonov AN-14 "Little Bee". The model is well molded with a complete interior with six passenger seats. The rear exit can be modeled in the open position, and entry stairs are provided. The two Ivchenko AI-14 RF engines are nicely molded. Decals for an Aeroflot commercial version are provided, along with Soviet and East German military decals.

Heller, in conjunction with Kiko of Brazil, have produced the Heller 1/125 scale Boeing 737-200 of VASP. Decals are provided for PP-SNA with two-tone blue stripes along the length of the lower fuselage and a natural metal bottom. The crown is white with large blue billboard lettering. The white VASP logo is on a blue vertical tail. I have built the Heller 737 and really like the kit. All it needs is the relocation of the port forward entry door and the addition of proper scoops, air outlets and landing gear well detail to make a really fine model.

Thanks to Clint Groves of Airliners America/ATP I have an early production shot of the new Leoman Embraer Bandeirante in 1/144 scale. The kit is injection-molded styrene in 27 parts. Separate exhaust stacks are provided, while details like flap hinges and leading edge fences are molded into the wing parts. All panel line and control surface details are recessed into the surface and are well defined. Cockpit and passenger cabin

Plasticart  
AN-14 kit,  
1/72 scale.



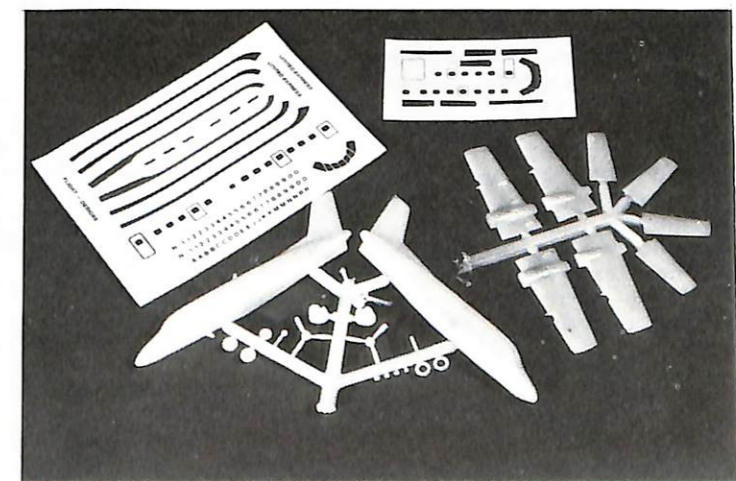
windows are provided via a decal sheet made for Leoman by Flight Designs. In addition to the windows, the decal sheet provides stripes, titles and the "E" required for the current United Express livery. Clint also sent along an additional decal sheet including another window set, emergency exit and cargo door outlines, and black wing de-icer boots. Overall this looks like a fine kit, for which a variety of decals could be produced.

On the vacuform front, Welsh Models continue to release more 1/144 scale airliners. The 700 series Viscount and Rolls Royce-engined Canadair North Star kits are available with British Eagle and BOAC markings respectively. The Shorts 330 and 360 have also been advertised, but I have no details yet about the carriers included in the decal sheets. I have a friend doing the 800 series Viscount for an in-depth review, as well as my own BAe 146-100 and HS 748. All kits seem to go together well, but not as easily as a typical injection-

molded airliner model.

As in the old Will Rogers story, it seems reports of the demise of Sasquatch Models have been greatly exaggerated. Dean Slaybaugh reports that in the future he will primarily sell directly to the modeler, eliminating most of the large wholesale orders. At present he has available three 1/200 scale versions of the Boeing 757 (old Rolls Royce, latest Rolls Royce and Pratt & Whitney). Next will come a Convair 580 and BAe 146-100 in 1/144 scale and possibly a 1/200 scale Boeing 747SP conversion fuselage for Hasegawa kits. With some luck, the Convair and 146 kits will include decals for Aspen Airways.

Double Dekker Enterprises, 9156 Buttercup Ave., Fountain Valley, CA 92708, is importing a line of pre-painted and decal travel agent-type models, many of which are available in traditional scales. These include a 1/200 scale Concorde, Airbus A310 and A320, Boeing 727-200, 737-200, 757, 767-200 and -300, Douglas



Leoman  
Bandeirante  
kit, 1/144  
scale.

(Cole  
photos)



DC-4 and a Dornier 228. They also have 1/100 scale ATR-42s and -72s, a Canadair Challenger, DHC Dash-8, SAAB 340 and a 1/144 scale BAe 146-200. In most cases, the models are available in the liveries of a number of carriers, at between U.S.\$13 and \$20 per model.

While devoid of most surface detail, props and landing gear, my ATR-72 review model was well constructed of injection molded plastic with a hollow fuselage. The quality of painting and lettering is superior to most Wooster models I have seen, due primarily to somewhat better treatment of the fuselage seam. In one respect, however, these kits are even more frustrating than Wooster's. Why, I keep asking myself, couldn't they let me buy the kit without the decal already applied? The ATR-72 demo aircraft decal, by the way, is printed in six colors and includes windows and emergency exit markings. For more information, including some odd-scale models, write Double Dekker for their catalog.

For the ultimate in pre-assembled models, the model railroading firm of Helpa in West-Germany has produced a 1/200 scale model of the Luftansa Boeing 737-300 in 1/200 scale. Model features include rotating compressor fans in each engine, springs in the landing gear legs and rotating wheels. Future models include an A300-600 and a Boeing 747. The price quoted for the 737 was DM 180.

Moving on to new decals,

#### DECAL SURVEY RESULTS

Well, it is over and the results are in. My thanks to all of you in the WAHS who contributed to the survey.

Which airline appeared most often in your selections? American Airlines came out on top, mentioned in 10% of your decal requests, with Mohawk second at 8% and Allegheny third with 6.5%. United, Pan-Am, Delta, British Airways and Allegheny Commuter followed. No one airline dominated the choices, but U.S. carriers accounted for 71% of the total.

In your choice of scale, I found some real surprises. The popular 1/144 scale accounted for 44% of the total, and 1/72 scale made a strong showing with 26% of the decals

Double Dekker  
ATR-72, 1/100  
scale.  
(Cole photo)



Double Dekker is importing the Dutch Decals line, which includes two sheets of great interest to the airline modeler. Sheet D-72005 measures 5 3/4 by 8 1/4 in. (14,5 by 21 cm) and includes markings for two KLM DC-3s of the 1937-42 period. The finish is natural metal with orange and black decals providing all markings. Decals for the Junkers JU-52/3m of the Rijks Luchtvaart School (RLS - Government airline flying school) of 1946-50 are also included. The second sheet, DDA47, measures a full 8.5 by 11 in. (21,5 x 28 cm). It has markings for PH-DDA, the Dutch Dakota Association C-47 which was discussed by Joop Gerritsma in the 14/2 LOG. The decal includes lettering for the fuselage side with the "50 Golden DC-3

asked for in this scale. Every common model airliner scale was represented by at least one decal request.

I classified the color scheme requests into four eras: pre-1946, postwar until the start of deregulation (in the U.S.), the deregulation era, and the latest color scheme of the carrier. The requests for the latest color scheme accounted for more than half of the choices. The postwar era was also very popular, especially for 1/72 scale. There were a significant number of requests for DC-3 decals from the postwar era.

In the selection of aircraft, we found a real dilemma for the decal manufacturers. Although the DC-3 was rated the single-most-popular type, it accounted for only 9% of the aircraft types requested. Nearly every airliner model

Years" titles, although you will have to provide the gold background color underneath the decal. Both decals are glossy and on register, with just a touch of discoloration in the clearcoat. Their most outstanding feature, however, is the documentation package included with each. Besides detailed drawings showing placement and colors, each sheet contains magazine-quality photos of the full-scale aircraft. Unfortunately, there is no translation with the Dutch language information. If you like to model airliners in military markings, you might find sheets 72001 and 72002 of interest. Both contain markings for Dutch military C-47s. All decal sheets retail for U.S. \$5.95, including postage and handling. Highly recommended.

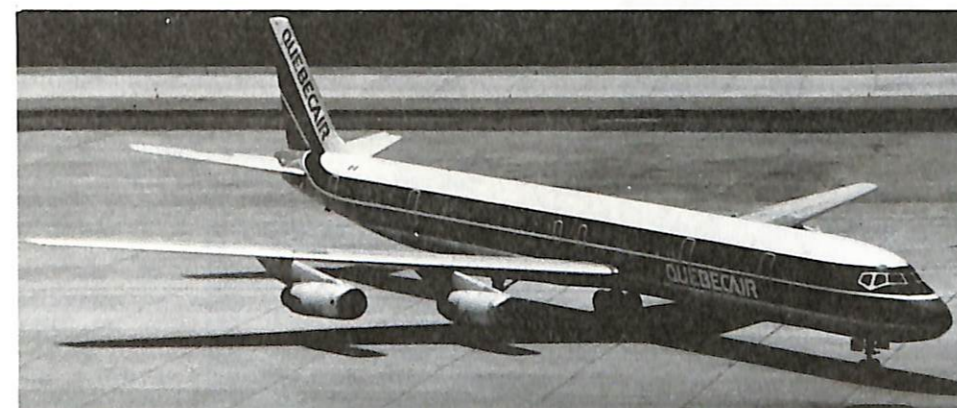
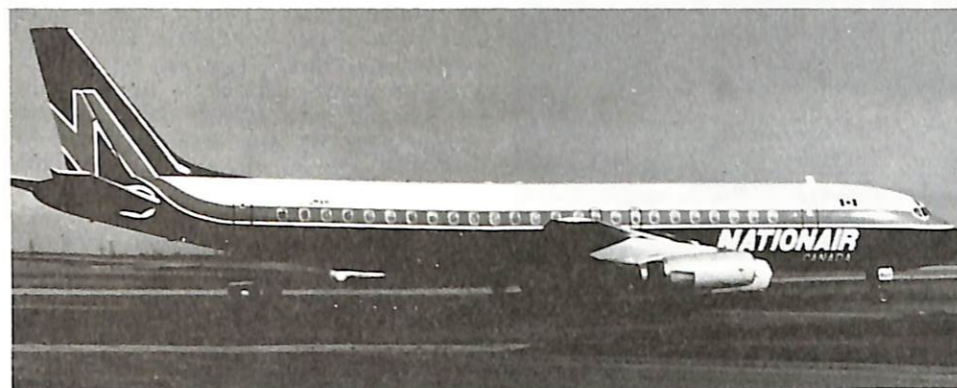
type was noted, and the choices were quite evenly distributed.

What was the single-most desired subject? We had a tie between the modern orange and gold livery for the Dragon Air Boeing 737 and the black and gold trimmed Mohawk Airlines BAC One-Eleven. Quite a contrast in color schemes and eras. Second place went to another Mohawk aircraft, the Convair Twin series. This selection was a real surprise, as only very rare or vacuumform kits of it were available at the time of the survey.

By the time you read this, I will have sent detailed results to all the airline model aftermarket decal manufacturers, including every choice you made. It is my hope that one of them does your favorite decal. If so, this survey will have been worthwhile.

# THE SLIDE COLLECTOR

by RICHARD J.  
FEDORCO II



I was very pleasantly surprised when I received in the mail two packages from Al Moniz of Brampton, Ontario, Canada. You have all seen some of his work in previous LOGs. It is always of high quality and with that in mind I am going to round out this second DC-8 issue with a selection of his slides. Several of these were taken at YYZ (Toronto, Ont., Canada) from the Terminal 1 parking garage, an ideal spot to photograph taxiing aircraft at this airport if you don't insist on rampshots only.

For readers who would like to contribute to future photo essays in "The Slide Collector" I am giving a short rund-down on subjects I have in the works:

I will run at least one article but I am hoping for two, on the Far East/Pacific Basin carriers. I have enough slides for the first article but only a few for the second. I am specifically looking for slides of Australian airlines (including new-scheme Qantas), Air Pacific and the new Hong Kong airline Dragonair.

After that I would like to do a set of DC-10s and I also have some new photos from Peter Zsille of Hungary. I also have in stock more commuter and regional airlines and may put together a column on that subject. I am aware this maps out a year's worth of articles and if you have something to offer, please send it to me (my address is on the inside front cover). If you send me slides, I will have prints made and will return the slides to you as soon as possible. I log the photos and try to group them based on common subject matter in my planning for future issues.

If you have any questions, please contact me. I'd be happy to help.

Finally, enjoy the photos and keep your cameras clicking.

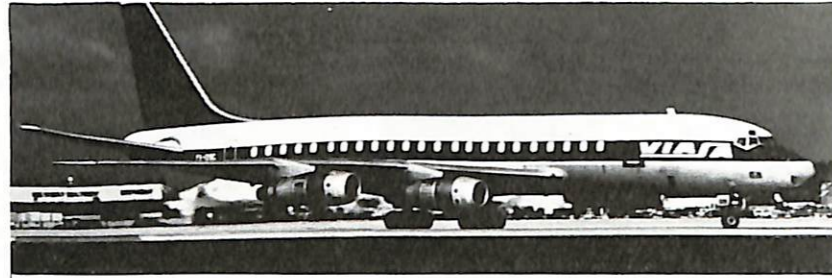
TOP TO BOTTOM:  
Nationalair DC-8-62 C-GMXX c/n 45925  
Air Canada DC-8-73AF C-FTIU, 46113  
Quebecair DC-8-63.  
Worldways (Canada) DC-8-63.

All at Toronto, Canada by Al Moniz



# WINGS & THINGS

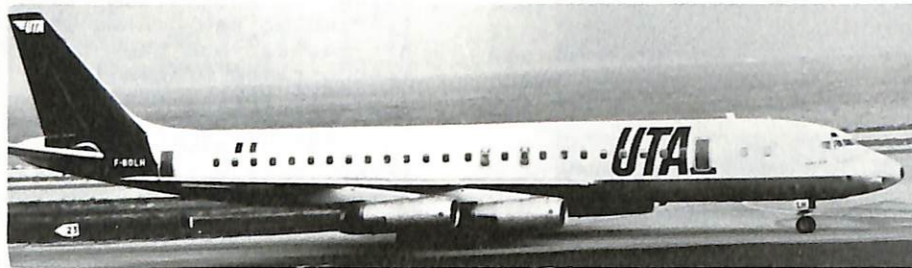
by RICHARD KORAN



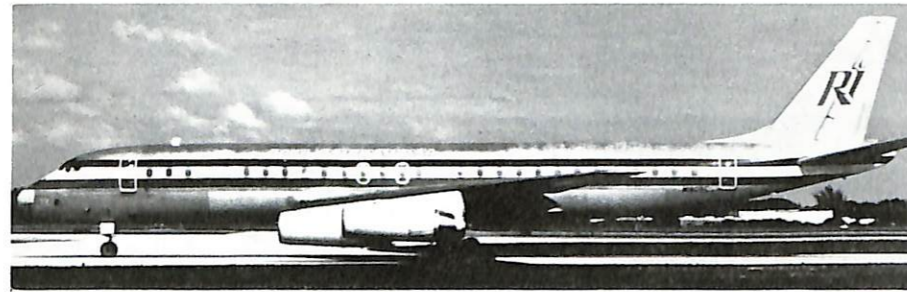
< VIASA DC-8-32  
YV-128C, c/n 45381.



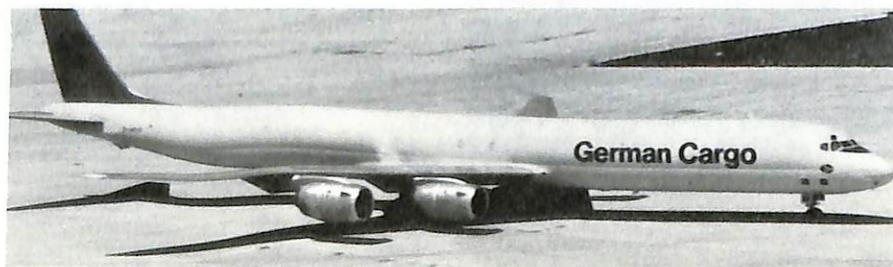
Arrow Air DC-8-54F >  
N4769G, c/n 45860.



< UTA DC-8-62  
F-BOLH, c/n 46028.



Rich Int'l DC-8-62 >  
N1808E, c/n 46105.



< German Cargo DC-8-73CF  
D-ADUD, c/n 46047 at  
Toronto, Canada.

From time to time I like to share the views and comments from the military wing collectors, as we all have something in common - wings. Russ Huff's quarterly, *Wings and Things of the World*, is one of the vehicles they use to express opinions and sound off about this 'n that.

Following that example, I would like to open this column in the CAPTAIN'S LOG to the airline wing and badge collectors in the hope your views and comments can be aired as well. Perhaps one of you would like to write a "quest column," or at least contribute letters, notes or experiences, so all of us can expand our frame of reference and build on our collections.

To quote Russ Huff, "What I am offering you is something unique." You can use my column to air your views and share your individual research.

Russ's publication is intended for the military collector, but the "issues" and "research" are the same for all of us and this column can be a forum for those of us who are on the airline side of the aisle.

As most of you know, I include a fair amount of history in the column, along with information and details regarding wings. There are times when I run out of things to say on background and use of wings et al. Your contributions can help to expand all of this.

"We are striving for a balance to make it enjoyable reading while providing valuable and fresh research ... for everyone interested in wings," Huff says. In that regard, any contributions from you are more than welcome, and they would get me off the hook every once in a while to find something to share with all of you that isn't mine!

With that, I am going to let Russ Huff be the "quest" this time and pass along some of his comments "about the hidden risks of collecting." You will see some words on reproductions and the like ... the military collector is always on guard for that eventuality ... quick bucks (\$\$\$) from the uninformed!

"If we are successful in crossing the minefields full of repros with only occasional injury, we still have to be realistic when we reach the other side. If you've done it for the love of collecting and to enjoy pieces of history - and what's more romantic and adventurous than aviation? - then you have avoided a major pitfall. You have the proper focus. Too many go only for the gold, for the investment, for quick gains. They want to wheel and deal. Yet, *Changing Times* magazine observes, 'the notion of fast appreciation is the louisiests motivation for collecting.'

"If you bought right," the article goes on to say, then 'a realistic attitude is that it can bring you pleasure now and may bring your children or grandchildren some money.' The article also points out that 'selling is s-l-o-w; when it comes time to sell, you're not dealing through a national marketplace keeping regular business hours ... Your potential customers consist of other collectors, dealers, auction houses, and sometimes museums. Each offers some advantages, but a speedy transaction is not one of them.'

"For their part," the article concludes, 'other collectors are mostly looking for individual pieces, not entire collections. Selling your holdings by piece can take a maddening amount of time. If you go to dealers, you may get a faster sale, but you'll be selling at wholesale, which is often half the retail price.'

"Galleries and museums are long shots, seeking only the very best examples of a given collectible, and then not that often.'

"I've heard major collectors say that they intend to give their collections to museums. All well and good - if they preserve it intact and your treasure doesn't end up buried in a storage room, chopped up so a curator can get something else he wants, or pillaged - with repros replacing the good stuff over time.

"What *Changing Times* says really strikes home. It takes years to sell off a large collection properly. Many of the

common pieces that make it complete, are drags on the market. Collectors usually just want the cherrypick. Dealers want to grab it all for a basic per-unit price - usually 50 to 60 cents on the dollar. Museums might take it all - but all you get is a tax write-off and some satisfaction, it is hoped.

"So what do you do with a large collection? Enjoy it! It is the fruits of your labor, your toys, your piece of the rock. It makes you feel good, proud and satisfied. It is tangible, real and helps connect you with a period of history and glory. Thin it if you like, or change directions if you want, not for profit but for pleasure ... for the fun of the chase ... for the satisfaction of the quest completed. Enjoy ... it's your creation!"

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By the way, you photo enthusiasts, if you have wings you'd like to share with us, take black and white 3x5 photographs of the wing or badge and send them to me with the proper identification. If you don't have a camera, mail your wing(s) to me, insured, and I will take the pictures and return the wings to you. The only cost to you would be the roundtrip postage "fare", plus the insurance. I'll cover the cost of the film and photo developing as they would be part of my column anyway. You will be credited as being the owner of the wing, etc. Give it a try!

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I received a nice letter the other day from Mrs. June Cumbrae-Stewart and her timing was delightful! As you may recall, Mrs. Cumbrae-Stewart, nee Olley, is the daughter of Gordon Percy Olley, the Imperial Airways pilot I have written about before.

Some time ago I had asked her for photographs of her father and she responded, "With the University vacation I have been able to get to the photographer and park the car outside. This is just a start for you to let you know that I am moving."



I had asked Mrs. Cumbrae-Stewart for her favorite photograph of her father and send a copy along.

"Enclosed is a photo of how he actually was dressed when he flew in later years," she wrote. "I think you can see the joy of being at an aerodrome."

Well, not only is the one her favorite of Olley, she found a second reason to send it to me. She photo-copied two pages from Robert Menzies' memoirs, *Afternoon Light*, some memories of men and events, with some comments on Olley.

The Right Honorable Sir Robert Gordon Menzies, K.T., C.H., Q.C., F.R.S., was Prime Minister of Australia, 1939-41 and 1949-66. He had occasion to fly with Gordon Olley and remarked on his flying.

"I returned to England, somewhat adventurously, in a chartered Dragon Rapide, piloted by a celebrated civil pilot, Captain Olley. I will recount the story, for it provides a little light relief in a serious narrative.

"I had with me two members of my staff. 'Dev' escorted me to the plane. Olley had arrived, wearing the 'tenue de ville' of London, a short black coat, striped trousers, a black Homburg, and a folded umbrella. He had a somewhat pimply youth as a navigator or wireless man. We set out across the Irish Sea, with a strong easterly headwind.

"Half-way across, Olley began to look back over his shoulder, and soon went down to a few hundred feet above the white horses of the sea.

"I mildly inquired why? Very nonchalantly he replied, 'There was a strange plane out on my tail, and in these days you never know! So I put down so that he would lose sight of me against the rough sea!'

"We landed just outside Liverpool, refuelled, and set out for London. The wireless went 'on the blink', as they say; we were 'incommunicado'; and Olley flew by landmarks, roads, and railway lines, on a rather murky day. As we neared Hendon, the pilot would peer out of his window, say 'Ah!' and then bank and turn and dip in what to me was a bewildering fashion. And so we landed. Out came the Air Officer Commanding, demanding to know what the devil we meant by coming into an airport which had, for reasons of weather conditions, been closed for an hour.



Gordon Percey Olley strolling on an aerodrome somewhere in England. This is the favorite photograph of his daughter, Mrs. June Cumbrae-Stewart, and of Mrs. Olley. Captain Olley is obviously in good spirits in this photograph.

"The immaculate Olley emerged, all aplomb, and said, 'We've been off the air. This is the Prime Minister of Australia.' The A.O.C. was all apologetic. 'Sorry, Sir, we sent your car back to London an hour ago.' Peace having been restored (I ended up by getting a lift with a sergeant), I said to Olley, 'You seemed to be following a pretty erratic course in the last half hour!' Olley: 'I certainly was; I was dodging barrage balloons!' All I could say was, 'with what loving care they treat Dominion Prime Ministers in England!'

Mrs. Cumbrae-Stewart's letter continued, "To my knowledge not one member of the family possessed an umbrella. The rest of the story ... is entirely plausible. I've even had a similar sort of flight with him smugly someone out of Germany."

Looking at the photograph of Olley walking along the aerodrome, it sure would have been nice to have been able to spend some time with him!

She sent two other pictures which were also copied by the local Sandy Bay photographer.

"You will note that Daddy was KLM's 3rd pilot and that the licence comes not from the Ministry of Aviation, but from the Water Board!" (That is not correct, see at end of this article - JG)

The photo of the front of the licence shows Olley's photograph and signature. Everything else is in Dutch, so Joop will have the honors of translating the document for all of us! (See at the end of Dick's column - JG). The back of the licence has more type-written information.

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I was pleased with how nice the Air Mail story came out in the previous LOG, and the wing pictures too. Then, not too long ago, the DEC 88 issue of *The Airpost Journal* (APJ) came through the mail slot at home, and in it a title which caught my eye: "E. Hamilton Lee - One to Remember" by Donald B. Holmes. This is the same Holmes who authored *Air Mail, An Illustrated History, 1793-1981*, referred to in my previous column. Don Holmes had wanted to locate one of the early air mail pioneers in the worst way years ago and finally had been put in touch with E. Hamilton Lee.

In his APJ article, Holmes writes, "In tracking down E. Hamilton Lee, I struck a rich lode of airmail history and met, in the bargain, one of the real heroes of our U.S. Pioneer routes." He had made a pledge to himself years ago that he would do a story about "Ham" Lee, which he set down in the DEC 88 APJ. Here are a few paragraphs from that grand story:

"It was the fall of 1925. The hangar stood sentinel-like at the edge of the Omaha air mail landing field. A circle of mechanics stood chatting just inside the broad expanse of the open hangar door. They were talking about one of the air mail service pilots while waiting for him to arrive from the East with a load for his relay partner.

"He's done more flying and had less crackups than any other pilot in the Service.' The words were intoned almost worshipfully.

"With little to do until the mail plane arrived, the speaker launched into a tale

Voorloopig bewijs van geschiktheid als bestuurder van vliegtuigen.  
(Uitgereikt ingevolge beschikking van den Minister van Waterstaat dd. 27 September 1921.  
La.B.) BEWIJSNUMMER: 3.  
DATUM VAN UITGIFTE: 27 September 1921.  
NAAM: Olley  
VOORNAMEN: Gordon, Percy.  
DATUM VAN GEBORTE: 29 April 1893.  
PLAATS VAN GEBORTE: Harlesdon (Norfolk).  
NATIONALITEIT: Engelsch.

MINISTERIE VAN WATERSTAAT.

DE MINISTER VAN WATERSTAAT,

VERKLAART:

op grond van een door deskundigen gehouden onderzoek, dat er geen aanleiding bestaat, om te twifelen aan de bekwaamheid van houder dezes tot het besturen van vliegtuigen, bestemd voor het vervoer van passagiers en goederen.

Deze verklaring is geldig gedurende een tijdvak van ZES MAANDEN na uitgifte, alzoo van den 27en September 1921, tot den 27en Maart 1922.

HOUDELIJKE VERKLARING VAN DEN HOUDER: *Gordon P. Olley*  
Uitgegeven te 's-Gravenhage, den 27en September 1921.  
DE MINISTER VAN WATERSTAAT,  
Voor den Minister  
DE SECRETARIS-GENERAAL,  
*G. van der Meercken*  
L.C.S.

about the same pilot. He described how he had slipped into the Omaha field one drab winter night after having hedge-hopped beneath a 200-foot ceiling all the way from the Mississippi. The only things his landing lights could pick up when he flashed them on were the snow and sleet streaming past his wings.

"When still about 60 miles out, pitch dark and still storming, his motor plain quit ... and he had already dropped both parachute flares! Reaching down he instinctively switched on the emergency gas tank, and the engine caught again. But it turned out the air pressure valve was froze solid. So what does he do but pump that gasoline in by hand the whole rest of the way in."

"We'd given up on him for sure, when suddenly we heard that spitting and barking engine overhead and barely got the floodlight on before he was rolling up to this door through slush a foot thick. A wetter, more disgusted pilot none of you saw."

"The man being lionized

The Dutch pilot's licence of Captain Gordon Percey Olley was issued by the Ministry of Inland Waterways (Ministerie van Waterstaat), see above Olley's photograph. The text on the front of the licence (to the left) reads:

Temporary proof of ability as an airplane pilot. (Issued in accordance with the powers vested in the Minister of Inland Waterways, dated 27 September 1921. La.B.)"

(La.B. are probably the initials of the ministry official who typed out the licence.)

Then, beside the Dutch coat of arms:

SERIAL NUMBER: 3.  
DATE OF ISSUE: 27 September 1921.  
NAME: Olley  
GIVEN NAMES: Gordon, Percy,  
DATE OF BIRTH: 29 April 1893.  
PLACE OF BIRTH: Harlesdon, Norfolk.  
NATIONALITY: English.

Beginning with the large print under and to the right of the lower right corner of Olley's picture, the text says:

THE MINISTER OF INLAND WATERWAYS DECLARES: that, based on an examination by experts, there is no reason to doubt the ability of the holder to pilot aircraft, intended for the carriage of passengers and goods. This declaration is valid for a period of SIX MONTHS from the date of issue, therefore from the 27th of September 1921 to the 27th of March 1922.

SIGNATURE OF HOLDER:

Below Olley's signature, it reads:

Issued at 's Gravenhage on the 27th of September 1921.  
THE MINISTER OF INLAND WATERWAYS,  
For the Minister, THE SECRETARY-GENERAL, (signed) G. van der Meercken.

('s Gravenhage is The Hague, the seat of government in Holland)

The letters Z.O.Z. at the bottom right indicate: See reverse.

The reverse side of the licence contains the following type-written text only:

Please note:

No changes or additions may be made to the licence, except by or for the Minister of Inland Waterways.

He, who loses this licence, must immediately notify the Minister of Inland Waterways, referring to the serial number on this licence.

He, who may find this licence, is requested to send it as soon as possible to the Minister of Inland Waterways.

I (JG) like to add two comments to Mrs. Cumbrae-Stewart's and Dick's comments:

The 'Ministerie van Waterstaat' is NOT the 'Water Board.' The water board in Holland would be the municipal utility which produces and/or supplies drinking water.

Immediately after World War 1, the Ministry of Inland Waterways had jurisdiction over civil aviation in Holland (perhaps because aviation was called 'aerial navigation' in those days???)

In later years, the Ministry of Inland Waterways became the present 'Ministerie van Verkeer en Waterstaat' (Ministry of Traffic and Inland Waterways), or Ministry (Department) of Transport as it is called in English. It has jurisdiction over civil aviation in Holland.

The second point I like to make concerns the appearance of the licence itself. Note that except for the name of the Ministry, ALL text was typed on an ordinary typewriter, proof the whole matter of issuing pilot's licences was still in its infancy in those days.





U.S. Air Mail stamp with beacon and mountains, on first-flight cover of 01 DEC 28, St. Louis, Missouri, CAM 30. Postage stamp is carmine red and blue. CAM 30 was the Atlanta-Chicago service, operated by Interstate Airlines.



U.S. Air Mail postage stamp postmarked 15 OCT 30, showing Air Mail wing pattern designed by Northwest Airways' founder, Colonel Lewis H. Brittin. On a Southern Transcontinental CAM 33 (Atlanta-Los Angeles), Big Spring, Texas, first-flight air mail cover. Postage stamp is violet in color and was in use from FEB 30 to AUG 31.



Civil Air Transport (CAT) silver Mandarin Flight medallion. The letters CAT on the reverse (right) are in black enamel. In 1950 CAT introduced the luxury "Mandarin" service with a modified DC-4. In 1958 a DC-6B took over and from JUN 61 to OCT 68 it was flown by a Convair CV-880, named "The Mandarin Jet". For translation of the Chinese characters, see text column on left.

FOLLOWING IS A SELECTION OF WINGS AND BADGES OF AIRLINES WHICH OPERATE(D) THE DC-8



Icelandair's hat badge is striking! All gold wire on black background makes for a beautiful badge for uniform wear by "Ice Air's" aircrew. Icelandair's DC-8 are frequently at O'Hare International.

that chilly evening in Omaha was E. Hamilton Lee. Not just any flying postman, Lee was one of the really good ones." So far the account from the APJ article. Honored as the "flyinest man in the world," Lee received much praise and gratitude upon his retirement from United Air Lines in 1949. He is still listed on the roster of the Air Mail Pioneers.

To wrap up this column, I have used two photographs which were also used in the Spring 1984 LOG - two views of a nice Civil Air Transport (C.A.T.) Mandarin Flight medallion along with my remarks; "Any comments" followed by "translation please!" As luck would have it, American Airlines flight attendant Art Tanq was able to get his father, who lives and works in Hong Kong, to translate the Chinese characters for use with the series about the development of commercial air transport in China. The characters above the Chinese dragon refer to Civil Air Transport, the airline started by General Chennault. Those along the bottom refer to the 47th year of the Republic of China, formed in 1911. Therefore, the 47th year corresponds to 1958. Thanks to Art's efforts the translation gives us some "history" as well as placing a date on the item: 1958.



Capitol International Airways' wings are all-silver with burnished upper surfaces to give them some "sparkle". The 'C' at the bottom is light-blue enamel. This U.S. supplemental airline flew mainly transatlantic routes in addition to military air transport operations.



National Airlines operated international and domestic scheduled services with DC-8s. Wing has both matte and polished gold surfaces. Center has blue enamel 'National Airlines'. Left part of the logo is red, the right part blue.



Alitalia pilot wing is gold wire on black background. The Italian air carrier flew both standard and stretched DC-8s on its international services. Its familiar red and green tail markings can be seen around the world.



The Flying Tiger Line pilot wing worn by aircrew of the international, domestic and charter all-freight services operator in the 1970s. The wing is silver with the background surfaces in a darker finish. Flying Tiger began using their 'T' logo again on the tail surfaces of their aircraft recently. But for how long? The carrier has been bought by Federal Express.



Air Canada pilot wing has a gold maple leaf on a red enamel center. A postcard I recently acquired shows a striking night view of an Air Canada DC-8 at Montreal International Airport.



Air New Zealand's DC-8s flew throughout the Pacific and on to the U.S. The light-blue background of the wings, with silver stars, was also seen on the tail surfaces of ANZ's aircraft. Wings are gold wire on black background.

## AIRLINE PLAYING CARDS

(Continued from p.60)

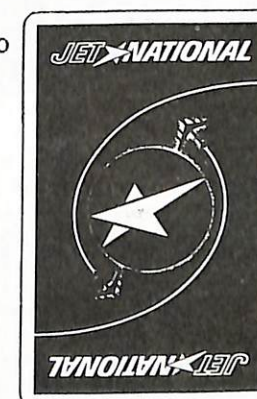
wheel logo in the center, all on white and with white text.

#10. Turquoise is the main color in the National Airlines card. The ball in the center and the two DC-8s circling it are in black. The color of Jet National, aircraft contrails and the design in the ball is off-white leaning toward turquoise. This deck was issued in 1961.

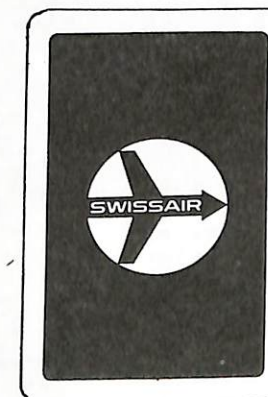
#11. The Swissair card is in dark blue with white border, center ball and name.

#12. United card issued this all-red card with white text in 1960.

#10



This covers some of the many airlines which have operated the DC-8.



#11



#12

Remember, if you know of any new cards, please let me know. I can't do it all alone. I need your HELP to keep up with new cards.

Until next time and Happy Collecting.



# STICKER CHATTER

by DON THOMAS

It had been the intention to publish various labels of CNAC, CATC, SAC and CAT in this issue. However, they will appear in the next issue. They are illustrated, numbered and described in the Air Transport Label Catalog, available in four foreign and one North American volume from AFA, Box 1239, Elgin, Ill., 60121-1239.

Herman Van Dyk, who specializes in BILs and has a table at our Airliners International conventions, sent in some interesting ones. The Air BVI (#1) has been around a few years, but Air Virgin Islands (#2) is a new one. Aer Lingus has a clean-looking BIL (#3), but note the spelling error on the peel-off strip over the adhesive on the back (#3A). The Catskill Airways BIL (#4) is new. ALM's BIL (#5) is used on the airline's Caribbean network and Aeropostale of Venezuela (#6) has this adhesive label. The American Airlines (#7) and LIAT (#8) BILs are cardboard tags. The AA BIL has its logo on the back. The LIAT BIL has "Hand Luggage" on the back. A copy of the AA BIL was also sent in by Pat McCollam.

Perhaps Herman could produce a specialized BIL catalog. These baggage information and identification labels continue to increase in numbers, colors and designs, since most airlines regularly bring out new designs when they have a new batch of tags printed. Many new carriers come and go fast and while they are here, they often operate in very limited areas only. Unless collected now, many of their BILs are destined to become quite rare because many collectors pay little attention to them. Many airlines seldom print the larger baggage or promotional labels, because of the cost. But they must print BILs for baggage identification, so most design colorful BILs showing their logos.

Pavol Bencik of Czechoslovakia sent in a new printing of the CSA BIL (#9). It is in purple and white instead of the former blue and white.

From Jerry Marlette comes this Philippine Airlines BIL (#10) with the airline's new sunrise logo.

Bill Gawchik of Pan Am sent in a Pan Am First Class (#11) and shuttle (#12) labels.

By spring my new book POSTER ART OF THE AIRLINES, should be in print. It will have 64 pages, 9x12 in., with full-page reproductions of historic and artistic airline posters of the 1920s to 1960s, all in brilliant colors. Many of these posters will be from Pan American Airways, but there will also be vintage posters from TWA, United, Braniff,

#1



#3A

#3

#4

#5

#6

#9

#7

#8

#8

#10

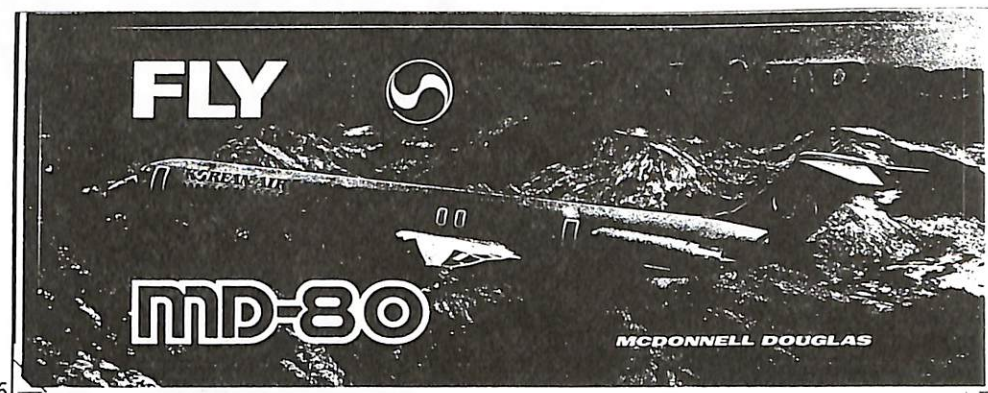
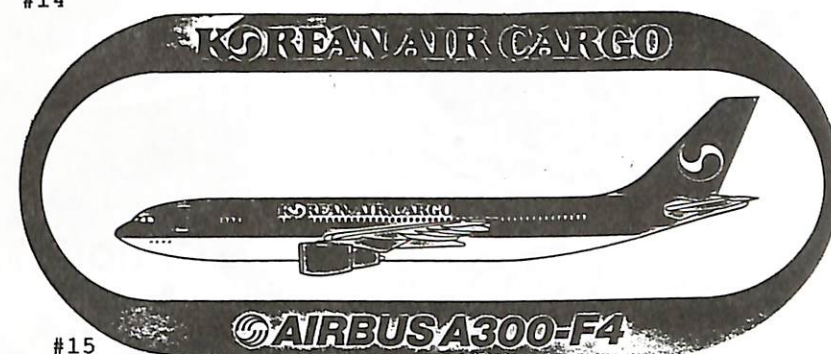
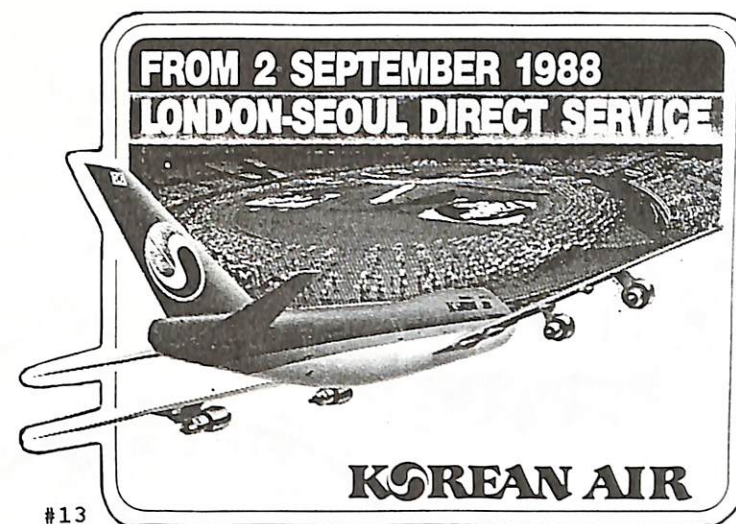
#11

#12

Stout, CNAC, CAT, Imperial Airways, Luft Hansa, the Zeppelins, and other airlines. The foreword was written by Ron Davies of the Smithsonian. The price will be U.S. \$17 postpaid, the same as my two previous books.

Ron Davies should soon have a new book of his own in print - a history of Luft Hansa / Lufthansa. Anyone who has seen his PAN AM - AN AIRLINE AND ITS AIRCRAFT, can expect a similarly scholarly work.

Philippe Bruno of Korean Air Lines' office in Paris sent in some nice KAL labels



and tags mostly used in connection with the Olympics held in Seoul last year (#13,14). The London-Seoul Direct Service label shows a 747 on approach to the Olympic stadium. The Airbus A300-F4 cargo label (#15) is a standard Airbus production. The MD-80 (#16) label is of photographic quality. We are not listing the cardboard carry-on and other tags. We have to draw the line somewhere or we will end up

with a catalog as big as a Scott's stamp catalog. Henk Heiden of Holland contributed the two small KLM items (#17). They are probably used as promotional air mail stickers.







#18



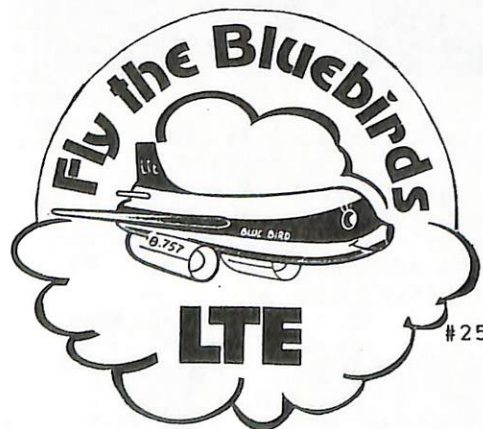
#19



#20



#21



#25



#26



#22



#23



#24

One of our new members from Norway, Chris H. Kamhaug, sent some new stickers from Scandinavia, and some already-known ones. The Embraer-120 of Norsk Air (#18) is attractive and the oval Scanair label (#19) is amusing. It looks like the cargo will be well shaken-up, the way the airplane is jumping and flapping its wings. Baltic Aviation (#20) is a Swedish air taxi and charter airline flying Viscounts and French-built Corvette jets. Air-X (#21) is a Norwegian air taxi company with King Airs and Jetstream 31s. SAS celebrates its 40th anniversary with a large sticker, "Scandinavian Co-operation" (#22), signifying the highly successful co-operation between Sweden, Norway and Denmark in airline operations. Both BILLS of Braathen's SAFE (#23 & 24) have name and address lines on the back. Chris also sent the "Bluebirds" (#25) and Boeing 757 (#26) stickers of LTE of Spain. Thanks Chris, we need members like you to keep us informed of new issues which are coming thick and fast and should all be catalogued.

Dave Rowe, England's number one collector of airline baggage labels, sent some nice new ones, the oval Nor-fly Charter label (#27), the Emir-

46

**Emirates** الإمارات

NAME AND INITIALS \_\_\_\_\_  
 ADDRESS UNTIL \_\_\_\_\_

DATE \_\_\_\_\_

PERMANENT ADDRESS \_\_\_\_\_

#28

ates BIL (#28) and an Emirates label (#29). The label has its adhesive on the front, so it can be applied to show through glass, for instance the inside of a car window. Aeroflot has a 65th anniversary label (#30) and Egyptair's A300 is shown on the ground (#31). Air Seychelles has a straight-forward label with seagulls flying through the country's national flag (#32) to make up the airline's logo.

(Don Thomas included several more stickers from Dave Rowe, but they must be held over to the next CAPTAIN'S LOG for lack of space in this issue. David Cherkis also con-

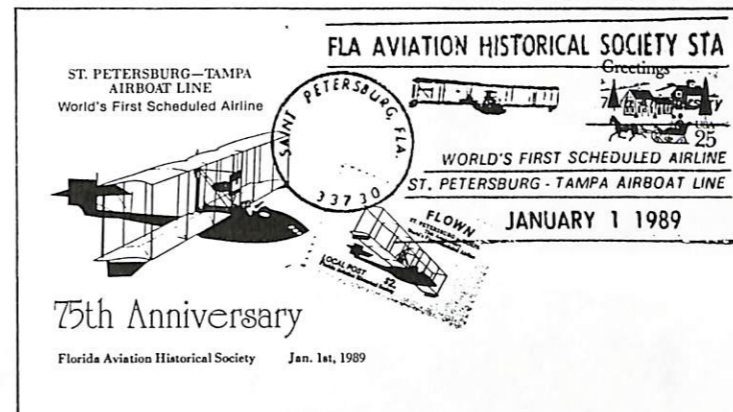


#30

#31



#32



Flight covers celebrating the 75th anniversary of the world's first scheduled airline, the St. Petersburg-Tampa Airboat Line, are available from the Florida Aviation Historical Society. They will have a nice cachet in yellow and green, a 25c U.S. postage stamp, a green and yellow U.S.

\$2 local post stamp showing the cover was flown on the commemorative flight, and a St. Petersburg special cancellation dated 01 JAN 89. The price is \$2 per cover, plus a self-addressed, stamped envelope to mail it to you, from the FAHS, 1801 Oak Creek Dr., Dunedin FL 34698, USA.

47



#29

MEASUREMENTS AND COLORS

- (All measurements given are in millimetres/mm)
- 76x50, purple printing on white; red cross of St. George in British flag.
  - 89x38, light red printing on white both sides; name, address lines on back.
  - 213x30, light green background; white name in dark green on left; light green text & lines on white on right.
  - 216x25, white background; red logo & line under name; other printing blue.
  - 222x30, grey-blue print on orange.
  - 65x91, white background; gold bird logo in right top corner; all other printing dark blue.
  - 121x35, blue printing on white; reinforced eyelet for string in red; grey name, address lines, AA logo on back.
  - 110x51, orange background; printing white on front; orange on reverse, eyelet for string is brass.
  - 75x38, all print purple on white.
  - 76x44, print orange-red on white.
  - 152x53, white on dark blue.
  - 76x76, blue on white.
  - 140x116, white text in purple (top) and red bands; multi-colored stadium; 747 in standard blue & silver KAL livery; logo red-white-blue; bottom text blue on white; border line black.
  - 208x50, white background; orange (top) & blue bands; "Seoul 1988" text blue; text to right black; Olympic logo blue-red-gold; flame red; tiger orange & brown with black hat & blue streamer.
  - 207x89, white background; black text in silver border; a/c blue & silver; logo red-white-blue.
  - 243x101 (outside) & 234x89 (inside), "Fly" white; "Korean Air" dark blue; logo red-white-blue; MD-80 purple bordered in white & gold; McD D name white; a/c blue & silver; mountain landscape brown & dark grey.
  - 45x20 & diam. 31, white border; light blue sky; "KLM" white; lower text dark blue.
  - diam. 100, black outer border; rest of printing light blue (sky) & dark blue (a/c livery, logo & name in cloud).
  - 122x84, white background; a/c & all text dark grey; all other printing pale orange.
  - 103x96, white background; cloud border, a/c wing & underside light blue; all other printing dark blue.
  - diam. 108, brown-grey background; white text; white logo in blue; LTE on a/c in blue; a/c pale beige.
  - 102x69, white border; blue text; color photo in centre.
  - diam. 100, white background; red outer circle; rest of printing blue.
  - 180x125, white background; dark blue text; red-red-black-red-yellow-blue lines to represent flags; "SAS" shadowed in gold.
  - 162x35, white background; text at top light blue; name dark blue; flag red-white-blue; aluminium eyelet.
  - 142x32, dark blue on white; aluminium eyelet.
  - 116x82, white background; light blue-dark blue-light blue border; dark blue text; a/c livery light & dark blue.
  - 81x43, white background; gold band with white text at top; other printing black.
  - diam. 72, white background; red text in centre; black text around rim.
  - 69x88, white background; red border; red shield at bottom; both a/c blue; blue band in centre with narrow red lines near top & bottom; white logo & all text.
  - 62x89, color photo at bottom; white at top; black "fly"; red name, circle & bird's face; blue feathers.
  - 101x43, white background; blue text; logo made up of red-white-green flag with two white seagulls.

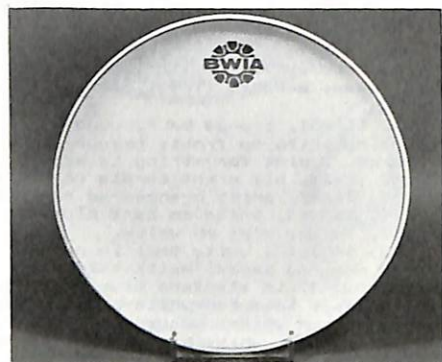
Flight Cover 165x92.



# AIRLINE DINNERWARE

by RICHARD W. LUCKIN

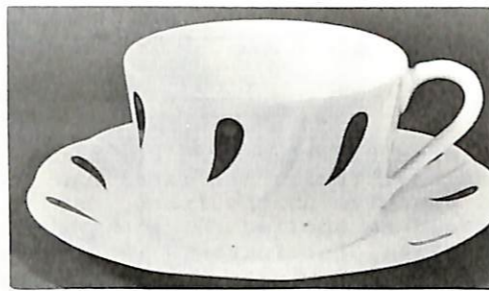
Around the World is our theme this time, so ... let's start near the U.S. with our first two pieces of dinner ware.



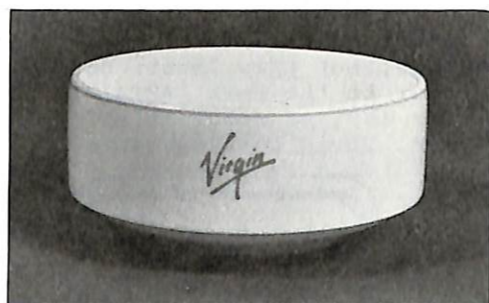
pinstripe are in gold and the bone white china is back-stamped with the airline name. Ware made by Noritake-Ireland.



Moving south from the lush green of Eire to the sands of the Arab Emirates, this fine Royal Doulton china is the first class service ware of Emirates. It is decorated in gold. Ware used in Business Class has the same design, but the decoration is in mustard-gold color, rather than gold.



Air France features this pattern in its first class service. The teardrop design is cobalt blue on bone white china. Both cup and saucer are backstamped 'Air France'.



Virgin Atlantic uses this piece. The airline was established in 1982 and was known as British Atlantic Airways until controlling interest was purchased by a music and entertainment conglomerate headed by Richard Branson. China is white with the pinstripe and logo in a red-orange color.

(Below) "Simple but elegant" best describes this Singapore Airlines pattern. White ware gold decoration. The airline was formed in 1972 and began operations as Singapore's new national carrier in OCT 72.

(Above) This china is used up front for food service on Royal Jordanian. Pinstripe and logo are cobalt blue.



Avianca (Columbia) had this pattern some time ago. The wide maroon band is flanked by gold pinstripes and the logo is in gold. Made by Noritake of Japan. The airline's current pattern on its china has an 'A' stacked on top of a 'V' for a logo. Avianca is the oldest airline in the western hemisphere and second-oldest in the world.

This cup-and-saucer set is used by Aer Lingus, national airline of the Republic of Ireland. Both the logo and the

# AIRCRAFT PROFILE

By MARION PYLES

(Additional information provided by WARREN BASLER)

All photos by Marion Pyles



Basler Airlines DC-3TP at Oshkosh

Basler Flight Service of Oshkosh, Wisconsin, is breathing new life into the best-known airliner of all time: the Douglas DC-3.

BFS is well-known in the USA as a cargo airline. It is less known that BFS is also a major rebuilder of the DC-3 and has refurbished 76 Dakotas for passenger and cargo service since 1965.

During my visit to the EAA air show at Oshkosh in JUL 88, I had the pleasure of meeting owner Warren Basler. He is a true friend of the DC-3. He showed me his DC-3TP, N300BF, c/n 26744, and explained to me the advantages of the Turbo over commuter aircraft available today.

The DC-3TP is powered by two Pratt & Whitney Canada PT-6A-45R propjets of 1,198 eshp each. They give the aircraft a useful load (passengers and/or cargo) of 11,000 pounds (5,000 kg). The maximum basic operating weight (what is available for fuel and cargo/passengers) is 13,000 pounds (5,900 kg). The standard DC-3 packs 10,280 pounds (4,670 kg). Most of the payload gain is the result of the lower weight of the propjets and of a certificated increase in gross weight from 26,900 pounds (12,210 kg) to 28,750 pounds (13,050 kg). Cruise speed has increased to 240 mph (390 kph) from 185 mph (295 kph).

BFS believes the lower operating costs and the improved reliability provided by the propjets are the major advantages of the DC3TP. Replacement parts for the DC-3's 14-

cyl. Twin Wasps are more and more difficult to get, but the PT-6A will remain in production in several versions in Canada for many years.

The fuselage of the DC-3TP is stretched 40 inches (1.02 m) ahead of the wings, which have greatly modified tips and leading edges for better handling. Each engine nacelle now contains a 120 gallon (453 ltr) fuel tank behind the engine. The cabin is modified to accept standard LD-3 containers which lock into the modified floor. Rail, winch and latching systems to transport and secure the containers inside the cabin were also installed. A newly-approved top cargo door allows loading of these containers.

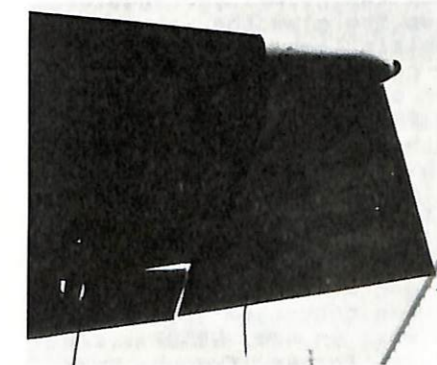
When this was being written (fall 88) N300BF was based at Sioux Falls, South Dakota, and was flying five nightly round-trips a week to Chicago O'Hare via Minneapolis for Federal Express.

Mr. Basler believes the

# DC-3TP



Above - Overwing exhaust of DC-3TP's propjet engine. Below - Warren Basler with his "new" DC-3. Note five-bladed propeller. Below left - Modified wingtip.







Basler Airlines Convair CV-440 at Oshkosh, Summer 1988.

DC-3TP will be in demand with commuter airlines, because it is more affordable (\$2.5 million) than comparable modern commuter aircraft and because it hauls bigger loads - with 26 passengers, there is still a cargo capacity for 6,070 lbs (2,750 kg).

N300BF was formerly operated by Harold's Air Service of Alaska as N300TX. It had been converted from a standard DC-3 by U.S. Aircraft Corp. at Van Nuys Airport, California, in JUL 82 to become the USAC Turbo Express.

When USAC ran out of money in 1984, Basler Flight Service finished the aircraft for Harold's Air. Mr. Basler trained its pilots. The Turbo Express was delivered to Alaska in NOV 84 and Harold's operated it for 3,600 hours "of very valuable proving experience ... under the most adverse conditions," Mr. Basler wrote the CAPTAIN'S LOG.

Harold's was reorganized in late 1987 and BFS bought the Turbo Express from them on 06 OCT 87. But much more work was required before the DC-3TP (as BFS called it) could go to work. Alaskan operators do not have to carry weather radar and Basler added radar in the nose to meet FAA requirements for operations in the contiguous USA. Other new mandatory equipment added include cockpit voice and flight data recorders and a ground proximity warning system. All this additional equipment required a more powerful electrical system.

With all this new equipment, the DC-3TP is now licensed in the United States to operate in Cat. II weather conditions.

In MAR 88 BFS leased the DC-3TP technology from USAC, Mr. Basler said, and it is now

working toward obtaining the various Supplemental Type Certificates required for full commercial operation and which had not yet been acquired by USAC. One STC being sought is for the 1,424 eshp PT6A-67R engine to replace the -45R. The -67R is a better performer in hot and high conditions in warm climates and in mountainous terrain.

Basler Flight Service is building a new 56,000 sq.ft. (5,000 sq.m.) hangar at Oshkosh to rebuild DC-3s into DC-3TPs and to build kits for airlines which want to do the work themselves. The proposed production line at BFS can accommodate five aircraft at a time and in late 1988 BFS had four DC-3s under conversion with two more waiting.

The airframes of DC-3s being converted are completely overhauled, said Mr. Basler. New electrical wiring and new hydraulic lines are installed. Moving parts, such as landing gear, tail and wing surfaces etc. are overhauled. A new instrument panel is installed in the cockpit and the present windshields are replaced with one-piece, electrically heated units.

Porthole-type cabin windows replace the normal rectangular windows "to give the aircraft a specific look to signify our turbo-converted airplane," Mr. Basler said.

By SEP 88, N300BF had flown 4,600 hours since its conversion by USAC in 1982. Basler Airlines (operating name for BFS flying activities) will need 11 more DC-3TPs, Mr. Basler said. BFS owns 13 standard DC-3s and most of these will have been converted by early 1990. Work on one, N95BF, c/n 55667, a former French Navy aircraft, started last fall.

Five other conversions have been sold to other customers. BFS is furnishing the airframes for three of these and the other two are being flown in for conversion. "They are confirmed sales with contracts and progress payments being made," Mr. Basler wrote. Deliveries were to start in MAR 89. "I will give the names of the customers when the airplanes are being delivered," Mr. Basler wrote the CAPTAIN'S LOG.

He said the DC-3TP is also of interest to the military because the overwing engine exhausts reduce the aircraft's radar imprint. The military around the world "still own a great number of DC-3s," Mr. Basler wrote. "We are involved in converting a great number of these over a period of several years to come."

However, he said he is not able to discuss this military involvement at this time, "but will disclose that to you when the airplanes are delivered."

A version with extra fuel tanks is under consideration. The extra fuel will increase endurance to 15 hours, from a maximum of eight for the standard DC-3. This aircraft would be of interest for special military purposes.

In Mid-1988 Basler Flight Service was also operating two CV-440s (N39KE and N29DR) modified with cargo doors larger than on other cargo CV-440s while waiting for more DC-3TPs to enter service. The rest of the fleet included 13 DC-3s, two Beech H-18 and three light singles and twins.

**HISTORY OF N300BF, c/n 26744;**  
 Built at Oklahoma City as a C-47B-15-DK late in 1944, USAAF serial 43-49483. It was one of the thousands of C-47s involved in the serial number mix-up at the Long Beach and Oklahoma City Douglas factories. Its original serial number was 15299;  
 To Royal Canadian Air Force service with serial KK160 during World War 2 and after;  
 AUG 68 - to USA as N502PA;  
 several private owners until:  
 07 OCT 76 - to Summit AL;  
 13 JAN 79 - to Air Indiana;  
 08 AUG 81 - to USAC;  
 28 JUL 82 - rolled out as Turbo Express;  
 AUG 84 - seen at Basler Flight Service, Oshkosh, Wisconsin;  
 NOV 84 - delivered to Harold's Air, Galena, Alaska by BFS;  
 06 OCT 87 - bought by Basler Flight Service.



Beech 18, a sentimental favorite at Oshkosh.

BY MARION PYLES

Every year toward the end of July my deep-rooted love and passion for aviation of all kinds finds an outlet by attending the spectacle known to most simply as "Oshkosh".

This gigantic air show by members of the Experimental Aircraft Association (EAA) has been held since 1954, when the first one took place at Milwaukee's Timmerman Field. 40 aircraft attended this first fly-in. The show quickly outgrew Timmerman, and then Rockford, IL, where it had moved.

This year, through Sunday, 31 JUL, no fewer than 1,734 aircraft were registered for the show. But there were about 14,200 aircraft at the airport all told. The others were visitors. Attendance on Sunday topped the previous one-day record of 250,000.

Pilots and enthusiasts from all over the world converge on this university town of 45,000 on the western shore of Lake Winnebago in eastern Wisconsin for two weeks.

At Oshkosh you can walk up to and sometimes even sit in an airplane that played a part in airline history. This year, rides were offered on the Concorde (G-BOAA) of British Airways if you had the inclination and dollars to do so.

On the other end of the spectrum of airliner rides was a Stinson SM-6000 Tri-Motor, painted in the colors of Colonial Airlines, but without titles. The EAA's own Ford Trimotor in Eastern Air Transport markings was on display throughout the show. N3A, the Goodyear airship America was constantly in the air and also performed for the crowd.

The Fairchild F-24 may be seen at Oshkosh, as well as gullwing Stinsons, Wacos and Monocoupes. Cessna T-50 Bob-

cats are often seen here, although not usually in airline markings. There are always Beech 18s at Oshkosh, as well as deHavilland Canada Beavers. Oshkosh has the greatest range of aircraft on display of any air show in the world, without question.

There are fly-bys of various aircraft all day long, but every day at about 3 p.m. people line up wherever they can all over the field to watch the world's best-organized air show, a three-hour extravaganza. Aerobatic performances this year were by The French Connection on CAP-10, the Eagles on Christen Eagle, Duane Cole on Taylorcraft, his brother Marion Cole on Decathlon (both are members of the Aerobatic Hall of Fame), Bob and Pat Wagner on Stearman, Bob Lyjak on Waco Taperwing, Bud Granley on Glasair, Julie Clark on Beech T-34, Elliot Cross and Jimmy Franklin as the "Dueling Wacos" and not to be forgotten, the legendary Bob Hoover on P-51 Mustang, Sabreliner and Aero Commander.

This is truly an exciting time for aviation buffs of all persuasions, including airline enthusiasts. During the air show this year we were treated to fly-bys by a Turbo DC-3, the Concorde (nearly every day piloted by Capt. John Cook) and Federal Express Boeing 727 N217FE, c/n 22938/1832, the last 727 to be delivered (piloted by Capt. Fred Johnson). In years past there have been fly-bys by various other airliners, including United's DC-8-71 and 727 and Northwest 727, 747 and 757. Qantas did a 747 fly-by a couple of years ago. Another heavyweight this year was the B-1B bomber.

Where else can you go to see all this and see a PBY Catalina land and take off from

# Oshkosh

(Wisconsin)

# 1988

the water along with a Grumman Albatross, deHavilland Beaver and various other seaplanes? There were at least 50 aircraft at the seaplane base on Lake Winnebago this year.

When at Oshkosh, also visit Basler Flight Service (see DC-3TP story). The people at Basler are friendly and willing to answer your questions.

A visit to the EAA Aviation Center and Air Museum is also an important "must" at Oshkosh. It is located on Wittman Field right along U.S. Route 41. The field is named after Steve Wittman, a pioneer aircraft homebuilder from the early 1950s.

The museum contains the world's largest collection of aircraft (more than 200) and of aviation art and photos, and an extensive collection of scale models, including airliners. The Aviation Center also has its own airport, aptly named Pioneer Field, where antique aircraft are regularly flown in an atmosphere of yesteryear.

Even if you are interested only in airlines and airline aircraft, I guarantee you will enjoy your visit.

Oshkosh 1988 is over, but I feel some part of me is still there. I made sure of it by buying my own brick in the Aviation Center. I will return in 1989 and I am already looking forward to it.

For those of you who could not visit Oshkosh for the 1988 air show but would have liked to, I have made VHS and 8mm format videos. If you are interested to buy copies, contact me at Air Pix Aviation Photos, P.O. Box 75034, Cincinnati, OH 45275, USA. This is not the official EAA video of the show, but my own production.



# JUNIOR CREW INSIGNIA

by STAN BAUMWALD

If I thought I was disorganized before when writing the junior wings column, you should see me now. I do all my work on a computer and while making a back-up copy for my hobby disk, the original and back-up bombed, so I have lost many of my records, such as my previous articles, who has the kiddie wing book, what to write for this article, names and addresses of my WAHS friends, etc. So, if there are some duplications for a while, please bear with me.

I am sending a big Thank You to Lisa in Flight Operations of New York Helicopter for sending me some new kiddie wing issues from her airline. New York Helicopter has a subsidiary, Island Helicopter, and they have issued the wing shown in #1 (below). It has their name in the center and "New York Sightseeing" at the bottom. These wings are silver with red lettering.



Along with this, I received from one of my traders a wing with "New York Helicopter" in the center (#2, below). In red, white and black, this wing was sent by someone whose name is forever lost in the bombing of my disk.



I believe the same person also sent me the "JFK International Airport - Gateway to the USA" wing (#3, below). It is in gold with blue lettering. He also sent me the wing

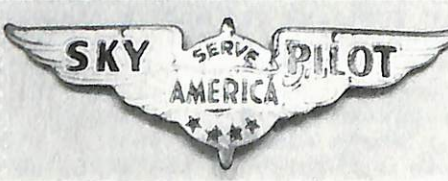


shown in #4 (above): Republic Airport LI NY. This airport is famous for the many aircraft built there by Republic Aviation, including the type I flew for three years, the straightwing F-84G Thunderjet. Its stability was legendary. We had a saying, that when bigger and better trucks are built, Republic will build them.

There is someone living out in Smog City by the name of David Cherkis who advertizes himself as "World Famous Photographer and All-Around Nice Guy". Well, I think I am going along with that. I have met Dave while out there on a lay-over and he really is a nice guy. Perhaps more important than that, he sent me great pictures of new discoveries of his, including information on several new wings. In the miscellaneous section there is the wing with only the word "Pilot" (#5, below). Stamped



on the reverse is "Midge US Rockford Ill" (#5A, below).



Also from Dave is the really nice "Sky Pilot serve America" wing (#6, bottom previous column) and the one marked "Hino" (#7, below). As far as I know Hino is the brand name of a truck, but any additional information you may have on any of these wings would be helpful.



Also from Dave came a Xerox copy of a wing with an U.S. Air Force logo in the center and the words "100th Bomb Group" (#8). I don't have a



copy of this wing (above) and no photograph either, so I can reproduce only his photocopy.

A new commercial airline find by Dave is from Maersk Air of Denmark. The carrier previously issued a wing with a white center and blue logo. Now it has come up with a reverse in colors - blue center with white logo.

I received a letter from Dave Lang (Sempre Fi). He helps to clear up a mystery. Remember the PanAm-like stewardess kiddie wing (#9, below) which we previously rele-



IMITATION JEWELLERY  
MADE IN HONGKONG

gated to the miscellaneous section? Well, Dave found the original card this wing came on. It says "Fashion Jewellery, Imitation Jewellery, Made in Hong Kong". That surely eliminates it coming from an airline. As Dave writes, it is probably a gift shop item.

Dave also wrote about the Mexicana wing varieties. Lionel Ginsberg found a variety I wrote about in the SEP 88 CAPTAIN'S LOG. To understand this discussion, it would help if you have any of these wings or if you can refer to the Junior Crew Member Wing book. Dave says there really are three different varieties of the pilot and stewardess wings.

Variety 1 has chrome a finish, with a clutchback, variety 2 has a chrome finish with safety pin back and variety 3 has a flat or satin gold finish. I believe Lionel Ginsberg has one that can be classified as yet another variety - it is in flat or satin silver finish. We have then a possibility of eight varieties of this wing: two chrome finish in silver (one with a pin and one with clutchback); one flat finish in silver and one flat finish in gold. Times two for the pilot and stewardess makes eight. At least, that is what we can find now. Let's really work on this and if you have something else in your collection, drop me a line and I'll try to pin it down (no pun intended).

Capital Airlines is his latest. Once a major airline, Capital went under 28 years ago. That alone is enough reason to buy this book now.

# BOOKCASE

Reviews by Joop Gerritsma, unless indicated otherwise at the end of review.

**CAPITAL AIRLINES,**  
World's No.1 prop-jet airline.

**AUTHOR AND PUBLISHER:** George W. Cearley Jr., P.O.Box 12312, Dallas, TX 75225, USA, 1988.  
**PRICE:** US\$16 in the USA, US\$17 in Canada and US\$23 overseas.

I don't know what gives George Cearley the energy and time to publish one U.S. airline history book after another, as he has been doing since 1980 (Braniff), but I certainly hope he keeps it up for many more years.

Capital Airlines is his latest. Once a major airline, Capital went under 28 years ago. That alone is enough reason to buy this book now.

Capital started out as so many other airlines around the world: on the determination and foresight of one man, in this case Clifford Ball.

Ball started services on CAM-11, the Pittsburgh-Cleveland U.S. Mail contract route in 1927. Extension to Washington followed in 1929. After Ball sold his interest, the airline became Pennsylvania Air Lines.

The rather anemic fleet of single-engined Fairchild's made way for Stinson trimotors in 1931, second-hand Boeing 247s in 1935, and DC-3s in 1940. A merger with Central Airlines in 1936 produced PCA.

Renamed Capital Airlines in 1948, the airline became an innovator in air transport: the first airline to operate the DC-4; a pioneer of charter flights and all-expense paid (all-inclusive) tours to fill seats in the slow season, a participant in the experimental carriage of first class mail in the Chicago-New York - Washington market, to name but a few.

Aircraft enthusiasts will remember Capital for its fleet selection: three Super DC-3s in 1950, 60 Viscounts in 1954, 14 deHavilland Comets in 1956. If the latter had been delivered, Capital would have become the first airline in the U.S. operating pure jets. Mr. Cearley tells why it never happened.

Heavy competition on profitable main routes and some

fatal Viscount crashes spelled the end and in 1960 Vickers foreclosed to collect \$34 million in back payments on the Viscount fleet.

A takeover by United on 01 JUN 61 salvaged at least something from the wreckage.

Mr. Cearley's book is, as usual, illustrated with many photographs of aircraft, time tables and route maps, as well as reproductions of newspaper headlines and of the employee magazine Capitaliner. There is also a 1940-1961 fleet list.

If I may, I must make a minor point: I find the reproduction of many photos is not as sparkling and crisp as we have become treated to in the author's most-recent books. It seems a different paper stock is responsible.

Nevertheless, this book, as Mr. Cearley's previous titles, is worth every penny of its price and a definite "must" for all airline enthusiasts.

**BLACK FALCON,**  
AUTHOR: Chevy Alden, self-published by: Tri-Pacer Press, Dept. CL, P.O. Box 840111, Pembroke Pines, FL 33084, USA, 1988. PRICE: US\$17.95 plus US\$1.50 for shipping.

This book, by WAHS member Richard Cook, is NOT an aviation book per se. It is an adventure novel set in an aviation and yachting environment in South Florida and the Caribbean.

The story is about pilot Robert Jensen, a doper who flies marijuana from Colombia to Florida in a beaten-up DC-4 in the early 1980s, strictly for money and always looking for ways to get out. But live retirements from the web of Black Falcon, head of the syndicate, are rare.

How Jensen finally escapes from the vicious cycle of dope flights, sleazy bars and violence makes fascinating reading. In the process, the reader sits with him in the cockpit of the DC-4 on a trip to Colombia feel the tension as Jensen manages to set the aircraft down on a clandestine jungle strip, and to take off again, grossly overloaded, all the time aware one of Black Falcon's henchmen is riding the jumpseat with a pistol in easy reach.



# 'LITTLE AIRPLANES'

By ROBERT CHAD LEBEAU  
& JOAN ALSOP



They surface here and there, one by one. As new collectors become interested and experienced collectors refine and diversify, another airline collectable becomes popular.

The "Little Airplanes", subject of this article, are miniature airliners, usually with an airline logo or advertising imprinted on the wing or fuselage. They are give-aways and have served as airline promotional items for many years.

"Little Airplanes" are closely related to the kiddie wings, but they are more difficult to find. They are about two inches (5 cm) in size and are made in one piece from sturdy plastic, usually in white or silver. In don't know when they were first introduced, but I have in my collection a TWA Martin and Constellation and a Braniff Convair, all from the 1950s.

They must have been made by the thousands over the years. Why then are they so rarely seen? My speculation is that they were more of a toy to be played with than the kiddie wing is. So the "little airplanes" went to the sandbox and met their doom, while the kiddie wings survived in the dresser drawer.

More recently, Delta had a white plastic L-1011 with blue lettering to give away on board. McDonnell Douglas Corporation also had a give-away, promoting their MD-80. It has company advertising and was in white with blue lettering. It was available at the Airliners International convention in San Jose, California, in 1985.

How many different types of "little airplanes" were made and which airlines issued them is an open question at this time. I hope to hear from anyone who has any knowledge of these "little airplanes" regarding types and logos. My collection includes: Trans-Canada Vanguard; Northwest and National Electra; Southern DC-9; United DC-6, -7 and -8;

TWA Martin and Constellation; Braniff Convair; Capital Viscount; Delta L-1011.

## RELATED "LITTLE AIRPLANES"

There are hundreds of little airplanes out there which are not true airline give-aways, and that is where the confusion starts.

The Bachman Mini-Planes are close relatives of the airline give-aways. Mini-planes come in both military and commercial types. They have a moveable landing gear and colorful stick-on markings.

A toy company named Lido made airplanes almost identical to those of the airlines with the identification of the type stamped on the bottom. Breakfast cereal companies many years ago distributed airplane give-aways in their boxes, tied in to the military identification airplanes of World War 2. The military used large instructor-size 1/72 scale models and much smaller 1/432 scale models for students to keep.

Kix Cereal remolded some of the small military airplanes as give-aways in boxes of cereal.

The German WW-2 Wiking airplanes are similar to those produced in the U.S.A. These Wiking were also molded and were sold as children's toys well into the 1970s.

The Hawk Model company produced five silver one-piece jet fighters and sold them as Jet Power Korea in the 1960s. They were the Cougar, Cutlass, Dart, Thunderjet and Thunder-



Four "Little Airplanes" in the collection of WAHS member Chad LeBeau. Two TWA Constellations a Super Constellation and a Martin 4-0-4 are visible in the top photo and two DC-4s are shown in the photo above.

streak.

Monogram produced a 1/240 scale military air power kit in 1959, which they re-issued several years ago.

Lockheed currently has a white C-130 "little airplane," and I have an early Lockheed F-104 jet fighter in silver. Both carry advertising for Lockheed.

The related little airplanes are numerous and make for an interesting collection which takes little space. They are easy to ship and easy to store.

Where to find them? At the same place kiddie wings are found: flea markets, collectable shops, antique stores, other collections and conventions. Finding them makes for a challenging treasure hunt as they surface here and there, one by one.

Good Luck.

# REPORT FROM THE FIELD

by JIM "JET" THOMPSON

## PHOENIX Sky Harbor International

### Arizona

In this issue I'd like to cover the history of one of America's major airports in the West, Sky Harbor International Airport at Phoenix, Arizona.

Today the airport is the home base of America West Airlines and Stateswest Airlines, and a secondary hub of Southwest Airlines. Soon it will be a hub in the USAir system.

The airport's history began in NOV 28, from what I have been able to track down. In that month J. Parker Van Zandt bought 278 acres (1,126 sq.mtrs) of land along the southern edge of the Southern Pacific Railroad tracks, just four minutes from the hotel section of town. He planned to develop the land into an airport and a winter base for operations by his new Scenic Airways Inc. Scenic would use Ford Trimotors to take passengers on aerial tours of the Grand Canyon. Van Zandt had been working as a salesman for the aircraft division of the Ford Motor Company and on a delivery flight of a Trimotor to Los Angeles, he flew a detour over the Grand Canyon for a personal look.

"The view was thrilling," he said afterward and he considered it the right place where he and the Ford Motor Company could demonstrate the advantage and flexibility of air travel. Ford was behind him all the way and saw it as a way to sell more aircraft. Van Zandt purchased two Fords and began Scenic Airways.

On an earlier trip to Phoenix he had bought three small farms, then tore down the fences and levelled the ground for the runway of his airport.

One of the people helping him work on the land for the airport was a young man named Barry Goldwater. We know now Goldwater went on to become a U.S. Senator and did run for President of the U.S. in 1964.

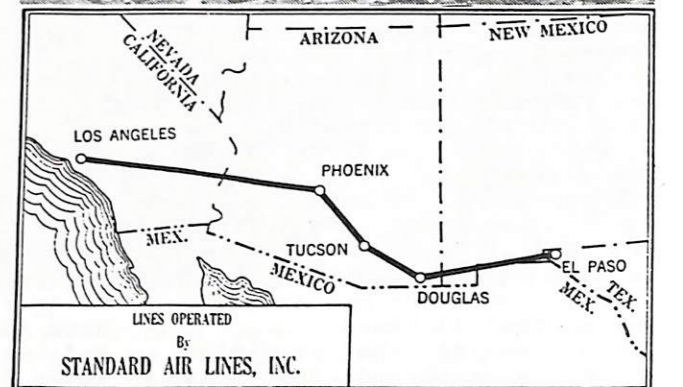
As the two men developed the land, they also built a

small hangar and terminal and gave the airport the name of Sky Harbor. I have been told parts of the original terminal are still on the field, in the northwest corner of the present airport.

Flying operations at Sky Harbor started 04 AUG 29 when Scenic Airways started its Grand Canyon sightseeing flights. The next day, 05 AUG, Standard Airlines began service from the airport to Los Angeles and Tucson with Fokker F.VIIa aircraft by routing its existing thrice-weekly service through Sky Harbor. The route was soon extended east from Tucson to Douglas, AZ and El Paso, TX. From the fall of 1929, residents of Phoenix could travel to New York in under 44 hours: on Standard to El Paso, by Texas and Pacific Railway overnight to Sweetwater, TX, by Ford of Southwest Fast Air Express to St. Louis, MO and on to New York on the New York Central Railroad.

Standard was bought by Western Air Express on 01 MAY 30 and the next day the former Standard route from Los Angeles to El Paso via Phoenix, was extended to Dallas, TX. WAE merged with Transcontinental Air Transport (TAT) on 16 JUL 30 to become TWA. It still serves the airport today.

Two weeks after Sky Harbor opened, on Monday, 19 AUG 29, a crowd estimated at 8,000 jammed the airport to welcome participants in the National Women's Air Derby. They landed at Sky Harbor at the end of the third leg of their cross-country race between Santa Monica and Cleveland. The ladies would spend the night in Phoenix.



Standard Airlines was the first scheduled airline to operate at Sky Harbor. From 05 AUG 29 on it routed its thrice-weekly F.VIIa service from Los Angeles to Tucson through the new airport. The service was soon extended to Douglas, AZ and El Paso, TX. (Map from OAG)

The one airplane the crowd were looking for more than any other was a red Lockheed Vega flown by Amelia Earhart. Arriving at 1:43 p.m., she was the ninth aviatrix to reach Sky Harbor that day, just 40 minutes behind the leader, Louise Thaden of Pittsburgh.

Only a year earlier, Earhart had entered the record books as the first woman to fly solo across the Atlantic Ocean.

Sky Harbor was dedicated on Labor Day, 1929, but there was not much activity on the field in those early days. It had acquired the nickname "The Farm", and it did fit. Often, when Van Zandt was arriving, he would have to buzz the field a couple of times to scare the cattle from the runway.

The stock market crash of OCT 29 did not help the airport's fortunes either. Scenic Airways ran out of money and closed down. Sky Harbor ended up in the hands of the Acme



Investment Company for the next six years. However, air service continued. In MAR 30 Apache Airlines started operating a service to Globe-Miami AZ, but it was halted again in July. On 30 SEP 30 American Airways bought Standard Airlines from WAE and on 15 OCT 30 AA began mail and passenger service between Atlanta and Los Angeles through Phoenix on C.A.M. 33, the southern transcontinental route. A new company, Copperclad Airways, surfaced in the spring, 1933. Not much is known about it and it disappeared again quickly.

Sky Harbor Airport, now 285 acres (1,154 sq.mtrs) in size, was sold to the City of Phoenix on 16 JUL 35 for \$35,000 in cash and \$64,700 in mortgages and that summer, Phoenix travellers could fly on AA to New York as well as Cleveland, OH, changing airplanes either at Ft. Worth or Dallas TX.

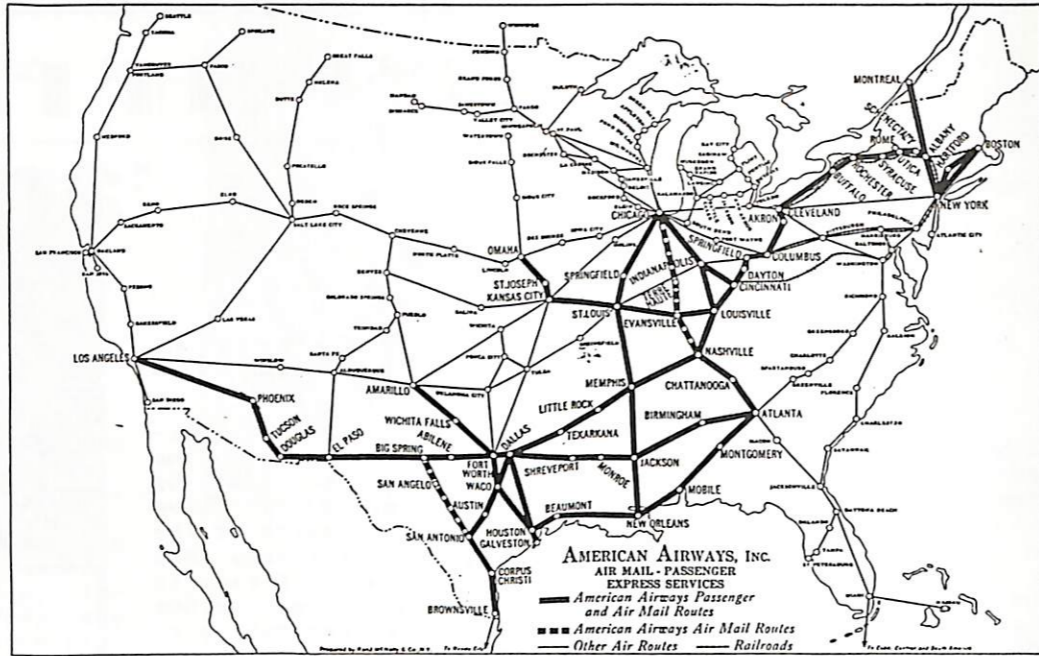
The formal dedication of the airport was held by the city on 11 NOV 35 and in FEB 39 it recorded its first "measurable snow." This was such an unusual event in Phoenix, it would not happen again for another 46 years.

For most of the remaining 1930s AA remained the only scheduled airline serving Phoenix, operating the DC-3 by the end of the decade. The city's name appeared in the summer 1939 TWA flight schedule as a stop on the southern transcontinental service to Fresno - San Francisco and to Los Angeles, both with a detour over the Grand Canyon and the Boulder Dam.

By 1946 Sky Harbor had grown into one of the busiest airports in the United States as air traffic expanded following WW2. In December of that year it was THE busiest in the country by handling 31,000 takeoffs and landings. This included commercial, general and military aviation. By comparison, Chicago Municipal, long the busiest airport in the US and the world, handled 15,000 takeoffs and landings that month.

On 26 DEC 46 the first Lockheed Constellation landed at Sky Harbor. Unfortunately, the landing of the "Star of India", TWA flight 95, had not been planned. The aircraft diverted into Sky Harbor from fogged-in Los Angeles.

By 1947 American Airlines was flying through Phoenix between Los Angeles and Mexico City, as well as on its Los Angeles - New York route. The



By mid-1932, Phoenix had extensive connections with the rest of the United States through the American Airways network (AOG map).

city was also still in the TWA east-west network.

In 1949 a rare winter blizzard hit the northern part of Arizona and cut off many small towns from the rest of the world. Sky Harbor Manager Doug Carr organized a relief airlift from the airport to the stricken areas. He convinced the military to loan him 14 aircraft, the City of Phoenix loaned him a "chain gang" from the jail and together with some Indian students and military officers they delivered life-saving food, clothing and medicines to the communities.

On 13 OCT 52 the \$835,000 Terminal 1 was dedicated. It included a new, \$108,000 control tower. The planners said the new terminal would handle

the air needs of the "Valley of the Sun" until the 1970s.

The terminal was one of the few large places in Phoenix which was "refrigerated" (air-conditioned). 296,000 passengers passed through in its first year.

Traffic grew much faster than originally anticipated as major and local service airlines included Phoenix in their networks. A new Apache Airlines started service from Phoenix to Tucson, Las Vegas and other destinations on 12 NOV 57 with British DH Dove and Heron aircraft. Apache had a service agreement with Frontier. On 21 SEP 64 Apache became the first third-level airline to replace a certificated carrier on a route the

Only six Carstedt CJ-600A propjet conversions of the British deHavilland Dove feederliner were built. Most of these flew with Apache Airlines out of Sky Harbor in the late 1960s.



latter no longer wanted. It took over service between Tucson and Douglas from American Airlines.

Apache was unique in that it was the only airline in the world ever to operate the Carstedt CJ-600A propjet conversion of the Dove. Only six conversions were completed.

Another third-level commuter airline, Air Transit, started service from Show Low to Phoenix on 12 MAY 59 with Beech 18s. Services were also flown to Flagstaff and White Mountain. It ceased operations in the late 1960s.

In 1961 Sky Harbor Airport handled 920,096 passengers, three times the number of only nine years earlier. So, on 16 AUG 62, Terminal 2 was opened. This \$2.7 million facility includes a three-panel mosaic mural titled "The Phoenix" by Paul Coze. This mural has become a Phoenix landmark.

1962 was also the year in which the airport for the first time handled more than one million passengers. The city had planned to close down Terminal 1 because it believed Terminal 2 would serve the needs of the airlines until the year 2000. But the estimates were wrong again and Terminal 1 remained open.

By 1971 traffic had again tripled, to three million passengers and planning started for Terminal 3. The city still intended to close Terminal 1. It approved a Sky Harbor Master Plan and prepared for construction of a \$35 million terminal east of Terminal 2. But construction did not start for another five years.

In JAN 72 the international arrivals building was opened just to the east of Terminal 2, between it and the location for Terminal 3. Construction of Terminal 3 finally started in 1976 and would take three years. In the following year, 1977, the Airline Deregulation Act was passed and Phoenix would need all the gate space and ticket counters it could provide. In a few months, Sky Harbor gained five mainline airlines and six commuters. Terminal 1 was in high demand and Terminal 3 was still a year away.

Finally, on 08 NOV 79 the new Terminal 3 was opened. It includes a \$13 million parking garage on its roof.

In early 1980 severe rain storms and flooding from the Salt River washed away 2,000 ft (600 m) of the east end of Runway 8R/26L. The flooding



TOP: Land side of Sky Harbor's curved Terminal 1 shortly after World War 2. Note the DC-3 nose to the left of the building. ABOVE: 1976 photo of Sky Harbor, showing Terminal 2. Terminal 1 is just outside this photo to the right.

also washed away many of the city's bridges linking it with Tempe and south Phoenix.

In 1983 the city approved a major update to Sky Harbor's master plan and Runway 8R/26L reconstruction was completed. It was restored to its original 10,300 ft (3,150 m), plus a 1,000 ft (3,050 m) overrun built and funded by the Arizona Air National Guard for their KC-135 tankers.

The runway reconstruction project involved the most-complicated engineering project ever by the city. The Salt River had to be rechanneled and a new dike built.

On 01 AUG 83 America West Airlines began operations from Sky Harbor and established its home base and major hub here. Because of their growing operations and the increased traffic of Northwest Airlines, Terminal 3 was getting too small. In 1984 10 gates were added at a cost of \$4.5 million and America West and Northwest each spent an additional \$3 million to improve their passenger facilities.

Improvements were also made to the north runway, 8L/26R in that year. In 1985 the air

carriage ramp was expanded and the old, original control tower was moved from Terminal 1, across the field to Cutter Aviation. When this was being written, the tower was open to the public via Cutter's. It is a bit too far away for closeup aircraft photography, but it is a great spot to view the entire airport and its operations. Cutter Aviation is located on the south side of Runway 8R/26L on Hess Road.

In 1985 Sky Harbor celebrated the 50th anniversary of its purchase by the city. General aviation's history at the airport was highlighted by an open house in April and 85 hot-air balloons lined Runway 8L/26R and the balloon "Spirit of Sky Harbor" led a mass launch in the morning.

In June the Phoenix chapter of the 99's, the city's aviation department and the Sky Harbor Auxiliary honored seven female aviation pioneers from Arizona.

On the Golden Anniversary date, 16 JUL, a lavish banquet and huge fireworks display were held to honor Ruth Reinhold, William Ralston and Senator Barry Goldwater for their



contributions to Sky Harbor's development.

The final anniversary event took place on Armistice Day, 11 NOV, to commemorate the airport's first formal dedication in 1935. The honored guest at this event was none other than the man who had founded the airport, J. Parker Van Zandt, 91 years old then. During this event the current owner of Scenic Airlines, John Siebold, brought out his Ford 5-AT Trimotor and gave Van Zandt a ride in the old bird. During the flight Mr. Siebold turned the controls over to Van Zandt.

"It is like riding a bike. You never forget," the latter commented after the flight.

Quite a few airliners were on display at the celebrations. The largest of these was a UPS Boeing 747.

Sky Harbor grew from 6.5 million passengers in 1980 to 11.6 million in 1985 and on 19 FEB 86 a temporary 10-gate concourse was added to Terminal 3 for the enlarged America West operation. It is the intention to tear down this temporary concourse in 1990, when the new Terminal 4 opens. But a definite decision has not been made yet. In view of the long life of the old Terminal 1, the temporary concourse may

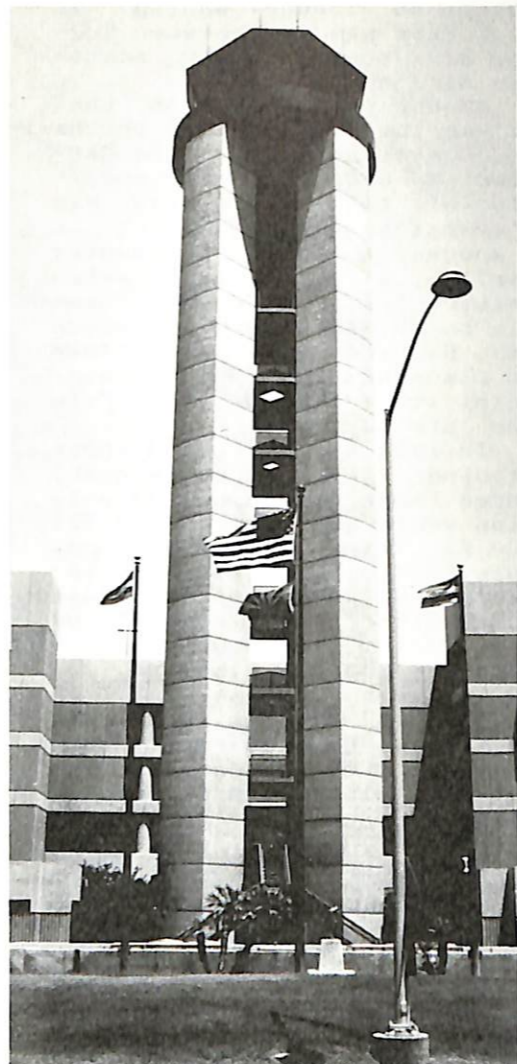
also remain in use long after its intended lifespan. The city is once again planning to close down Terminal 1, but no date has been announced yet. It is now used by Southwest Airlines and several commuter airlines and is quite a busy place.

USAir is adding seven more gates to Terminal 2 to become the third airline using Sky Harbor as a hub.

Design work for Terminal 4 started in 1986 and construction started in 1987. It will be for the exclusive use of America West and will be located to the east of Terminal 3 and just east of the Standard Aero hangar. It will have 30 gates in the first stage, but this can be expanded to 76. It will also have a parking garage on the roof, as with Terminal 3. Capacity of the garage will be 2,600 cars initially, but expansion to 6,500 cars is possible.

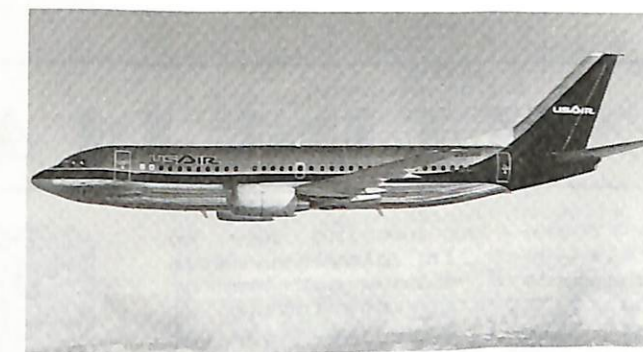
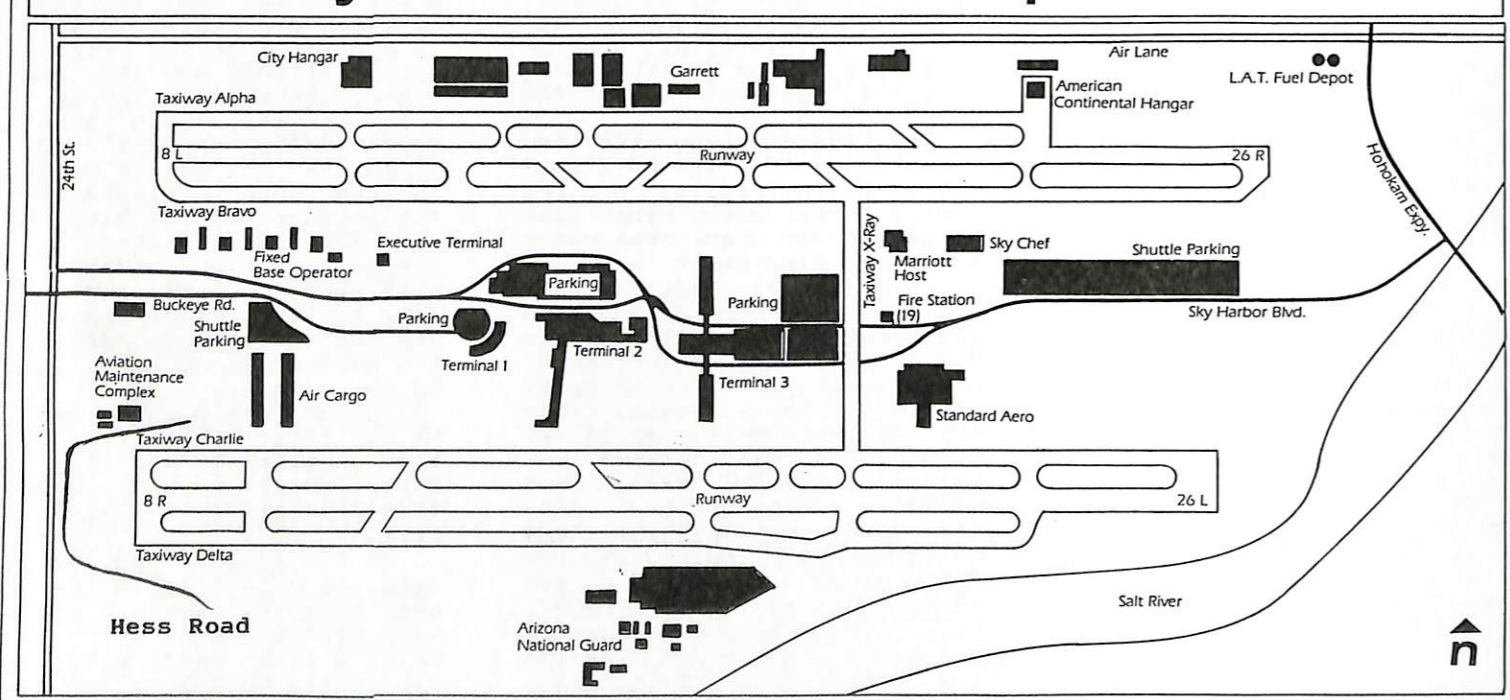
Construction of a new hangar for America West was completed in 1988. It is located east from where Terminal 4 is being built and lies on the north side of Sky Harbor Blvd.

Photography at Sky Harbor is good at several locations. Hess Road, south of Runway 8R/26L is a great location when



Present control tower at Sky Harbor (right) and map of the airport. Good photo locations can be found on Hess Road in the SW corner and in the parking garage of Terminal 3.

## Phoenix Sky Harbor International Airport



The Boeing 737 is the most-numerous airliner operating at Phoenix Sky Harbor. The airport is the home base for America West, a secondary hub for Southwest and it soon will become a hub in the USAir system. Seen in these postcards from the JET Thompson collection are Southwest 737-3H4 N301SW, c/n22941; USAir 737-3B7 N351AU, 22951 and America West 737-275 Adv. N126AW, c/n 20959.



the aircraft are landing from the west. The two best spots are right across from the Holiday Inn and down at the first curve where the road turns right. At the first spot, you can drive up onto the gravel between the sidewalk and the airport fence. You can get some great approach shots from here, but you will need a ladder or stand on the roof of your car to clear the fence.

Down where Hess Road curves to the right you can drive up across the sidewalk and over to the fence. Here too you will need a ladder or the roof of your car to take your pictures, but it is a great place for landing shots and for aircraft as they pull onto Runway 8R for takeoff. A 70-210 mm

lens works great and everything but the small aircraft will fill your viewfinder. Since the sun is behind you, photography is great all day.

The parking garage on Terminal 3 is another good spot for aircraft photography. The sun is behind you and all aircraft on the north side of the building can be photographed with a 70-210 mm lens. Don't bother shooting anything on the south side. You will be shooting into the sun.

A grassy knoll off the northeast corner of the Terminal 2 parking garage is also a good location. You must park in the garage and cross the westbound lanes of Sky Harbor Boulevard to get to the knoll. You will be slightly higher

than the fence and again, with a telephoto you can capture most of the airliners using Taxiway Bravo and Runway 8L/26R.

With thanks to the following people, publications and organizations for their help in providing information for this article: WAHS members Robert B. Yates and John Adkins; Phoenix Sky Harbor International Airport Public Relations Department; "The Flying North" by Jean Potter; "North American Aviation News" of SEP 83; "Airlines of the United States since 1914" by Ron Davies; "American Airlines", "TWA" and "Western Airlines" both by George W. Cearley Jr.; "Birth of an Industry", by the Official Airline Guide; "The Official Airline Guide," SEP 46; "Legacy of Leadership" by TWA Flight Operations Dept.

### AIRLINERS INTERNATIONAL TORONTO '89

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Airline Collectibles Show and Sale. Adm. \$3, under 12 free. Sheraton Airport Hotel, 1177 Airport Blvd., Burlingame, CA 10 a.m.-4 p.m. Room rates: (415) 342-9200. Show info: Tom Dragges, (415) 574-8111.

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All day each day.  
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# AIRLINE PLAYING CARDS

by THOMAS DRAGGES

There is nothing new to talk about in playing cards these days. I have not seen or heard about any new issues at all lately. Have any of you seen any? If you have, please let me know by sending me either a card or a good Xerox copy with color description. To stay informed and to continue to bring you this column, I must hear from you. Remember, I am not as close to my sources anymore as I used to be. Not being at the airport anymore has cramped my style

In this issue I am illustrating cards which were used by various DC-8 operators during the 1960s and 1970s.

#1. We'll start with Aeromexico. This card has orange and white diamonds for background. The box in the center and the airline's name and logo are in black on white. This deck was used in the late 1960s and early 1970s. See the LOG of Summer 1983 for more Aeromexico cards.

#2. Air Canada Galaxy card with a blue sky with white stars and a white bottom with the name in blue and maple leaf logo in red. It was issued in about 1962. More Air Canada cards were illustrated in the LOG issue of Winter 1982.

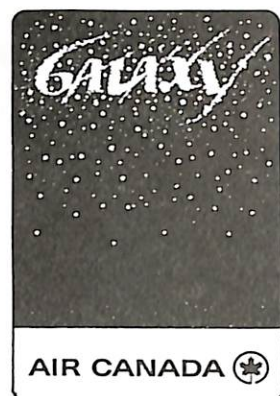
#3. Air New Zealand had a card with a white background with a cartoon-type picture showing different attractions in the country, from the native Maori culture to modern times, in shades of mainly green and yellow. The circle is different shades of blue. The name at the bottom is in the typical greenishblue color also shown in the livery of ANZ aircraft and the bottom line of text is black. The aircraft at bottom right is, of course, a DC-8.

#4. This Alitalia card shows a white border and red center field. The name, globe and both DC-8 aircraft are in white.

#5. Braniff had a card with white border and center. The blocks blocks at the top and bottom are in grey-blue. The shield is in gold (diagonal bar, upper right and lower left vertical lines), red (Braniff) and blue (upper left and lower right) with white (aircraft and globe).



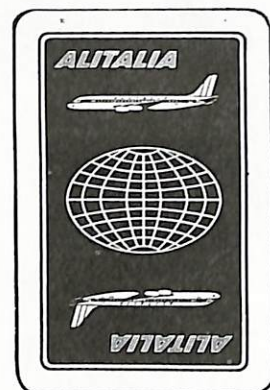
#1



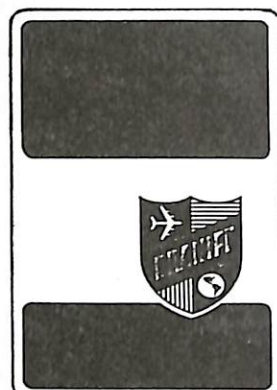
#2



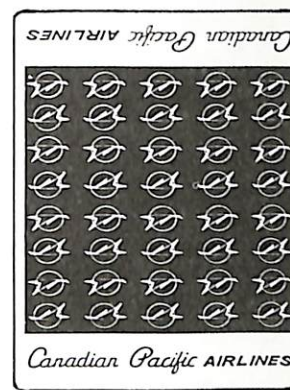
#3



#4



#5



#6

#6. A white border surrounds the Canadian Pacific Airlines card. Center field is in gold with white Canada goose (the infamous "Ruptured Duck") logos across the card. Canadian Pacific in red and Airlines in black print. Additional Canadian Pacific cards were shown in the SEP 88 issue, Vol.12, No.2.

#7. Flying Tigers (soon to be Federal Express) issued a red and white card in about 1975. It shows the tiger logo.

#8. The Japan Air Lines card has a checkerboard design with various characters in the gold and black squares. The designs are of the opposite color to the squares they are placed in, i.e., a gold design in black logo. The squares in the left top and right bottom corners are black, and so are the four squares running diagonally from the lower left to the upper right. The English name at the top, logo and Japanese name at the bottom are in black. This deck came in two versions: black, white and gold (shown) and red, white and gold. It was also issued with two different



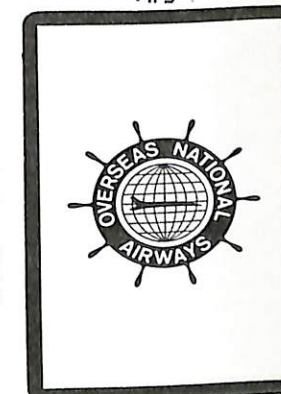
#7



#8

types of filler cards, the first having a DC-8 and the other a Boeing 747. There are more JAL cards in the Winter 1981 issue of the LOG.

#9. Overseas National card with navy-blue border, ship's



#9

(Continued on p.43)

# POST CARD CORNER

Continued from p. 32

Spanair MD-83, EC-EIG



## NEW CARDS

The following abbreviations are used in the listing:

- co - Continental size
- fl - facing left
- fr - facing right
- gr - on the ground
- if - in flight
- ld - in the landing
- ml - model
- mv - multi-view card
- os - oversized card
- to - taking off

## NEW AIRLINE ISSUES

- Air Europa 737-300 EC-EAK, gr,fr,co
- Air Holland 757 PH-AHE, if,fl,co
- Air Madagascar 747-200, ld,fr,co
- American Airlines DC-10-10, "The On-time Machine," gr,fr,os
- Balair A310 HB-IPK, if, fr, os
- Bop Air HS-748 ZS-LSO (photo taken in 1986), if,fl,co
- CAAC 747-200, if,co
- CAAC 767 B-2551, if,fr,co
- CAAC A310, if,co
- Cimber Air ATR-42 OY-CIB, fl,to,co
- Finnair F27/ATR42/MD82/DC9-50 co mv
- Finnavigation SAAB 340, gr,fl,co
- Gibair 737-200, ml,if,fl,co
- Hapag-Lloyd A310, if,fl,co
- Istanbul Hava Yollari Airlines BAC 1-11/Caravelle, mv
- Luxair F-27 at Luxembourg, co, fl
- Luxair F-27 "Our first Fokker Friendship" if, fl, co
- Luxair Metro III, gr,fl,co
- SAS - B&W historical series, co.
- Sandringham, Boeing B-17, Junkers JU-52/3m, DC-3, DC-4, DC-6B, DC-7C, SAAB Scandia, CV-440, Fokker F-27, Caravelle III
- UTA 747-300 over mountains if,fr,co

## COMMERCIAL PUBLISHERS

- AEROGEM Airlines Series (all numbers prefixed AL)
- 001 American Airlines MD-82

- 002 American Airlines 727-227 Adv
- 003 American Airlines 767-223ER
- 004 American Airlines DC-10-10

## AIRLINERCARD

- (all numbers prefixed ALC)
- 001 Continental 737-130 N404PE in full CO colors
- 002 Continental 737-3T0 N17316 in NY Air colors
- 003 American Airlines 737-293 N463GB, in full AA colors
- 004 American Airlines 737-3A4 N674AA, in full AA colors
- 005 Piedmont 767-201ER silver clrs.

## APC PUBLICATIONS

- (all numbers prefixed APC-A)
- 71 BHY Bursa Airl. DC-8-52 TC-JBZ
- 72 Air Mali IL-18 TZ-ADF
- 73 British Cargo 747-236F. G-KILO
- 74 Ethiopian Airl. 737-200 ET-AJA
- 75 Air Maldives CV-340

## AVIMAGE

- 39 Saudi Arabian 707-368C, HZ-ACC
- 40 Air France DC-8-32 OO-TCP
- 41 TACA Intern'l 767-251 N767TA
- 42 Eastern Express DC-3A N137PB
- 43 SAETA 707-373C HC-BLY
- 44 AVENSA CV-580 YV-83C
- 45 LOT TU-154M SP-LCA
- 46 Air Charter A300B4 F-BVGT
- 47 Europe Aero Serv. 737-2A1 F-GHXX
- 48 CSA TU-154M OK-SCA

## DUTCH DAKOTA ASSOCIATION

- 13 DDA DC-3 PH-DDA
- 14 DDA Beech 18 N5369X) both in
- 15 DDA Beech 18 N5369X) RCAF clrs.
- 16 DDA DC-3 PH-DDZ
- 17 DDA DC-3s PH-DDA, DDZ over AMS
- 18 Dream Aire DC-3 N64784
- 19 EASI/Mosquito Control DC-3 N496
- 20 DC-3s N2400,N300MF at Palm Beach
- 21 Eastern Airways DC-3 G-AMPO
- 22 Odyssey'86 DC-3 G-FGXW "Spirit of Vancouver"

## J.J. POSTCARDS (Switzerland)

- 1 SATA CV-640 HB-IMM
- 2 Air-Sea Service CV-440 HB-IMU

- 3 Instone/Atlantic Air Transport Bristol 170 G-BISU
- 4 Itavia F-28-1000 PH-ZBG
- 5 Air City SE-210 Caravelle HB-ICJ
- 6 Air Niugini DC-3 P2-ANQ
- 7 Aerol. Argentinas 727-2B7 LV-DLF
- 8 Air France A320-110 F-GFKC
- 9 Transvalair CL-44 HB-IEO
- 10 British Island/Virgin Atlantic BAC 1-11 G-AXMU
- 11 African Safari Britannia 5Y-ALT
- 12 Saudia Arabian A300-620 HZ-AJG
- 13 Tellair CV-440 HB-IMQ
- 14 L.A. Boliviano 727-171C CP-1070
- 15 Universair 737-300B EC-EDM
- 16 CTA MD-87 HB-IUB

## MARY JANE RAILROAD SPECIALTIES

- (all numbers prefixed MJ)
- B13 Aeronica 727-25 YN-BXW
- B14 Air Atlantique DC-6 G-SIXC
- B15 Air BC BAE 146-200A C-FBAE
- B16 Air Canada 767-233ER C-GDSS
- B17 Alaska Air Guides DHC-2 N67689
- B18 America West DHC-8 N804AW
- B19 Atlantis AL Jetstream 31 N155AA
- B20 BWIA DC-9-51 9Y-TFH
- B21 Exec Express Dornier 288 N226PT
- B22 Flying Tigers 747-245F N816FT
- B23 Henson Airlines DHC-8 N921HA
- B24 Inter-Quebec CV-580 C-GNMD
- B25 Northern Air Cargo DC-6A N1027N
- B26 Piedmont A.L. F-28-4000 N117UR
- B27 Piedmont A.L. 737-301 N303P, red titles
- B28 Princeton AW GAF Nomad N60PA
- B29 Pro Air Services DC-3B N14931
- B30 Pro Air Servs. Martin 404 N255S
- B31 Reeve Aleutian L-188PF N9744C
- B32 Wardair Canada A310-304 C-GKWD

## SKYLINER CARDS

- 28 Philippine A.L. Fokker 50 PH-PRA
- 29 Austrian A.S. Fokker 50 DE-LFB
- 30 Busy Bee Norway Fokker 50 LN-AKE
- 31 Biman Bangladesh F-28-400 S2-ACH
- 32 East-West Fokker F-27-500 VH-EWU

## THE AVIATION SOCIETY, T.A.S. SHOP

- (all numbers prefixed T.A.S.)
- 001 Florida Express BAC 1-11/401AK
- 002 CAAC 747SP-J6 B2442 N170FE
- 003 Iraqi Airways IL-76MD, YI-ANC
- 004 L.A. Paraguays 707-321B ZP-CCE
- 005 Royal Saudi A.F. C-130H 1619
- 006 Cyprus Airways A310-203 5B-DAQ
- 007 Air Bridge Merchantman G-APET
- 008 Elan Vickers Merchantman G-APEM

## T.O. AVIATION PHOTOGRAPHY

- National DC-8-61, ld, fr

## LATE ADDITIONS

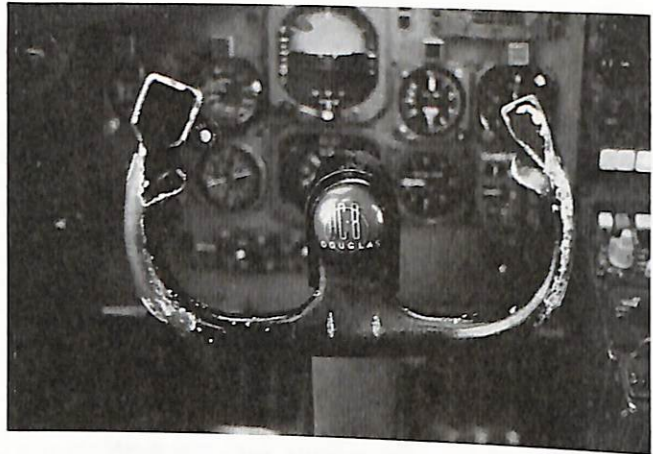
## NEW AIRLINE ISSUES

- Aer Lingus 737-300, if
- Air Englandina Jetstream 31
- Berlin Regional Jetstream 31
- Canadian 737-200 C-FACP ) all 3;
- 757-300ER, C-FCAB ) if, fr,
- DC-10-30 (ER), C-GCPH ) co
- Classic Air DC-3s, five diff. cards
- LOT Polish TU-154, gr, fl
- LTE 757, gr, fl, co
- Salair (Sweden) SF-340, if, os
- Spanair MD-83 EC-EIG, if,fr,co,
- over mountains
- United Express (Air Wisconsin) BAe 146, if, fr

## AIRLINERCARDS (Jon Proctor)

- (all numbers prefixed ALC)
- 006 USAir DC-9-31 test livery
- 007 PSA DC-4
- 008 Federal Express Feeder F-27-500
- 009 Braniff Int'l 727-227, terra cotta colors
- 010 Piedmont 737-401 silver colors
- 011 Piedmont F-28-100 silver colors





....front the left hand seat....

by

Paul F. Collins

Welcome to Volume SV of the CAPTAIN'S LOG! When I did the first issue of the LOG back in the Spring of 1975, I never gave much thought to how long I would continue to publish the magazine. What a big difference between the first issue of Volume I and this first issue of Volume XV. The quality of the LOG has increased so much over the years that it would be hard to tell that it evolved from such clumsy beginnings. While I was doing a good job as Editor, Joop has refined the position to where he is doing a great job! Of course, his job is made that much easier because of the fine staff that he has working with him. I believe we have one of the best editorial staffs of any hobby publication in the country. A great team producing a great product!

While the last issue of the LOG was delayed just a little, we were able to get the convention material registration material in the last LOG. If you did not receive this material, please let me know and a complete set of papers will be forwarded to you. And speaking about the last issue, another great job by Mr. Gerritsma and his staff. The material that George Cearley presented on the DC-8 and Joop's story on China was super. The material the other editors featured fit right in. Great job!

In the last issue of the LOG I asked those of you that have had a problem with several advertisers to write me and advise the status of your orders. While I expected to receive a number of letters with regards to Paul Martin and his "Airline Handbook," I was surprised to receive so many letters about the problems many of you are having with Airline Hobby House and our old friend, Jet-Set. I am in the process of composing a letter to the three parties mentioned above plus the U.S. Postal Inspector. I will let you know in the next issue of the LOG the results of my letter writing. A number of those writing in, seem to think that Airline Hobby House and Jet-Set might be the same operation. Does anyone have any hard facts that might prove this to be true? Would appreciate hearing from you if you do.

The Toronto convention committee has been very active holding meetings and getting ready for the big event in July. I have been going through my duplicate material finding a lot of goodies to take with me for sale and trade. As mentioned in this

column in the last issue, please be sure to check with the U.S. Customs agent nearest you to find out what you must do to protect yourself when returning from Canada after the convention. This holds true to those of you that will be attending the convention from other foreign countries. It seems that there will be little problem getting into Canada, but you want to protect yourself for your return home. Also you need to think about how you will price the material that you will be offering for sale. Whatever price you have on your material now, you must consider the rate of exchange between Canadian money and your currency. Also you will need a certain amount of Canadian money to conduct your sales transactions. Just little things to keep in mind when getting ready to head for AI 89!

With this issue of the LOG you will be receiving a copy of the Official 1989 Roster. The book is almost 30 pages thick, and could have been more had everyone renewed before the cut-off date. Everyone renewing or joining the Society PRIOR to February 28, 1989 is listed in the roster. Those joining the Society and sending in their renewals AFTER February 28, 1989, will be listed in the roster up-date in the next issue. When the roster was pasted up there were over 300 names left off because those people had failed to renew by the cut-off date, which really was two weeks earlier, or February 15!

I am curious about something--over the last two issues of the LOG everyone should have received at least one renewal notice. I was somewhat surprised that so many of you were able to find an old renewal form that showed \$14.00 as the renewal fee. To request that other dollar from you would have cost 25 cents, thus the Society would only be gaining 75 cents of that dollar. This might not mean much to you folks, but just think if half those renewing had just sent in \$14.00. If that had been the case, we would be about \$600.00 short in our operating funds. The renewal fee was raised to \$15.00 because the cost of operating the Society has gone up. Please, no more old renewal forms. The basic renewal fee is \$15.00!

Speaking about the renewal forms, you will note on the new forms that safety cards now have their own classification and are no longer part of the miscellaneous section. Since so many of you are into the collecting of this item, I figured that it was about time that you had your own classification. If you collect safety cards, circle the letter "S" on your renewal form.

We are still planning on taking the train from Chicago to Seattle for the 1990 convention. I have heard from a number of people interested in taking this trip. At the convention in Toronto I will have additional information and will try to give you a figure on what this trip would cost. This would be about a two and a half day trip on the train. If you are interested in riding the train to Seattle, please drop me a line at Society HQ.

That about covers all that I have for this issue. If you have any questions about the Society or the magazine, please feel free to contact me. Until next time, happy collecting.....

Paul

CONTENT  
DELETED DUE  
TO PRIVACY  
CONCERNS



Society member Josef Schmitt would like to invite all members to attend the 3rd Int'l Aviation Hobby Meeting Munich 1989. This European show has been very successful and attracts many dealers from around the world. For additional information on this meeting, contact Mr. Schmitt at: Frau-von Uta-Str. 24, D-8000, Munich 82, West Germany.

\*\*\*\*\*

The following advertisement should have appeared in the last issue of the LOG. Somehow it got misplaced and was not printed. Hopefully the book mentioned is still available.

PROPELLER ANNIE, by Glenn Kefoot is a biography of Helen Richey, the "real" first lady of the airlines.

One of the famous flying fraternity of the 1930's, Helen Richey (1909-1947) was a champion race pilot; stunt flier; holder of speed, altitude and endurance records; a Ninety-Nine; first woman to pilot a scheduled airliner; first female air mail pilot; Amelia Earhart's co-pilot in the cross-country Bendix Race; and a flier with the ATA in Great Britain and the WASP in the U.S.A during World War II.

To order, send \$17.95 (hardcover) or \$12.95 (paperback) plus \$2.00 postage and handling to The Kentucky Aviation History Roundtable, 1059 South Broadway, Lexington, KY 40504. Author will autograph books on request of purchase. (KY residents add 5% S.T.)

\*\*\*\*\*

In the last issue of the LOG, member David Wilcox was looking to form a "Save the Martin 404" association. David reports that the request is making some progress. He also reports that the ex-PBA Martins are being ferried to Victoria, TX. He is now in contact with Erickson and Remmert Aircraft SALES in Roswell, New Mexico. More on this project as it progresses.

\*\*\*\*\*

In the last two issues of the LOG there has been some talk about forming a committee that would help members families dispose of a members collection should a member have the misfortune of passing on or becoming ill to continue with the hobby. A number of members have "volunteered" their services to serve on such a committee. Howard Grant, Jerry Marlette, E. Duane Howard, Don Thomas and the member that originally brought up the subject, Roger Braatz. At the convention in Toronto, when we have our Society business meeting, we will formally establish this committee and see what we can do to help "our own" when the time comes. Your comments and suggestions on this committee will be appreciated.

\*\*\*\*\*

As some of you may know, especially those of you that collect safety cards, there is some controversy regarding the relationship between two of our Society members. I have talked with both parties involved and written one of them a letter. As best I can understand what is going on, this problem exists between the two parties that are at odds with one another. If what is going on between these two results in it making it just a little more difficult for card collectors to obtain cards from the airlines, then

we have a problem. However, I don't believe that it is a problem that can not be overcome.

One of the parties involved in this controversy, has suggested that I cancel the membership in the Society of the other person involved. I would be happy to do this if the party in question had done anything wrong. So far, this has not been proven to me, or do I think that it will every be proven.

As I see it, this is a problem between two individuals and has NOTHING to do with the WAHS. Just because the item in question is a item that Society members try to collect, the Society will not become a part of this controversy. Should either party wish to bring this before the business meeting at the convention in Toronto, you certainly have the right to do so, but I can assure you now that there will be very little time devoted to it.

\*\*\*\*\*

Society member Richard Cook, writing under the pen name of Chevy Alden, has recently published an airliner-related adventure novel in hardcover. "Black Falcon" is a violent 257 page tale about aerial drug smuggling using tramp airfreighters. Some of the aircraft featured in this thrilling story include: DC-4, Lodestar, DC-3, Convair 240, Beech-18 and C-130s. A recent book review in a South Florida newspaper compared Chevy Alden's writing with that of novelist Denest K. Gann. Joop Gerritsma will be doing a book review in an up-coming issue of the LOG. Autographed copies are available to WAHS members for \$17.95 plus \$1.50 for shipping. (Florida addresses and \$1.08 for 6% state sales tax.) U.S.A. shipments only. Send check to: Tri-Pacer Press, c/o Chevy Alden, P.O. Box 840111, Pembroke Pines, FL 33084.



**AVIATION HOBBY  
CANADA LTD.**  
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.

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