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CAPTAIN'S LOG

Airline and Airliner quarterly



After World War 2 American Airlines re-equipped with the modern Douglas DC-6 for its transcontinental services. This is NX 90704, c/n 42857, "Flagship New Jersey", seen on a pre-certification test flight. George W. Cearley Jr. continues his history of AA in this issue.

-AA photo, Gerritsma Collection





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

Thank you

← NEW ADDRESS!



Ger Buskermolen's terrific shot of a Cathay Pacific TriStar at Bangkok provides the lead-in for the photo feature on Pacific basin airlines by our slide editor, Richard Fedorco, on pages 124-126. (Lockheed TriStar 100, L-1011-1-15, VH-HHL c/n 193T-1122.)

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TAKE-OFF TALK

Every so often I reflect on what the airliner of the future may look like. Will I see the day I can travel from New York to London or Sydney in an hour, or around the world in two, in aircraft resembling the present U.S. and Soviet Space Shuttles?

All through the history of air transport, spanning some 70 years now, speed has been the main product it has to sell to the traveller, particularly the speed advantage over other modes of transport.

All through history, from long before airplanes were invented, a higher speed has always been a drawing card.

But still, how many people do have business in London or Sydney so urgent, the six or eight hours it takes to get there now, is too long for them? And what reason may I have to travel from New York to New York around the world in two hours?

If I do, how much is all this going to cost? Is there any aircraft manufacturer on earth who can afford to develop such an aircraft ... sell perhaps only a few dozen of them (if that many) and not go bankrupt?

Or will I see two or more national governments get together and pay for the (no doubt enormous) research and development costs of these aircraft?

And what will we be doing with the acres and acres of runways at our present international and intercontinental airports? After all, the space shuttle doesn't need long runways to blast into space. It takes off vertically, from a relatively small launch pad. And it lands on a flat, somewhat unsophisticated surface.

We will still need runways of course for medium-range and Regional aircraft feeding these intercontinental "space ports". But these require not nearly as much runway as a fully-loaded 747-300 does now.

No, I am not foolish enough to predict what the future will hold. Greater experts than I have done so often enough in the past ... and have been proved dead wrong just as often.

I am just asking some questions.

What brought all this on, you may wonder?

It was a letter I received some time ago from WAHS member Terry Anderson of Independence, Missouri that did it.

Terry read the following in the newspaper. (Yes, I know, you can't believe everything you read in the newspaper. But you have to start somewhere.)

"Airlines will be selling off subsonic planes in favor of supersonic aircraft within 15 years, the chief of civil aircraft at the National Aeronautics and Space Administration says.

"Jerry Hefner, head of NASA's civil aircraft branch, said a new generation of planes will carry about 300 passengers at three times the speed of sound, at prices about one-seventh those being charged on the 16 supersonic Concorde."

It sounded all very familiar to Terry, when he read the above in the 16 SEP 88 edition of his hometown newspaper, The Kansas City (MO) Star. He was sure he had read the same thing somewhere before. He checked his clipping files and there it was, another dispatch, also in the KC Star, this time the 21 OCT 66 edition, 22 years earlier:

"An American aircraft executive predicted there will be more than 1,200 supersonic airliners flying by 1985.

"Carl Kotchian, executive vice-president of Lockheed Aircraft Corporation, forecast at a news conference that 316 Anglo-French 1,450 mile-per-hour Concorde would be in service then, along with 907 of the planned American 1,800 mph supersonic transports."

Only 22 years separate the two newspaper stories and when I came across Terry's letter again a few days ago, it made me wonder what the newspapers in another 22 years, the year 2010, will say about supersonic transports, or SSTs. I'll be 70 years old then and might live to read it for myself.

In 1966, Carl Kotchian said Lockheed believed there was a place in the supersonic field for both the Concorde and "our SST."

He said Lockheed thought the two aircraft were complementary and that the Concorde, "having a lesser capacity and a somewhat lesser range than the (Lockheed

or U.S.) SST, will find its place in the less dense routes."

Well, the Concorde made it onto the air routes with great technical, but limited commercial success. But where is the Lockheed SST?

Back to 1988: Speaking at the annual meeting of the Airport Operators Council International in mid-September, NASA's Hefner said the new SST would not be a rich man's airplane. "This would be a plane that would be widely used," he said.

However, he did not find a supporter in Philip M. Condit, executive vice-president for Boeing Commercial Airplanes. Condit said Hefner's remarks were out of touch with economic reality, in that Boeing marketing studies show that too few supersonic planes would be sold to cover development costs.

Hefner said he is aware that Boeing marketing studies project a small supersonic market, but he said Douglas Aircraft studies forecast a much larger number of supersonic sales.

"Then convince McDonnell Douglas to build it," Condit responded.

The British have been talking about a hypersonic aircraft (the HOTOL) in the past few years. Remember the British? They are the ones who gave us the first jet engine, the first jetliner and the first - and very successful, thank you very much - propjet airliner. They certainly have the technical competence to develop and build the HOTOL. But can they afford it? And if they can, who will buy it?

I am planning to bring you up-to-date on the latest SST and HOTOL facts in 22 years, toward the end of the year 2010, in the pages of the CAPTAIN'S LOG. But until then, and speaking strictly for myself, I will believe it when I see it and not a minute earlier.

REPORT FROM THE FIELD

LESTER B. PEARSON
INTERNATIONAL AIRPORT

TORONTO ONT

By JIM (JET) THOMPSON
& JOOP GERRITSMAN

(CANADA)

YYZ

With the Airliners International '89 convention held in Toronto, this Report from the Field will cover the host airport, Lester B. Pearson International (YYZ). The airport was 50 years old last year and it is getting larger and busier all the time.

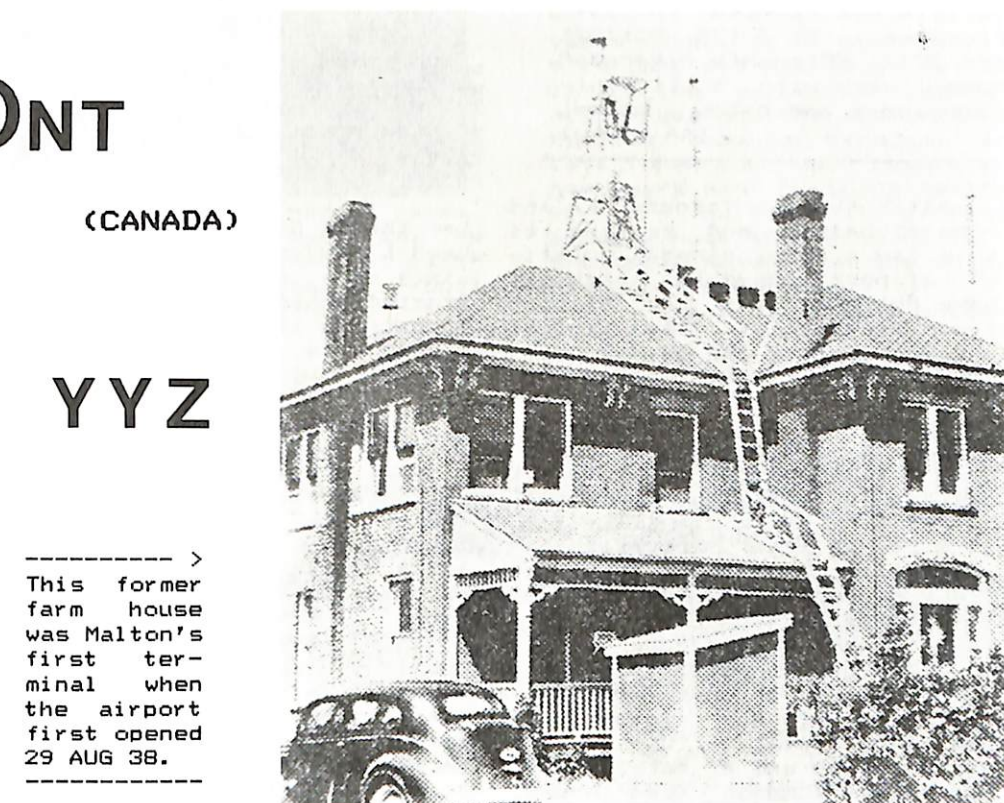
The first recorded "aerial voyage" from Toronto took place on 24 AUG 1859, when the balloon "Europa" carried Professor John H. Steiner of Philadelphia from Toronto across Lake Ontario to Minetto, New York.

On 02 AUG 1911 J.A.D. McCurdy and C.F. Willard flew their airplanes from Hamilton to Toronto. These were the first inter-city airplane flights in Canada.

The first Canadian airmail was transported in a Curtiss JN-4 (Jennie) from Montreal to Toronto, by Capt. Brian Peck and Corporal E.W. Mathers on 24 JUN 18 and the first commercial flight between Canada and the USA took place on 05 and 06 MAY 1919 when Ervin E. Ballough flew 150 pounds of fur from Toronto to Elizabeth, New Jersey, via Thousand Islands, Ont, and Watertown, NY.

Canadian Airways began regular twice-weekly airmail service between Toronto and Montreal on 05 MAY 28, going thrice-weekly soon after and daily from 01 OCT 28. In March 1929, a company named National Air Transport (not the U.S. airline of that name) was operating a service between Toronto and Windsor, Ont. with deHavilland Moth airplanes. A scheduled passenger service between Toronto and Buffalo, NY by Colonial Airways began on 29 JUN 29. Sikorsky S-38 amphibians were used, but the service lasted only a year. It was operated from Toronto Air Harbour on Lake Ontario, at the south end of Yonge Street.

In MAY 34 Capreol & Austin Airways (later Austin Airways) began flying miners and prospectors from Toronto to northern Ontario.



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This former farm house was Malton's first terminal when the airport first opened 29 AUG 38.

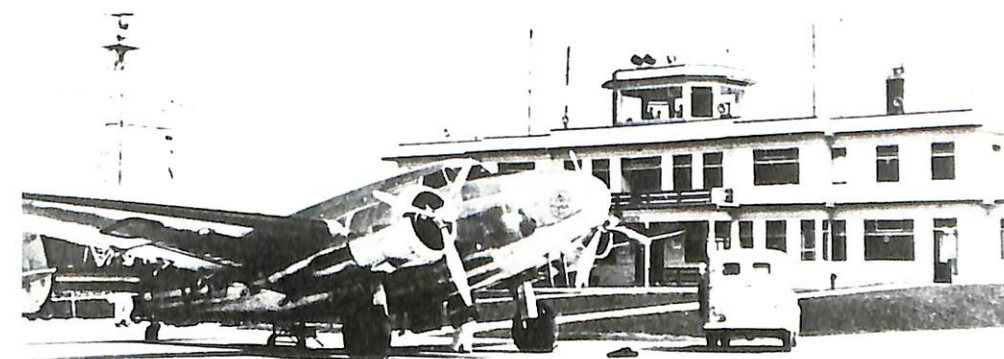
These and other flying in Toronto had taken place from several locations. Most seaplanes used one of the Toronto Islands or the Air Harbour. Landplanes used the exhibition grounds, the former WWI airdrome at Leaside on the east side of the city, Barker Field on Dufferin Street at Lawrence Avenue, the Toronto Flying Club field on Dufferin at Wilson Avenue, the Capreol & Austin airport also on Dufferin Street, or other open fields.

With this background Toronto city council under Mayor Samuel McBride in 1935 voted 11 to 9 to build the city's main airport on Centre Island, one of the Toronto Islands south of the city in

Lake Ontario. It would be linked to the mainland by a tunnel. But after long debate, the proposal was rejected by the federal government in Ottawa.

However, in 1938/39 a small airport was built on the island and served as a training base for Norwegian pilots during most of World War 2. It was popularly called "Little Norway."

Lockheed L-14H2 extended TCA Vancouver-Winnipeg service to Toronto on 18 OCT 38. Photo shows the first purpose-built terminal at Malton Airport. Completed in 1940 it had been expanded already by 1943 to meet traffic demand..



American Airlines was the first airline to land an aircraft at Malton and it was the first foreign airline to begin scheduled service to the airport. Scheduled service between New York and Toronto via Buffalo was started in 1941. Pictures is DC-3-178 NC17331, c/n 1917, "Flagship Arkansas". Note livery with a lightning bolt above and below windows. (AA photo)



After the war Toronto Island Airport became and remains to this day a major general aviation airport. Commuter services have operated from the airport since 1972. Today City Express operates Dash-7 and Dash-8 services from here to Ottawa and Montreal. City Express president Victor Pappalardo wants the airport improved and expanded to help relieve the problems at overcrowded Pearson.

Back to the international airport. In 1937 the city bought 1,050 acres of farmland north of Toronto near the village of Malton for the new airport.

Construction began soon after on the former Chapman farm. Finished in 1938, the airport had two hard-surfaced runways, a grass runway and a terminal in the former Chapman farm house. This large, two-storey building housed the weather office, radio and dispatch office and a maintenance shop. Frank Fisher became airport manager and his office was also in the Chapman farm house.

In a recent interview, Fisher said, "It was just a great old farmhouse. It was crowded, but at least the pilots were alongside the meteorological fellows for a briefing, and the dispatch and radio were right there."

The airport officially opened on 29 AUG 38, but the first airliner to arrive was not Canadian. It was an American Airlines DC-3 bringing airline officials to the Canadian National Exhibition. Former airport manager Fisher recalled: "It didn't seem so much exciting as it was a lot of commotion. Everybody was trying to figure out how the airline business would go."

The airport was called Malton Airport for the village near where it was located. Toronto Mayor Ralph Day had wanted to name it Bishop's Field, in honor of Canadian World War 1 flying ace Billy Bishop, but this was rejected.

The first Canadian airliner at Malton arrived a few days af-

ter the AA DC-3. It was a Lockheed L-14H2 of Trans-Canada Air Lines on a survey flight. TCA started scheduled operations to Toronto on 18 OCT 38 when it extended its Vancouver-Winnipeg service to Toronto, Ottawa and Montreal for cargo only, and for mail from 01 DEC. Passengers were carried from 18 JUL 39.

Five months after the opening on 24 JAN 39, the airport was issued its federal operating licence and construction of a large wooden terminal building was started to replace the farm house.

This terminal has long gone, but if you want to see what it looked like, take a trip to Toronto Island Airport and view the terminal building there. It is nearly identical to, but smaller than, the first Malton terminal. Both buildings were constructed at the same time and building the two airports cost a total of \$1.8 million, including \$500,000 in federal grants.

A 1939 Department of Transport report said Malton was a "good site, well removed from city smoke and fog...with Malton and Toronto Island, Toronto is now perhaps better equipped than any other city in North America."

AIRPORT IS "WELL REMOVED"

The airport was certainly "well removed," with nothing but wide-open farm country around it. Art Hollinsworth, a retired TCA pilot, recalls there was no Dixon Road to the airport in the early days. You had to go out to what was called Burgess Corners at the corner of Islington and what is now Dixon Road. Then you had to go north on the old Malton Road to Malton Village, then back south again to the airport. On a snowy night it was often a huge problem to get to the airport, Fisher recalls.

The airport operations were taken over by the federal government from the city in JAN 40. Ten flights a day was a big day for Malton Airport at that time.

In 1988 Pearson had about 31,000 aircraft movements, an average of 861 per day.

TCA inaugurated a second daily transcontinental flight through Toronto on 01 APR 40 with Lockheed L-14H2s and on 15 APR 41 this was extended east to Halifax from Montreal. The Toronto-Montreal-Halifax sectors operated five times a day. Twice-daily TCA Toronto-New York service with the Lockheed L-18 Lodestar began on 10 MAY 41 and was increased to three trips daily on 16 JUN. The same year American Airlines began DC-3 service to Toronto from New York and Buffalo.

In the mid-1930s Robert Maqor, president of National Steel Car Corp. of Montreal, a manufacturer of railroad cars, chose Malton as the site for the company's new aircraft division and in 1938 bought land on what was then the northeast corner of the airport. From AUG 39 to the end of WW2, large numbers of British military aircraft were built under licence here, including the Lysander army co-operation aircraft, Anson twin-engine trainer and Lancaster four-engine night bomber. Plans to build the American B-26 bomber here as well did not materialize.

The plant ran into production problems and in NOV 42 the government took it over and renamed it Victory Aircraft Ltd.

After WW2 the plant was purchased by A.V. Roe (AVRO) of Britain and in 1948/49 it produced Canada's only, North America's first and the world's second jet airliner, the C.102.

Today, the plant is owned by McDonnell-Douglas and it builds wings and other parts for the MD-80 series, the DC-10 and the new MD-11.

By 1943 Malton's grass runway had received a gravel surface, but the two paved runways were the primary ones used.

Operations quickly expanded after WW2. TCA purchased first a fleet of 30 DC-3s for domestic and trans-border U.S. services



When completed in 1964, the new circular Terminal 1 had 18 gates. Jet bridges have since then increased this to the present 24. The large square building on top of terminal is an eight-level parking garage. Aircraft are TCA Vickers Vanguard propjets. -(DoT)

and on 01 MAY 48 its new Canadair North Star began operating through Malton on TCA's new route from Montreal to Bermuda.

Improvements at Malton continued. A 1954 photo shows an expanded terminal building, almost four times the size of the 1939 structure. In OCT 60 the airport became Malton International Airport in recognition of its increasing role in foreign air transport. (Up to the mid-1950s, most Canadian air traffic with Europe and South America used Montreal. Airlines from the U.S. had been virtually the only foreign carriers serving Toronto.)

On 04 MAY 59, Canada's second-largest airline, Canadian Pacific Air Lines, finally gained access to Toronto and started a daily Vancouver-Montreal round-trip via Winnipeg and Toronto. Bristol Britannia propjets were used in competition with TCA's Super Constellations.

Construction on what is today Terminal 1 started about this time. The huge, circular building is equipped with modern aircraft loading bridges and has an eight-level parking garage on top of the terminal.

The name Malton International Airport did not sit well with Toronto Mayor Nathan Phillips. His campaign to have it changed finally paid off and the name became Toronto International Airport (Malton). But old habits die hard, and many older people still call the airport Malton.

Also, this name change would not be the last one.

Terminal 1 has 24 gates and a design capacity of 3.2 million passengers per year. The dedication ceremony in 1964 was attended by the then-Prime Minister Lester B. Pearson.

It was not long before this huge terminal was at capacity (it now handles eight million passengers a year) and in the



spring of 1971 construction was still being fought over. The Town of Malton is now part of the City of Mississauga and Mayor Hazel McCallion campaigned hard to have the airport named Mississauga International Airport. But in 1983 then-Prime Minister Pierre Trudeau decided to name the airport after Lester B. Pearson, the prime minister who had dedicated it in 1964.

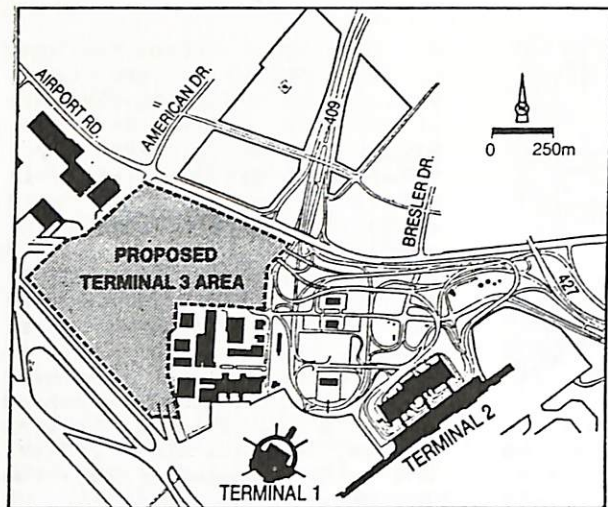
In the early 1970s, when the airport was showing signs of becoming too small soon, the federal government proposed a new airport northeast of Toronto, near the town of Pickering. The plans never got any further than the buying or expropriation of thousands of acres of land before they got bogged down in political disputes between the federal and provincial governments and a strong anti-airport lobby of nearby residents. Today a new airport at Pickering is as elusive a possibility as it ever has been.

In the late 1970s the airport had reached its capacity and many airlines wanting to start service to the city, were kept out because there was no ramp and terminal space available. Finally, after nearly 10 years of talking, construction of the \$310 million (U.S.) Terminal 3 started in APR 88. It is expected to be completed in June 1990

The name of the airport was

Terminal 2 was completed in APR 73 and was enlarged with an 800-ft extension only three years later. It is now half a mile long and has 28 gates. It is for the exclusive use of Air Canada and the airlines it handles. Commuter terminal in left foreground was completed two years ago. Building behind it is a multi-level parking garage. Note the three different color schemes on the three Air Ontario CV-580s.

(Joop Gerritsma photo)



Terminal 3 is now under construction. Completion is scheduled for next year. It is designed to handle 5 million passengers per year. Main tenants will be Canadian Airlines International, American Airlines and Wardair Canada.

and will include 24 gates. Pearson is expected to handle 20 million passengers by that year, up from 16 million in 1987. Terminal 3 is designed to handle at least five million of these. A 500-room hotel, convention and trade center, and two seven storey office towers, are included in the building. It will also have a parking garage for 3,500 vehicles.

But the airlines say the new terminal won't help much without a fourth runway. And that is another political hornet's nest. Surrounding residents have taken up the fight against a new run-

way at Pearson and a solution is not in sight.

Terminal 3 is located on 130 acres of land (including ramp space) northwest of Terminal 1 and fronts on Airport Road. It will have its own apron control tower to relieve controllers in the air traffic control tower nearly a mile away.

Terminals 1 and 2 are operated by the federal government, but Terminal 3 will be the first terminal on a federal airport to be operated by the private sector. Canadian Airlines International, American Airlines and Wardair (the latter recently

bought by CAI) will be the main tenants. Their vacating Terminal 1 will free space for airlines waiting to expand current operations or start new services.

CP Air (now CAI) built a \$12 million, 176,610 sq ft (164,250 sq m) operations center and hangar complex at Pearson. It was completed in OCT 77. A \$12 million, 106,342 sq ft (9,890 sq m) line maintenance hangar was built in 1980/81. The complex lies along Airport Road, northwest to the new Terminal 3 area.

A commuter terminal was completed on the west side of Terminal 2, facing Terminal 1, two years ago. It is used mainly by Air Ontario, Air Toronto and Comair.

Today Pearson International has three runways. Runway 6L-24R is 10,500 ft long and the parallel 6R-24L 9,000 ft. The crosswind runway, 15-33 is 11,050 ft.

Credits:

- Airliners Monthly News #20;
- Allan Thompson and the Toronto Star newspaper (29 AUG 88);
- News stories from the Toronto Globe and Mail and Toronto Star newspapers, Canadian Aviation, Canadian Aircraft Operator and Canadian Aviation News, in the past 20 years;
- David H. Collins, WINGS ACROSS TIME, Griffin Press, Toronto,



Ontario, Canada, 1978;
 - Fred W. Hotson and others: 125 YEARS OF CANADIAN AERONAUTICS; Canadian Aviation Historical Society, Willowdale, Ontario, Canada, 1983;

- J.R.K. Main, VOYAGEURS OF THE AIR, A history of civil aviation in Canada 1858-1967, Dept. of Transport, Queen's Printer, Ottawa, Ontario, Canada, 1967;
 - Larry Milberry: AVIATION IN CANADA, McGraw-Hill Ryerson Ltd, Toronto, Ontario, Canada, 1979;
 - John Stroud: ANNALS OF BRITISH AND COMMONWEALTH AIR TRANSPORT 1919-1960, Putnam & Company Ltd, London, England, 1962.



All photos but one were taken at YYZ 20 JUN 88. The Canadian 737 in the landing was shot 12 APR 88. Letters in () indicate the location of the shots on the map on the previous page:
 (E) Air Niagara CV-580 C-FARD c/n 382
 (C) Canadian DC-10-30(ER) C-GCPH c/n 48288
 (D) Canadian 737-200 C-GNDS c/n 21518
 (A) Air Ontario F-28-1000 C-FONF c/n 11060
 (B) Air Canada L-1011-385-1-5 C-FTNJ c/n 193E-1067 (All photos by Joop Gerritsma)

PHOTOGRAPHY AT YYZ - Letters in () refer to photo locations marked on map. Photos above were shot at these locations.

(A) For a quick visit, the parking garage on Terminal 1 is the easiest location. Aircraft taxi around it and nose into the gates. 50-100 mm lenses are OK from levels 3 and 4.

(B) From Terminal 1 you'll need at least 200 mm for Air Canada aircraft (even 747) turning off Taxiway Romeo to go to the far side of Terminal 2. 50-100 is OK for AC 727/DC-9 going to the near side of Terminal 2 and for most commuters parking here.

(C) If Runway 23R-05L is used for takeoffs, McDonnell Douglas parking lot is great. Aircraft turn off Taxiway Mike and hold for a few moments. You'll need a stepladder or car roof to shoot over 10-ft chainlink fence. Sun is a problem from 11 a.m. to 3

p.m. This runway is rarely used for airliner landings, but they do occur.

(D) Runway 23L-05R landings can be shot from the service road between the Airport Expressway and the airport perimeter fence.

(E) The complex along Derry Road is home to Millardair, Air Niagara, Air Toronto, Questor Surveys. Many itinerant aircraft (Soundair Express, Air 500 and others) park here. Do NOT shoot at Hudson General and Avitat FBOs. You are NOT welcome here.

Other locations, which MAY yield interesting shots if you have lots of time and patience, are the Wardair complex off Renforth Drive (F). Sun is a problem in afternoon and Wardair &

FedEx aircraft are almost always parked too close to fence.

(G) A hamburger place named Pepi's (food is good!) on Derry Road is sometimes OK for landings on Runway 14-32.

(H) People who have real LONG lenses may get good Runway 23R-05L takeoff shots on or near Dixon Road.

Finally, a zoom lens is highly recommended at YYZ. You know why as soon as you have tried to outrun a 737 or other aircraft taxiing around Terminal 1 while you are changing lenses. And when you are already pressed up tightly against the car bumper guard in Terminal 1 and an aircraft is just a little beyond full-frame range for a fixed 50- or 100 mm lens, there is no way you can get 10 ft closer. Zooming is then the only way to fill your negative/slide frame.

AMERICAN AIRLINES



**America's
Leading Airline**

PART II
AMERICAN OVERSEAS AIRLINES THROUGH CONVAIR 990
1945 - 1962



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George Walker Cearley, Jr.

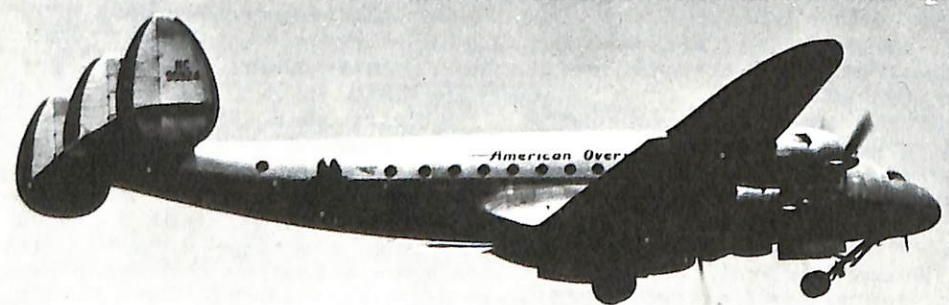
AMERICAN EXPORT AIRLINES (AEA) AND
AMERICAN OVERSEAS AIRLINES (AOA)

American Export Airlines (AOA) was incorporated in Delaware in April, 1937. The line was formed by the American Export Lines shipping company and the airline was to complement the company's shipping operations to Europe and the Mediterranean. American Export Airlines wanted initial service to Europe with later extensions planned to North Africa and the Middle East. Survey flights were started between the United States and Europe to make a record of weather patterns and required navigational aids, using a Consolidated PBV-4 flying boat.

On May 9, 1939, AEA filed with the recently established Civil Aeronautics Board (CAB) for a certificate for routes to Europe. The hearing before the CAB began later the same year in October but the decision was delayed because of the start of World War II. The application originally was made for service to England and France but was later amended to include Lisbon, Portugal, and destinations along the Mediterranean Sea.

On February 10, 1942, AEA was awarded a temporary certificate to operate to Lisbon, carrying passengers, mail, and cargo. Flights to Foynes, Ireland, began May 26, 1942, using Vought-Sikorsky VS-44 flying boats, four of which were operated by AEA. Later the same year the CAB ruled that American Export Lines (shipping company) would have to sell its airline holdings.

The Naval Air Transport Service (NATS) was formed by Frank Knox, Secretary of the Navy, on December 12, 1941. Contracts were made with both AEA and Pan American. The N.A.T.S. agreement was later terminated December 31, 1944, and in January, 1945, AEA began flights for the Air Transport Command to Casablanca in North Africa using C-54's leased from the A.T.C. The service to Foynes, Ireland, had been maintained during the war.



LEFT: AOA LOCKHEED L-049 "CONSTELLATION", NC90924, FLAGSHIP AMSTERDAM, DEPARTS LA GUARDIA FOR EUROPE. THE L-049 ENTERED SERVICE IN 1946 AND WAS ALSO OPERATED BY AOA'S NORTH ATLANTIC U.S. BASED COMPETITORS, PAN AMERICAN AND TWA (Via Bob Takis). RIGHT: AOA FLIGHT LOG (FEATURING L-049) PROVIDED TO PASSENGERS TO MAKE NOTES AND A RECORD OF THEIR FLIGHTS (George Cearley Collection).

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On November 1, 1945, the following flights were being offered between New York and Europe: (1) New York-Boston-Gander-Shannon-London and (2) New York-Gander-Shannon-London. Service from other domestic points to Europe was added later in 1945: Chicago, November 19; Washington, D.C., November 23; and Philadelphia, also November 23.

Schedules operated as of February 1, 1946, were: (1) New York-Shannon-London; (2) Chicago-Shannon-London; (3) New York-Shannon-Amsterdam; (4) New York-Boston-Shannon-London; (5) Washington-New York-Shannon-London; (6) New York-Copenhagen-Stockholm; and (7) Washington-Philadelphia-Shannon-London. The service to Amsterdam, Copenhagen, and Stockholm had been added in February, 1946.

Three months later the German cities of Frankfurt and Berlin were added to the AOA system and service had begun at Oslo, Norway. Eastbound service as of May 25, 1946, included the following flights: (1) New York-Shannon-London; (2) Chicago-Shannon-London; (3) Washington-New York-Shannon-Amsterdam-Frankfurt-Berlin; (4) New York-Boston-Shannon-London; (5) Washington-New York-Shannon-London; (6) New York-Shannon-Copenhagen-Oslo-Stockholm; and (7) Washington-Philadelphia-Shannon-London.

By Fall, 1946, Lockheed L-049 Constellations had entered service. The Constellations were also flown by AOA's competitors, Pan American and TWA.

A merger with American Airlines, Inc., was approved by the CAB on June 1, 1945. In September, 1945, six war surplus C-54's (DC-4's) were acquired from the Surplus Property Board. A month later on October 24, 1945, AEA scored a major aviation first, making the first scheduled non-amphibious transatlantic flight, using a C-54. The trip took 14 hours from New York (LaGuardia) to Hurn Airport in the London area via Gander and Shannon.

AEA became American Overseas Airlines, Inc., on November 10, 1945, and the merger with American Airlines was finalized December 5, 1945.

FLIGHT LOG

AMERICAN OVERSEAS AIRLINES

Helsinki, Finland, and Glasgow, Scotland, were added to the AOA system in 1947, as well as Reykjavik, Iceland. As of September 28, 1947, the following flights were operated to Europe each week using the equipment shown: (1) New York-Shannon-London, L-049; (2) New York-Boston-Shannon-London, L-049; (3) New York-Gander-Shannon-Amsterdam-Frankfurt, DC-4; (4) New York-Gander-Shannon-London-Frankfurt, DC-4; (5) Washington-Philadelphia-New York-Gander-Shannon-Amsterdam-Frankfurt, DC-4; (6) Washington-Philadelphia-New York-Gander-Shannon-London-Frankfurt, DC-4; (7) New York-Boston-Gander-Shannon-Amsterdam-Frankfurt, DC-4; (8) New York-Gander-Shannon-Frankfurt-Berlin, DC-4; (9) Washington-Philadelphia-New York-Gander-Shannon-Amsterdam-Frankfurt-Berlin, DC-4;

(10) New York-Gander-Rekjavik-Copenhagen-Stockholm, DC-4; (11) New York-Boston-Gander-Shannon-Glasgow-Copenhagen-Stockholm, DC-4; (12) New York-Gander-Rekjavik-Oslo-Stockholm, DC-4; (13) Washington-Philadelphia-New York-Gander-Rekjavik-Copenhagen-Stockholm, DC-4; (14) New York-Gander-Shannon-Glasgow-Oslo-Stockholm, DC-4; and (15) Stockholm-Helsinki, DC-3.

Boeing 377 "Stratocruisers" joined AOA in 1949. The "Stratocruiser" was a particular favorite of passengers with its double deck fuselage with lounge and cocktail bar located on the lower deck. The upper deck contained the passenger cabin. The lower deck was reached via a spiral stairway from the upper level. AOA operated eight "Stratocruisers".



ABOVE: STRATOCRUISER, N90941, ON PRE-DELIVERY FLIGHT (Boeing Photo via John R. Wheeler).



STRATOCRUISER SLEEPER BERTH (George Cearley Collection).



STRATOCRUISER KITCHEN (OR GALLEY) WHERE PURSER DOUBLED AS CHEF (George Cearley Collection).

Pan American World Airways and American Overseas Airlines reached a tentative merger agreement on December 13, 1948. The CAB rejected the merger application in April, 1950; however, President Harry S. Truman overruled the CAB and approved the merger which became effective September 25, 1950. The Pan American takeover of AOA gave Pan American and TWA approximately equal transatlantic authority.

NEW MAINTENANCE, OFFICE, AND
TRAINING FACILITIES IN OKLAHOMA
AFTER WORLD WAR II

A major overhaul center for aircraft and instruments was established at the Douglas Modification Center at Tulsa Airport.

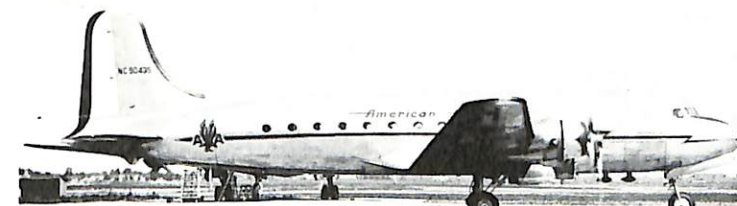
In addition to the maintenance facility at the Tulsa airport, a training center and office building were purchased in the city of Tulsa proper. The training center conducted classes for stewardesses and agents in a central location, while the office section housed Payroll and Revenue Audit sections of the treasury department as well as a portion of the company's IBM network.

A former U.S. Army bomber base at Ardmore, Oklahoma, was acquired and utilized as a new location for the pilot training program. The center trained newly hired copilots, retrained captains checking out on new equipment, and also offered instruction to some mechanics and agents.

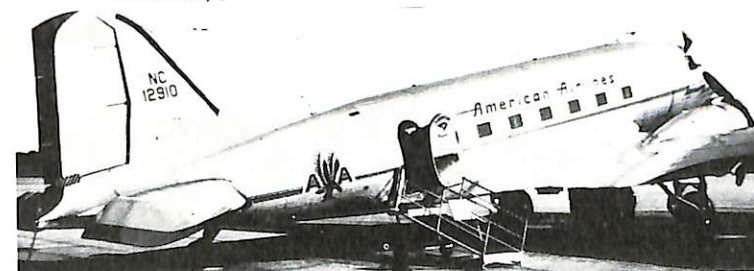
POST WORLD WAR II ROUTE COMPETITION
ON TRANSCONTINENTAL U.S. ROUTES

Back on the domestic scene in the continental United States, routes between the East and West Coasts in the immediate post-war period were flown by three of the "Big Four" U.S. trunk airlines -- American Airlines, United Air Lines, and Transcontinental & Western Air (TWA). These long haul routes served major metropolitan areas on the Atlantic and Pacific Coasts as well as major markets in between. No airliner in service in 1946 was capable of flying nonstop across the U.S.A. Nevertheless, these transcontinental routes represented the longest stage lengths (or route segments) then in the United States. Planes were able to fly at lower operating costs over the longer routes. These coast-to-coast routes, combined with the larger metropolitan areas, represented the ideal markets to introduce new, improved, advanced, and longer range airliners.

A strong and healthy competitive rivalry developed among the carriers, American, TWA, and United, with the airlines introducing successively longer range and faster four engine commercial aircraft. American and United in the post-war years would inaugurate service with four-engine Douglas airliners -- each one larger and more



DOUGLAS C-54A-15-DC (DC-4), NC90435, FLAGSHIP ST. PAUL, AT CHICAGO MIDWAY AIRPORT (Via Jon Proctor).



DOUGLAS DC-3A, NC12910, FLAGSHIP SAN DIEGO (Photo: Art Carter, Jr.)

DOUGLAS DC-4 AND POST-WAR FLEET EXPANSION PROGRAMS

United Air Lines began service with the DC-4 on March 1, 1946, on its cross-country routes and American followed on March 7, 1946. On the same day United began its transcontinental DC-4 operations, TWA inaugurated transcontinental flights with the Lockheed L-049 "Constellation". The "Constellation" had a pressurized cabin seating 60 passengers and a cruising speed of 280 mph. TWA's Constellation "Super Sky Chief" flight left New York LaGuardia at 3:45 P.M. and arrived Los Angeles at 11:45 P.M. Time was allowed for a 25-minute fuel stop en route. Allowing for the time zone changes, the flight was completed in eleven hours westbound. Eastbound flights departed Los Angeles at 11:00 A.M. and following a 25-minute fuel stop along the way arrived in New York at 11:45 P.M. Having a tailwind, the "Constellation" completed the flight from California to New York in just under ten hours.

The Douglas DC-4 was no rival for the "Constellation". It carried 44-50 passengers, 10-16 less than the "Constellation", and cruised at 200 mph, 80 mph less than the "Connie". Time required to span the continent was 13-14 hours. American's DC-4's did carry 50 passengers, but that was still 10 less than the "Connie", and the DC-4's cabin was not pressurized.



LOWER LEFT: AMERICAN DC-6, NC90706, FLAGSHIP NEW JERSEY, AT DELIVERY CEREMONIES, DOUGLAS SANTA MONICA, CALIFORNIA - MARCH, 1947, WITH UNITED DC-6, N37506, MAINLINER AGE OF FLIGHT. THESE CEREMONIES PRECEDED INAUGURATION OF SCHEDULED PASSENGER SERVICE BY BOTH CARRIERS; HOWEVER, NEITHER AIRCRAFT REPRESENTED THE FIRST DC-6'S DELIVERED TO AMERICAN AND UNITED. (Douglas Photo via Harry Gann). LOWER RIGHT: COVER OF PROMOTIONAL BROCHURE ON DC-6'S WHICH AA CHRISTENED "FIVE STAR FLAGSHIPS". (George Cearley Collection)



DOUGLAS DC-6

TWA's early edge with the "Constellation" over United's and American's DC-4's was lost when the "Connies" were grounded temporarily in mid-1946 because of accidents associated with engine superchargers used to pressurize the plane.

American and United introduced the DC-6 a year later in 1947. The DC-6 was an answer to the Constellation, providing many features the Constellation offered. The DC-6 in some ways represented a stretched version of the DC-4, its fuselage being 6'8" longer than the DC-4. However, in many other ways the DC-6 was a much improved plane. It had a pressurized cabin which at the time seated 52-58 passengers, more powerful engines, and redesigned tail and wings. It also had square windows, unlike the round or oval passenger windows on the DC-4.

American became the first carrier to introduce the DC-6 into scheduled passenger service. Flights were inaugurated between New York and Chicago offering the world's first DC-6 service. United inaugurated transcontinental service between New York and San Francisco on April 27, 1947, making a stop at Lincoln, Nebraska, for fuel. American

DOUGLAS DC-6, N90705, AT PHOENIX, 1961 (Photo: Jon Proctor).

AMERICAN AIRLINES DOMESTIC ROUTE EXPANSION IN THE LATE 1940'S

During 1947 American inaugurated nonstop flights between Chicago and Los Angeles, improving services between the East and West Coasts as well. In May that year American was authorized to serve San Francisco and Oakland from Dallas, New York, and Washington. Nonstop flights were also begun between New York-Cincinnati, and the cities of Wilmington, Delaware; Midland, Texas; Richmond, Virginia; and Milwaukee, Wisconsin, were added to the American system in 1947.

American operated about 52 DC-4's on its U.S. routes. This number did not include those operated by American Overseas Airlines (AOA) on international routes to Europe. All these planes except two were converted wartime military C-54A's or C-54B's built at Douglas Santa Monica, Long Beach, or Chicago. The DC-4's were considered an interim plane until a more advanced airliner could be delivered.

In 1945 American's fleet of Douglas DC-3's had been built up to a total of 93 with the return of DC-3's to airline operation after the close of World War II. These planes had been acquired by the military earlier for wartime operation. However, the number of DC-3's operated in 1945 exceeded that operated in pre-war years by nine -- 93 vs. a pre-war total of 84.

Also acquired in 1946 were the fifty-plus DC-4's. On order for delivery in 1946-47 were fifty DC-6's and, for delivery in 1947-48, 100 Convair 240's to replace DC-3's. In 1946 American had ordered 20 Republic Rainbows, a four-engine, 400 mph airliner, for delivery in late 1947. The order for the Rainbows was cancelled when delivery dates could not be met by the manufacturer.

followed with its own DC-6 transcontinental service on May 20, 1947. Westbound flights took 11 hours, eastbound about 10 hours. In other words, coast to coast travelling time was equal to and competitive with the Constellation. Cruising speed of the DC-6 was 300 mph.

However, all DC-6's were voluntarily withdrawn from service by all airlines November 12, 1947, and they did not reenter service until March 14, 1948. Thus, as TWA had a setback with the Connie earlier in 1946, United and American had another with the DC-6. United had lost a DC-6 at Bryce Canyon and an American DC-6 had made an emergency landing at Gallup, New Mexico. The problem was related to inflight fires caused by a fuel leakage into the cabin heating system. A correction involved moving a fuel vent an adequate distance from the air scoop leading to the heating system. With these modifications made the DC-6 reentered service and proved to be a reliable and dependable airliner.

The DC-6 was bought by American as a plane ultimately to replace the earlier less advanced DC-4's on passenger routes, leaving only a few converted DC-4's in service as air freighters.



CONVAIR 240-0, "CONVAIR FLAGSHIP"

Following the close of World War II, there was a need for a twin engine airliner with larger capacity to replace the 21-passenger DC-3's.

The Consolidated Vultee Aircraft Corp. (Convair) of San Diego, California, built a prototype aircraft, the Convair 110. Only one aircraft of this type was constructed. It was first flown July 8, 1946. This 30-passenger plane was powered by two Pratt & Whitney R-2800-S1C4-G, 2,100 horsepower piston engines. Wing span was 89' and length 71'. Airstairs were fitted in the aft fuselage for passenger loading. The Convair 110 was never built as an airliner and it offered a limited capacity and range.

The production airliner, the Convair 240, had a better range and capacity for forty passengers with four abreast seating and ten rows of seats in a pressurized, air-conditioned cabin. The American Convairs were powered by two Pratt & Whitney R-2800-83AM4A piston engines and had a cruising speed of 240 mph. Initially the engines were fitted with Curtiss propellers but later Hamilton Standard 43E60 propellers took their place. Fuselage length was 74'8" and wing span 91'9". Each aircraft was equipped with its own self-contained airstairs on the right side of the plane, a left rear service door, and right rear cargo door.



LEFT: CONVAIR 240 BOARDING PASSENGERS AT BALTIMORE FRIENDSHIP AIRPORT (Photo: David Floyd). RIGHT: AD FROM LATE 1940'S PROMOTING CONVAIRS AND DC-6'S (Via Paul Kent).

The Convair 240's were featured in the 1951 motion picture, *Three Guys Named Mike*, starring Van Johnson, Howard Keel, Barry Sullivan, and Jane Wyman, first wife of President Ronald Reagan and star of the 1980's TV series *Falcon Crest*. In the movie Jane Wyman played a newly hired American Airlines stewardess pursued for marriage by three different men all of whom were named Mike.

The last of the Convair 240's were ultimately retired from service by American in 1964, having served on the airline's routes for 16 years. The last of the Convair 240's retired in 1964 coincided with the initial deliveries of the Boeing 727-23.

AT RIGHT: JANE WYMAN STARRED AS AN AMERICAN STEWARDESS IN THE 1951 MGM MOTION PICTURE *THREE GUYS NAMED MIKE* (Via Paul Petrich).

FAMILY FARE PLAN, 1948

In Fall 1948 American introduced a family fare plan which included the following: a full fare ticket would be purchased by the head of the family, enabling that person to purchase half fare tickets for the spouse and all children under the age of 22 provided the trip was made in the early part of the week, on Monday, Tuesday, or Wednesday. Also featured during this time were 5% discounts on round trip tickets.

The American Family Fare Plan was a very important factor in levelling out daily fluctuations in the volume of passenger traffic. Until the plan was initiated there was a pronounced decrease in passenger traffic during the early part of the week. Also the family plan had increased revenues substantially for American, adding \$7,000,000 alone in 1949 during the first full year the plan was in effect.



AIR COACH SERVICE

On December 27, 1949, American Airlines inaugurated the first scheduled airline low fare flight between New York and Los Angeles. The flights were temporarily operated with a few remaining DC-4's still on hand which had been configured to accommodate 70 passengers. The service, however, was designed for DC-6's reconfigured from 52 to 70 passenger seating. DC-4's were only a temporary aircraft until DC-6's could be converted to higher density seating.

Fares were established so that a full plane load of 70 persons would generate at least the same or greater revenue as the lower fare than the standard load of 52 passengers would at the higher regular fare. A stop was made en route at Chicago. Typical fares were New York-Los Angeles, \$110; New York-Chicago, \$35; and Chicago-Los Angeles, \$85. Simplified ticketing and reservations systems were utilized and no meal was served in flight.

INTERCHANGE AGREEMENTS WITH OTHER AIRLINES

American, as did various other airlines, entered into interchange agreements with other carriers. Certain markets existed in the years following World War II where there was no direct or through service by a single airline between certain regions or destinations. For example, during the postwar period there was no direct single carrier service between (1) the South, Southeast, Texas, and California; (2) Florida, Louisiana, Texas, and California; and (3) South Texas, West Texas, and California.

American Airlines operated between Texas and California, Delta Air Lines had flights between the South and Southeast as far west as Texas. National Airlines routes extended along the East Coast between New York and Florida and from Florida as far west as Louisiana at New Orleans.

THROUGH PLANE INTERCHANGE SERVICE WITH DELTA AIR LINES BETWEEN THE SOUTH, SOUTHEAST, TEXAS AND CALIFORNIA

On November 1, 1948, American Airlines and Delta Air Lines made an agreement to provide through one-plane interchange service between the South, Southeast, Texas, Arizona, and California. The CAB gave temporary approval to the agreement September 1, 1949. Cities involved on the interchange included (1) the Delta destinations of Miami, Jacksonville, Atlanta, Birmingham, New Orleans, Dallas, and Fort Worth, and (2) the American destinations of Dallas, Fort Worth, El Paso, Tucson, Phoenix, San Diego, Los Angeles, and San Francisco.

Flights were inaugurated over the Delta-American interchange routes September 25, 1949. Daily schedules operated as of November 1, 1949, included (westbound flights illustrated): (1) Flight 911, Atlanta-Birmingham-New Orleans-Dallas-El Paso-Tucson-Phoenix-Oakland-San Francisco; (2) Flight 901, Miami-Jacksonville-Atlanta-Birmingham-Dallas-Los Angeles; and (3) Flight 903, Miami-Jacksonville-Atlanta-New Orleans-Dallas-El Paso-San Diego-Los Angeles. All flights were operated by DC-6's, either American or Delta equipment. Only one plane was used on a given flight. No change of plane occurred, but a crew change was made at either Dallas or Fort Worth, which served as the point of interchange between Delta and American. Delta crews flew the plane east and southeast of Dallas and American crews westward from Dallas to El Paso, Arizona, and California.



DELTA PRESIDENT C. E. WOOLMAN AND C. R. SMITH IN SYMBOLIC HANDSHAKE MARKING INAUGURAL OF AMERICAN/DELTA THROUGH PLANE SERVICE IN 1949 (Delta Archives Photo via Betty Moore and Jackie Pate).

The last operation of the American-Delta interchange was June 10, 1961. The interchange ended with awards in the Southern Transcontinental Service Case. As of April 30, 1961, the last schedule change before termination of the through plane service, the following flights were operated: Flight 921, Atlanta-Fort Worth-Los Angeles (westbound) and Flight 920, Los Angeles-Dallas-Atlanta (eastbound), both Delta DC-8-11/12 equipment. Flights stopped in Fort Worth going west and in Dallas going east back to Atlanta. This was a common practice on this interchange to stop either in Dallas or Fort Worth going in one direction, then in the other city on the return flight going in the opposite direction. American crews flew Delta's DC-8's west of Dallas and Fort Worth to and from Los Angeles.

THRU SERVICE BETWEEN THE WEST AND THE SOUTHEAST



Now, for the first time, you can travel between the West and the principalities of the Southeast and Florida over the routes of American Airlines and Delta Air Lines... without changing planes. Luxurious DC-6 service all the way. See pages 6, 7, 8, and 9 for schedules.

WITHOUT CHANGING PLANES

AT LEFT: ADVERTISEMENT ON INAUGURATION OF FIRST DELTA/AMERICAN INTERCHANGE SERVICE BETWEEN THE SOUTHEAST, TEXAS, AND CALIFORNIA IN 1949 (George Cearley Collection). AT RIGHT: AA DC-6B AT ATLANTA AIRPORT IN 1960 OPERATING ON DELTA/AMERICAN INTERCHANGE FLIGHT (Photo: David Floyd).

NATIONAL AIRLINES-DELTA AIR LINES-AMERICAN AIRLINES INTERCHANGE FLORIDA-LOUISIANA-TEXAS-ARIZONA-CALIFORNIA

The CAB in January 1951 permanently approved the Delta-American interchange service begun in 1949. However, it recommended that the Florida-West Coast portion of the interchange operated by the two airlines be reestablished under a new interchange agreement involving National Airlines, Delta Air Lines, and American Airlines.

Service over the National-Delta-American interchange was inaugurated May 1, 1951. As of that date the following flights were operated (westbound service illustrated): 1) Flt 907, "The Tradewind", Miami-Tampa-New Orleans-Dallas-El Paso-Los Angeles, and 2) Flt 917, "The Tradewind", Miami-Tampa-New Orleans-Dallas-San Francisco. Both flights were operated with DC-6 equipment of either National, Delta, or American. Only one plane was used on a given flight and there was no change of plane en route. Flights between Miami, Tampa, and New Orleans



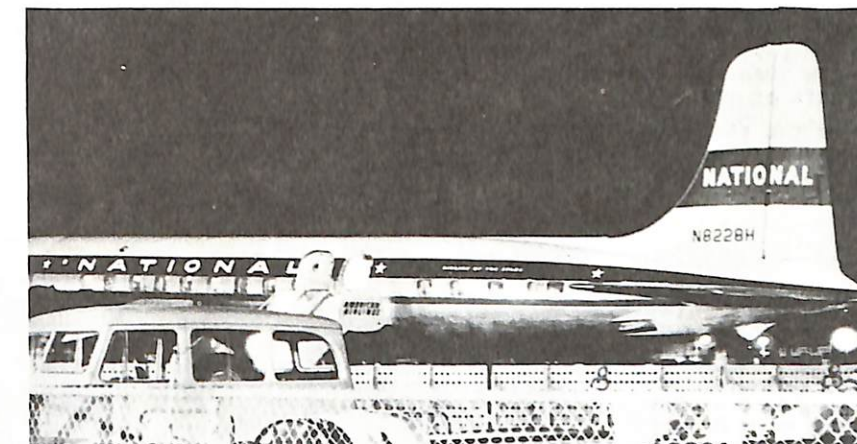
were flown by National crews. New Orleans served as the point of interchange between National and Delta where a Delta crew took over for the flight to Dallas or Fort Worth. At Dallas or Fort Worth an American crew boarded and carried the planes to points west.

Service over the National-Delta-American interchange as of February 1, 1959, included the following flights (westbound service illustrated): 1) Dallas-Los Angeles, DC-7 equipment; 2) Flt 965, "The Tradewind", Miami-Tampa-New Orleans-Fort Worth-El Paso-Los Angeles, DC-6 equipment; 3) Flt 917, "The Tradewind", Miami-Tampa-New Orleans-Fort Worth-El Paso-Oakland-San Francisco, DC-6 equipment; and Flt 967, "Air Coach", Miami-Tampa-New Orleans-Dallas-Los Angeles, DC-6 equipment.

The last schedule change on this interchange occurred April 30, 1961, six weeks prior to the termination of the interchange agreement June 10th that year. Flights as of April 30th included (westbound service illustrated): 1) Flt 907, "The Tradewind", Miami-Orlando-New Orleans-Dallas-Phoenix-Los Angeles, DC-7 equipment; 2) Flt 919, "The Tradewind", Miami-Tampa-New Orleans-Dallas-San Francisco, DC-7 equipment; 3) Flt 965, "The Tradewind", Miami-Tampa-New Orleans-Fort Worth-El Paso-San Diego-Los Angeles; and 4) Flt 931, "Jet Star Service", Miami-New Orleans-Dallas-Los Angeles, American Airlines Boeing 707-123 (or American 720-023, 707-123B, 720-023B). The operation of Flt 931 westbound between New Orleans and Dallas and eastbound between Fort

Worth and New Orleans by Delta crews gave Delta Air Lines the distinction between July 12, 1960, and June 10, 1961, of being the only airline in the world to operate on regularly scheduled flights over its own routes all U.S. built jet aircraft at the time-- its own DC-8's and Convair 880's, and American's Boeing 707's and 720's -- on the National-Delta-American interchange.

The National-Delta-American interchange, as stated earlier, ended June 10, 1961, when new service was awarded in the Southern Transcontinental Service Case. Delta Air Lines, National Airlines, Continental Air Lines, Eastern Air Lines, and American Airlines were all recipients of new routes granted. Each began service over their own new routes June 11, 1961.



AT RIGHT: NATIONAL AIRLINES DOUGLAS DC-6B, N8228H, OPERATING ON THE AMERICAN/DELTA/NATIONAL INTERCHANGE IS SEEN HERE ON A FLIGHT INTO SAN DIEGO'S LINDBERGH FIELD IN 1960 (Photo: Jon Proctor).

THROUGH DC-6 SERVICE BETWEEN THE SOUTH AND THE WEST

By combining equipment and experience, five leading airlines link the south and west with through, no-transfer DC-6 service. Go all the way from Miami, Atlanta, or Houston to San Francisco or Los Angeles -- or to intermediate points along the way -- without changing planes -- Over the combined systems of: American Airlines, Braniff Airways, Continental Air Lines, Delta Air Lines, National Airlines.

AT LEFT: AD FROM SPRING 1951 ON INTERCHANGE FLIGHTS LISTS ALL CARRIERS WITH WHICH AMERICAN THEN HAD THROUGH PLANE AGREEMENTS (George Cearley Collection)

BRANIFF AIRWAYS-CONTINENTAL AIR LINES-AMERICAN AIRLINES INTERCHANGE SOUTH TEXAS-WEST TEXAS-CALIFORNIA

A third interchange agreement involving American Airlines was made with two other trunk carriers, Braniff Airways and Continental Air Lines. Service on this interchange was inaugurated in Spring 1951 using American Airlines DC-6's. Flights were over routes between California, El Paso, San Antonio, and Houston. American crews flew aircraft between California and El Paso, where a Continental crew took over for the flight to San Antonio. At San Antonio Braniff crews boarded for the final flight segment to Houston.

This original interchange agreement was revoked. On July 13, 1951, the CAB awarded Continental an extension from San Antonio to Houston for the purpose of providing through one-plane service between Houston and San Antonio. At this point Braniff dropped out of the interchange. On September 9, 1951, a San Francisco-El Paso-San Antonio-Houston flight was added. Eastbound flights were known as "The Texas Arrow" and westbound, "The San Francisco Arrow". Later DC-6's were introduced and were operated along with the DC-6's. DC-7B's were placed on certain flights in the late 1950's and these were named "The Silver Arrow" and "The Golden Arrow". In the Summer of 1960, 707 jets were placed in service on the interchange between Houston and Los Angeles (usually Continental 707-124's). On April 30, 1961, the 707 was replaced with an American 720-023.

As of April 30, 1961, the following routes and flights were operated (eastbound flights illustrated): (1) Los Angeles-El Paso-Houston, Flight 952, 720 equipment; (2) San Francisco-Phoenix-El Paso-San Antonio-Houston, Flight 954, DC-6B equipment; and (3) Los Angeles-San Diego-El Paso-San Antonio-Houston, Flight 960, DC-7B equipment. The last operation of this interchange, like the others, was June 10, 1961.

On June 11, 1961, American Airlines, Continental Air Lines, Delta Air Lines, and National Airlines all inaugurated new flights granted each carrier by the CAB in its decision in the Southern Transcontinental Service Case. No interchange occurred in any of these markets after this date.



ABOVE: FLIGHT ATTENDANTS OF AMERICAN (TOP), CONTINENTAL, AND BRANIFF AT PRE INAUGURAL CEREMONIES, EL PASO, 1951 (UTD - Braniff Historical Files).

AMERICAN AIRLINES INAUGURATES SERVICE WITH THE DOUGLAS DC-6B

American Airlines and United Air Lines benefitted from a stretched version of the Douglas DC-6, the DC-6B. The DC-6B was six feet longer than the DC-6 and a foot longer than a cargo counterpart, the DC-6A. It also had somewhat more powerful engines than the standard DC-6. American Airlines purchased approximately 25 Douglas DC-6B's, a plane which could accommodate up to 107 passengers and proved to be the most economical of the DC-4, DC-6, DC-7 series. United Air Lines introduced the DC-6B on its transcontinental routes April 11, 1951, and American followed only eighteen days later on April 29.

TWA countered its competitors' DC-6B service by introducing the Lockheed L-1049A "Super Constellation" on September 10, 1952. By this time TWA was Trans World Airlines. Its name had been changed from Transcontinental & Western Air in 1950. The "Constellation", like its Douglas counterparts, had also been stretched. An 18-foot extension of the fuselage was achieved by adding sections both fore and aft of the wing.

At the close of 1952 the American fleet consisted of 78 Convair 240's; 66 Douglas DC-6's, DC-6A's and DC-6B's; and 14 Douglas DC-4's (13 of which were in air freighter configuration).

DOUGLAS DC-7 "MERCURY"

The Douglas DC-7 was built as a result of a proposal by American Airlines to Douglas Aircraft Co. to develop a stretched and more powerful version of the Douglas DC-6B. American wanted a plane to compete with the new "Super Constellations" and one that could fly nonstop coast to coast, in both a westerly and easterly direction. In December 1951 American ordered the DC-7, each plane costing 1.6 million dollars. An initial order was placed for 25 aircraft of this type.

The DC-7 was the first of the four-engine Douglas airliners to utilize the turbo compound engine, being powered by four Wright R-3350-988-TC18-DA4 turbo compound engines. This newly developed engine captured exhaust gases to provide extra power to turn the propeller drive shaft. Three small turbines were used to put power directly into the engine crankshaft. These turbines, known as power recovery turbines (or PRT's), added 20% more power through the crankshaft, and reduced exhaust noise levels. Each engine carried a price tag of \$72,000. Attached to each engine were four-bladed variable pitch propellers with a cost of \$10,000 each. The four-bladed propeller was unique to the DC-7, the DC-4 and DC-6 series having three-bladed propellers. Also the cowl flaps at the aft end of the cowlings and forward of the nacelles were streamlined over those on the DC-6. New titanium alloys were used around nacelles.

Maximum speed of the DC-7 was 410 mph with a cruising speed of 365 mph at 23,000 ft. Fuselage length was 108 ft. 11 in. and span 117 ft. 6 in. Total fuel capacity was 4,512 gallons of super high octane gasoline, and the DC-7 had a range of 3,000 miles nonstop.



ABOVE: DC-6B, N90762, FLAGSHIP PENNSYLVANIA, LEMMON AVENUE TERMINAL, LOVE FIELD (Texas/Dallas Historical Collection, Dallas Public Library). BELOW: DC-6B, N90753, FLAGSHIP WASHINGTON, SAN DIEGO, 1963 (Photo: Jon Proctor).



Late in 1953, American took delivery of its first DC-7. On November 29 that year the airline inaugurated the first nonstop transcontinental service in both directions with flights between New York and Los Angeles (TWA had inaugurated nonstop eastbound transcontinental service with Super Constellations, October 19, 1953). American was the first airline in the world to offer DC-7 service. Its transcontinental flights were completed in eight hours, twelve hours less time than required in 1945.

DC-7's were initially in an all first class "Mercury" configuration with seating for 65 passengers, which included space in a "Sky Lounge" located in the aft passenger cabin.

By the end of 1954, American was offering three nonstop flights between New York and Los Angeles, in both directions, with additional DC-7 service to Tulsa, Dallas, Fort Worth, Chicago, Detroit, and San Francisco. Service to Boston followed in Spring 1955 with the DC-7. United had introduced DC-7's in 1954.



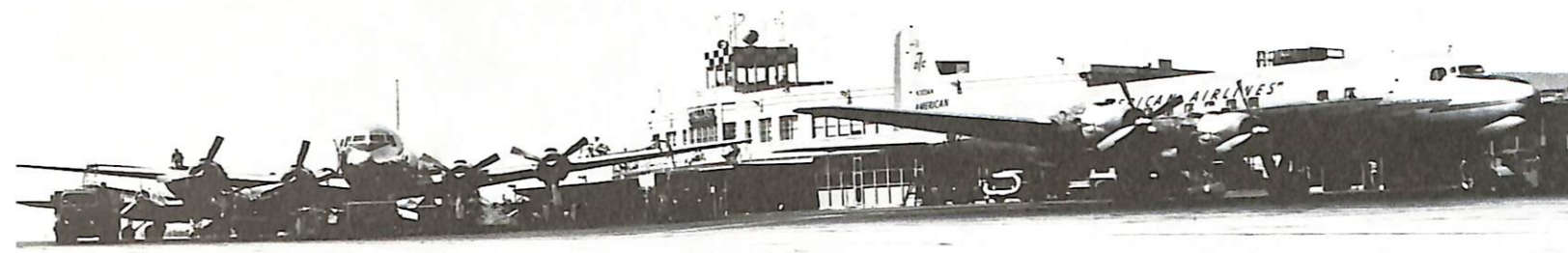
AT RIGHT: DOUGLAS DC-7, N303AA FLAGSHIP MISSOURI. AMERICAN WAS THE FIRST CARRIER TO OPERATE THE DC-7. (Photo via Bob Takis)

american airlines

THE NONSTOP
Mercury



82 NEW YORK — LOS ANGELES UNDER 8 HOURS



AMERICAN DOUGLAS DC-6, AND DOUGLAS DC-7, N323AA, FLAGSHIP WISCONSIN, AT LOVE FIELD, DALLAS -LEMMON AVE. TERMINAL, ABOUT 1955. (Texas/Dallas Historical Archives, Dallas Public Library)



DC-7, N333AA, FLAGSHIP OREGON, AT SAN DIEGO'S LINDBERGH FIELD, EARLY 1960'S. NOTE RADOME AND PROPS WITH SPINNERS NOT PRESENT ON DC-7 IN PHOTO AT TOP OF PAGE. THIS WAS A LATER MODIFICATION MADE TO DC-7'S IN AA'S FLEET. (Photo: Jon Proctor)

In 1955 TWA placed the L-1049G "Super 'G' Constellation" in service. This was a further improved version of the "Super Constellation" series. It had more powerful turbo compound engines than the L-1049C as well as greater range and fuel capacity.

American countered this by introducing the improved version of the DC-7, the DC-7B, ordering 25 of this type (in addition to 37 of the standard DC-7 series already in service). The DC-7B had increased fuel capacity and greater takeoff weight, but the same maximum passenger capacity as the DC-7.

American's DC-7's and DC-7B's were configured in three different cabin layouts: (1) all first class "Mercury" seating, (2) a mixed first class "Mercury" and tourist class "Royal Coachman" seating arrangement, and (3) an all tourist (or coach) class "Royal Coachman" configuration.

DOMESTIC ROUTE AWARDS - MID-1950'S

American was given non-stop authority between San Francisco and Chicago on November 14, 1955, when the CAB announced its decision on awards in the Denver Service Route Case. American could now use Chicago as a stop between New York and San Francisco. Prior to this, New York-San Francisco flights stopped at Dallas en route. Initial service on the Chicago-San Francisco route was provided with DC-7 equipment.

In the Southwest-Northeast Service Case, American was awarded a route between Houston and New York via Nashville and Pittsburgh. The decision in the case was announced in Fall, 1955, with Delta and Braniff being major recipients of new routes. As a result of awards to Braniff, American lost its monopoly in the Dallas-New York market. DC-6's were initially used by American between Houston and New York.

STEWARDESS COLLEGE, 1957, FORT WORTH

In 1957 American opened its Stewardess College on a 21-acre plot of land across the highway from Fort Worth's Amon Carter Field (later renamed Greater Southwest International Airport). This was the first "campus-like" special installation developed by any airline for flight attendant training courses. Five hundred women were trained each year in the late 1950's. Subjects initially taught included theory of flight, aircraft familiarization, including introduction to aircraft systems, methods of operating and handling passenger service equipment in the cabin, psychology of service, safety of passengers, emergency procedures, proper handling and care of equipment, personal grooming, and esprit de corps.

The first nonstop DC-7 aircoach service coast-to-coast!



New York—Los Angeles '99 plus tax
Washington—Los Angeles '98 plus tax

American's new "Royal Coachman" is not only the finest transcontinental aircoach in service, but the most luxurious aircoach service in history. You can relax your seat when you buy your ticket. There is a quiet passenger lounge and the meals are served, available at economical prices.

"The Royal Coachman" is an all-coach service, operating every day in the week. For information on this new luxury aircoach, see your travel agent or call your nearest American Airlines ticket office.

AMERICAN AIRLINES



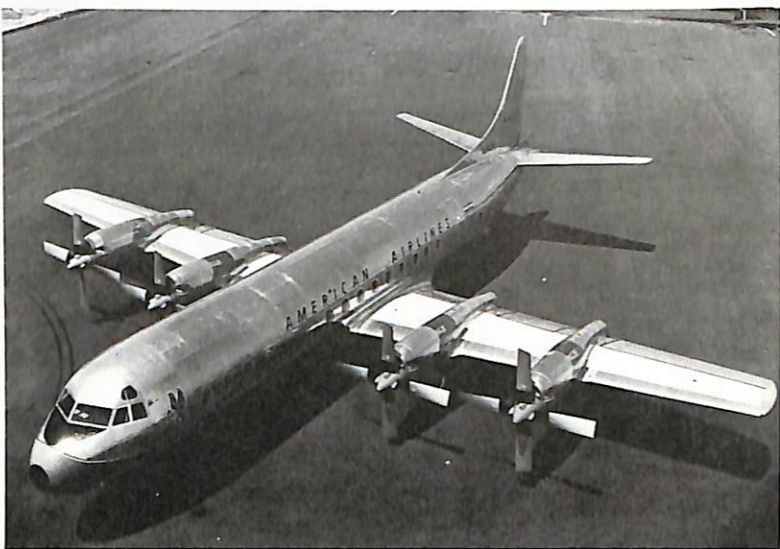
AT LEFT: FUTURE STEWARDESSES BEING TRAINED IN THE USE OF GALLEY FACILITIES. ON RIGHT: STEWARDESS GRADUATION CEREMONIES AT THE END OF THE THEN SIX WEEKS TRAINING COURSE. (Via Paul Kent)

AMERICAN AIRLINES ENTERS THE JET AGE!

Between 1959 and early 1962 American placed several types of jet-powered aircraft in service. These included the Lockheed prop-jet "Electra", Boeing 707 and 720 turbojets, 707 and 720 fanjets, and the Convair 990.

LOCKHEED L-188A "ELECTRA", "ELECTRA FLAGSHIP"

The "Electra", manufactured by Lockheed Aircraft Co., Burbank, California, represented the first entry of a U.S. firm into the design and development of a large prop-jet airliner. The American carrier, Capital Airlines, had introduced the British Viscount 700 prop-jet airliner and had been successful with this type. Other airlines in the U. S. were quite well aware of this and looked for a newer and larger plane to succeed the Viscount. In January of 1955 American issued a list of comprehensive needs for a prop-jet airliner to operate on short-haul intercity routes with high traffic density. The proposal by American went out to the U. S. aviation industry in general, but Lockheed responded with a design proposal, the L-188 "Electra". This design of the "Electra" represented a further development of an earlier design, the CL-310. American ordered 35 of the L-188A "Electras" on June 10, 1955, and became the first airline to order the "Electra". The second customer for the "Electra" was Eastern Air Lines, which became the first airline to place the prop-jet into regularly scheduled service even though American had been first also to take delivery of the new prop-jet.



LOCKHEED L-188A, N6101A, FLAGSHIP NEW YORK, POWERED BY FOUR ALLISON 501-D13 PROP JET ENGINES (Via Bob Takis).

Fly the Electra
**America's Fastest
most comfortable
Jet-Prop Airliner**



AMERICAN'S
JET POWERED ELECTRA FLAGSHIPS
Now serving all these cities
BOSTON • NEW YORK • DETROIT
CHICAGO • WASHINGTON • DALLAS
FT. WORTH
...and coming soon to
ST. LOUIS, PHILADELPHIA, BUFFALO, TORONTO

American introduced its "Electras" on the New York-Chicago route January 23, 1959. This same market had been a very successful one for Capital with its Viscounts. However, the "Electra", with its larger seating capacity and higher speeds, regained a competitive edge for AA. Other markets receiving early Electra service included: (1) New York-Detroit; (2) New York-Dallas-Fort Worth; (3) Boston-Chicago-Dallas-Fort Worth; (4) Washington-Chicago; (5) New York-Philadelphia-Washington-Dallas; (6) New York-St. Louis-Tulsa; (7) Detroit-Chicago-Dallas-El Paso; and (8) Boston-New York-St. Louis.

The Electra was 104' long, had a wingspan of 99', and was 32'9" high, and was powered by four Allison 501-D13 prop-jet engines. It had initially a cruising speed of 400 mph with a range of 2,500 miles non-stop. Each Electra carried 75 passengers.

Two accidents involving the aircraft of other carriers, one in September, 1959, and the other in March, 1960, resulted in extensive investigation and a modification program to strengthen engine nacelles and wings. During the time of the modifications, all Electra operators were required to operate their aircraft at reduced speeds, first at 316 mph, then later 295 mph. The speed restrictions were removed by the FAA at the end of 1960. The modified aircraft went back into service in early 1961, and AA's became known as "Electra II Flagships".

RIGHT: AD FROM EARLY 1959 ON THE "ELECTRA" (George Cearley Collection)



AT LEFT: LOCKHEED L-188A "ELECTRA II", N6110A, FLAGSHIP ST. LOUIS, AT NEW YORK INTERNATIONAL AIRPORT, IDLEWILD, N. Y. (Via Jon Proctor)



ABOVE: ELECTRA AFT FIRST CLASS CABIN AND LOUNGE. RIGHT: AFT FIRST CLASS LOUNGE. MIDDLE LEFT: L-188A "ELECTRA" AT AA HANGARS, LA GUARDIA. MIDDLE RIGHT: "ELECTRA" DEPLANING PASSENGERS. (All Via Paul Kent)



BOEING 707-123, "707 JET FLAGSHIP"

The first pure jet aircraft operated by American Airlines was the Boeing 707-123, a domestic version of the 707 jetliner. The aircraft was known in advertising campaigns and christened "707 Jet Flagship". Initial 707 service was begun January 25, 1959, with Jet Flagship Flight 2 non-stop between Los Angeles and New York International Airport at Idlewild. With this flight American became the very first airline to offer non-stop coast to coast transcontinental jet service.

The Boeing 707 development program was a privately financed non-governmental venture and represented the first entry of the United States into the commercial jet aircraft market. The design ultimately chosen was derived from the military B-47. The 707 prototype, the 367-80 (or "Dash



Eighty") was first flown July 15, 1954, and was intended solely as a demonstrator and test plane. Its fuselage length of 119'6" and width of 132" were both increased in the 707's built for the airlines. The first carrier to order the 707 was Pan American, which ordered 20 on October 13, 1955. American Airlines followed shortly thereafter with an initial order for 25 707's and became the first domestic carrier to order the 707. However, American was actually the second U.S. carrier to offer scheduled 707 service within the continental U.S.A. National Airlines had been the first, offering non-stop service between New York (Idlewild) and Miami beginning December 10, 1958. National's president, George Theodore "Ted" Baker, leased two 707-121's from Juan Trippe, president

of Pan American World Airways, and had thus been able to give his airline the distinction of offering the first jet service within the U.S.A. However, American became the first airline to operate its own, rather than leased jets within the U.S.A.

American's 707-123's had a fuselage length of 144'6" and width of 141", the latter making possible six-abreast seating in coach with three seats on either side of the aisle. First class accommodation featured two large seats on either side of the aisle. A console with table was located between each of the two seats. AA's 707's when delivered carried 112 passengers, 56 first class and 56 coach. In the forward portion of the first class cabin was also featured a roomy first class lounge.

Each of these 25 early 707's was powered by four wing-mounted Pratt & Whitney JT3C-6 turbojet engines which utilized a process known as water injection on take-off. One feature of early JT3C-6 engines was that it took them longer to build up to take-off speeds. To compensate for this, water injection was added. Water was introduced into the torrent of air entering the engine intake to increase air density and lower temperature. More fuel could thus be burned on the take-off roll, and take-off thrust was increased. Each plane carried close to 700 gallons of water for the injection process. A large column of dark black smoke was put out by the engines on take-off and was to a large extent associated with the H₂O injection procedure. As soon after take-off as the injection process ceased, most of the smoke subsided.



LEFT: FACTORY ROLLOUT OF FIRST AA "707 JET FLAGSHIP", N7501A, AT BOEING RENTON. RIGHT: AA 707'S ON DELIVERY LINE AT RENTON. (Boeing Photos via Jon Proctor and Steve Caisse)

Atop the vertical stabilizer of these 707's was an HF (high frequency) "probe" antenna protruding forward from the leading edge of the tail. This antenna was a distinctive and recognizable feature for many 707's of this time. The antenna was designed for long range or long distance navigation and was originally developed in conjunction with the CRAF (Civilian Reserve Air Fleet) program for the conversion of civilian jet transports to military troop carriers in cases of national emergency. Aircraft were equipped with the antennae, and an electronic control package could easily be installed in the tail behind the antenna.

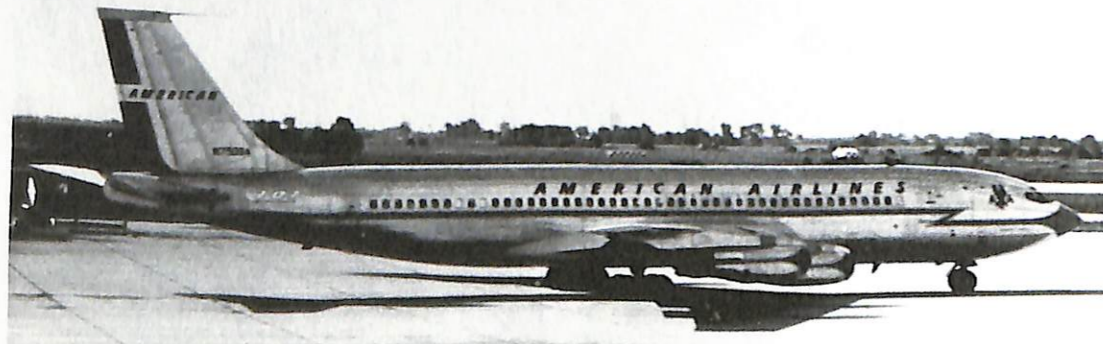
The 707-123 had a wing span of 150'10", height then of 38'5", wing sweep of 35°, maximum take-off weight of 256,000 lbs. and maximum payload of approximately 40,000 lbs. It carried 12,000-13,000 lbs. of fuel and had a cruising speed of 585 mph.



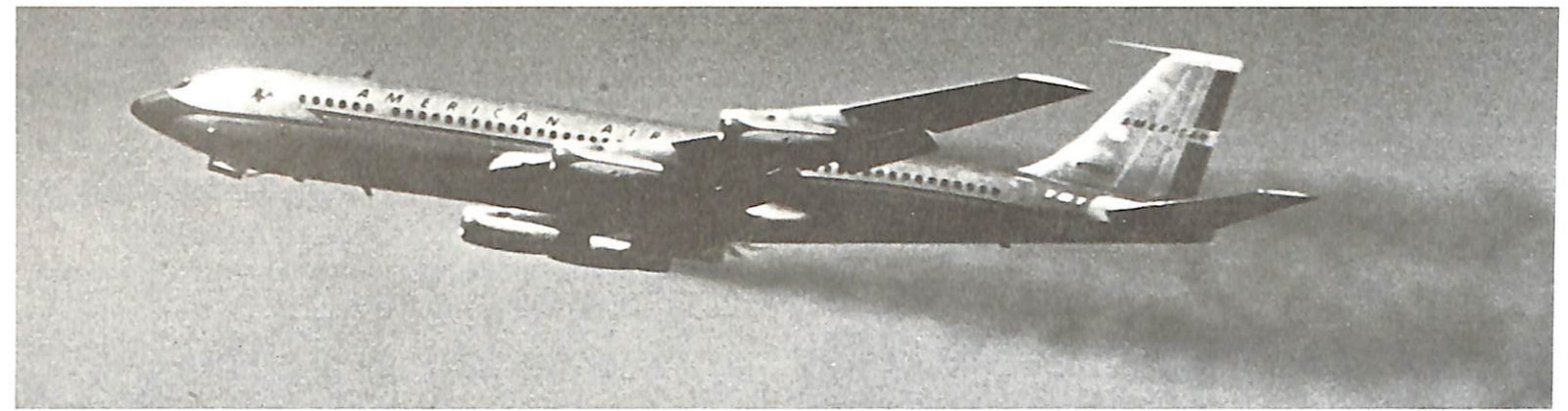
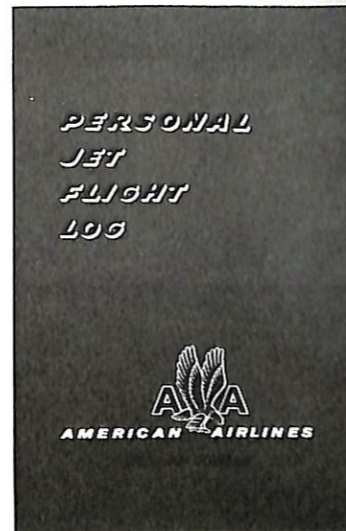
Some route segments initially served by the AA 707 and the dates of inaugural service included: (1) New York-Los Angeles January 25, 1959; (2) New York-Chicago-San Francisco March 22, 1959; (3) Chicago-Los Angeles April 26, 1959; (4) Boston-Los Angeles June 1, 1959; (5) Baltimore (Friendship)-Los Angeles June 7, 1959; (6) Dallas-New York July 12, 1959; (7) Dallas-Los Angeles August 14, 1959; (8) Dallas-Chicago August 21, 1959; (9) San Francisco-Chicago-Boston August 21, 1959; (10) San Francisco-New York November 1, 1959; (11) Los Angeles-Fort Worth December 20, 1959; and (12) Philadelphia-Los Angeles June 8, 1960.

The author's own interest in commercial aviation began in the summer of 1959 when as an eleven year old went with his family to Dallas Love Field to see the first jet flight depart from Dallas. This was American's Flight 84 707 Jet Flagship service to New York International at Idlewild on Sunday afternoon, July 12, 1959.

American's transcontinental competitors, United and TWA, started their own jet service later in 1959. TWA inaugurated flights with the 707-131 on March 20 and United with the DC-8-11 on September 18, 1959.



BOEING 707-123, N7508A, FLAGSHIP VIRGINIA, AT OLD TERMINAL, O'HARE FIELD, CHICAGO, JUNE 1959 (Photo: Wilfred Wann).



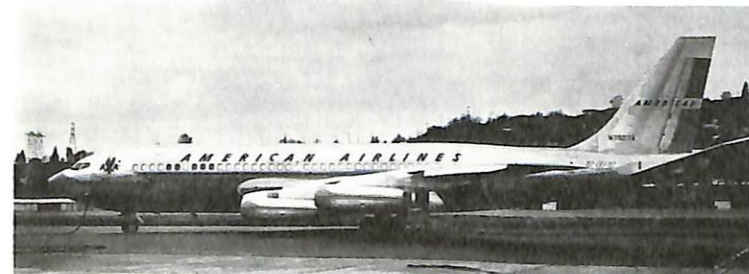
TAKEOFF VIEW OF 707 JET FLAGSHIP SHOWING HEAVY SMOKE PRODUCED IN ASSOCIATION WITH WATER INJECTION PROCESS. SMOKE SUBSIDED MARKEDLY ONCE THE INJECTION PROCESS CEASED (ATP Photo by Dick Hurley).

BOEING 720-023, "707 (MODEL 720) JET FLAGSHIP"

American introduced the four-engine medium range Boeing 720 on July 31, 1960. Initial service was over a route from Cleveland to St. Louis and Los Angeles.

The Boeing 720 was christened "707 (Model 720) Jet Flagship" in AA's advertising campaigns. It was eight feet shorter than its sister ship, the 707-123, and had a lighter gross weight and reduced fuel capacity. Although externally similar to the Boeing 707, the 720 was a quite different airplane. It was constructed of lighter alloys and several internal systems different from the 707. The aircraft were initially powered by four light weight Pratt & Whitney JT3C-7 engines not requiring water injection. Unlike the 707 Jet Flagship, the 720 had a 40" higher vertical stabilizer and a small (vestigial-type) ventral fin beneath the horizontal stabilizers on the aft fuselage. The heightened vertical stabilizer and ventral fin were developed to permit improved lateral control of the aircraft during periods of asymmetric thrust. The ventral fin was also designed to prevent a too high rotation angle on take-off. The 720's were not part of the CRAF program and had no HF antenna atop the vertical stabilizer. The 720's also carried no fresh air intakes on the outboard pylons as did the 707's. A design refinement, a "glove" on the wing leading edge between the inboard engines and fuselage, decreased the wing thickness/chord ratio and permitted an increase in speed of Mach 0.02.

Ten nonfan turbojet-powered 720-023's were delivered to AA in the summer and fall of 1960.



ABOVE CENTER LEFT AND LEFT: AA 720-023'S ON THE RAMP AT BOEING RENTON (Via Steve Caisse and Jon Proctor). AT RIGHT: TICKET JACKET FROM 1960 (George Cearley Collection)



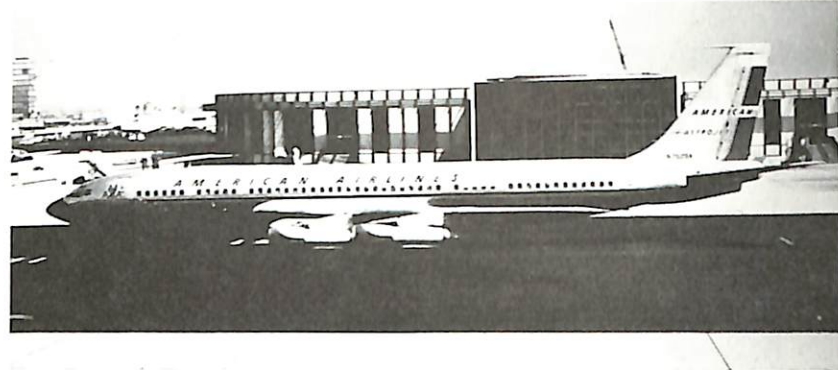
NOTE: ALL AMERICAN 720'S CARRIED 707 TITLES.

AMERICAN INTRODUCES "JET AGE STAGE II"

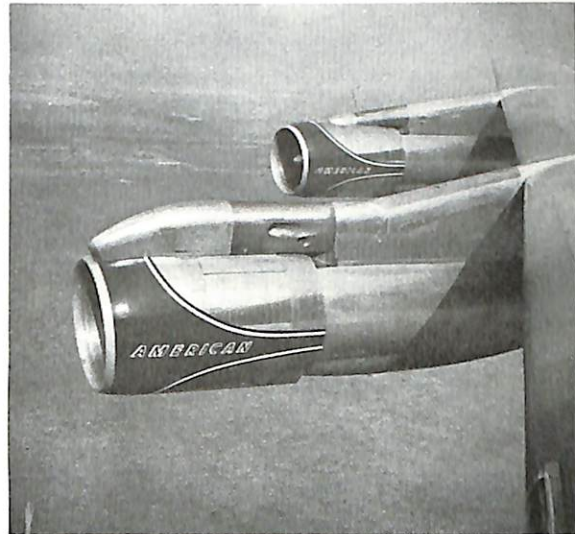
Fanjet-Powered 707's And 720's - "707 Astrojets"

On March 12, 1961, American introduced the turbofan 707 between New York and Los Angeles and New York-Chicago-Mexico City and became the first airline to introduce fanjet-powered aircraft in the United States. American thus led in the introduction of this further development of the earlier JT3 turbojet engine. These new fan engines provided additional power and performance. Their specific fuel consumption and noise level was less than their turbojet counterpart. Shorter runway lengths for take-offs and landings were required and aircraft range was increased. Also the amount of exhaust smoke on take-off was greatly reduced.

The early 707-120's (not powered by fanjets) required a longer runway for take-off, greater fuel consumption, had a greater noise level, and produced a great deal of black exhaust smoke on take-off. The non-fan 707-120's had been nicknamed "lead sled", "skilled thrill", and "water wagon". The JT4 turbojet engines on the 707-227, 707-320, DC-8-20, and DC-8-30 did not use water injection. The advent of the fanjet and its introduction by American Airlines were a successful answer and solution to the criticism of the early JT3's. American had again led in aircraft design innovation.



LEFT: N7509A (MODIFIED TO 707-123B STANDARDS) AT IDLEWILD TERMINAL. RIGHT: N7525A (MODIFIED TO 707-123B SPECIFICATIONS) AT LOS ANGELES. (AT LEFT) NOTE ABSENCE OF TURBO-COMPRESSOR INLET ON RIGHT OUTBOARD ENGINE. (Photos via Paul Kent and Jon Proctor)



AT LEFT: 707 ASTROJET WELCOME ABOARD BROCHURE (George Cearley Collection). CENTER: FIRST CLASS BEVERAGE AND DINNER SERVICE ON THE 707 ASTROJET. RIGHT: RIGHT WING OF 707 ASTROJET (ALSO LIKE 720 ASTROJET). NOTE "GLOVE" ON INBOARD WING LEADING EDGE, TURBOCOMPRESSOR ON INBOARD BUT NOT OUTBOARD ENGINE. (Via Paul Kent)



AT LEFT: RESTORED FORD TRIMOTOR AND 707-123B "ASTROJET", N7519A, AT TULSA BASE. (Via Paul Kent)

Between early 1961 and January, 1962, all of American's 707-123's were refitted with Pratt & Whitney JT3D-1 turbofan engines, as were ten 720-023's. The fanjets were designated 707-123B's and 720-023B's (B suffix for fanjet). An additional 707-123B was delivered in 1961 as were 15 720-023B's. All aircraft were known as "707 Astrojets" or "707 (Model 720) Astrojets" after being converted to fanjets. The modification of 707-123B's included the 40" extension in vertical stabilizer height, the installation of a

vestigial-type ventral fin, the addition of the wing glove as on the 720-023, and extra leading edge flaps on wings. There were no fresh air intakes on the outboard pylons on either the 707-123B or 720-023B. The HF antenna was retained on all 707's and was not fitted on any 720's at this time. The last non-fan turbojet aircraft was upgraded to "Astrojet" standards in January, 1962. Thus, American was all fanjet powered at this time and was the only airline in the U.S. that could claim that distinction at the time.

CONVAIR 990 MODEL 30-5, "990 ASTROJET"

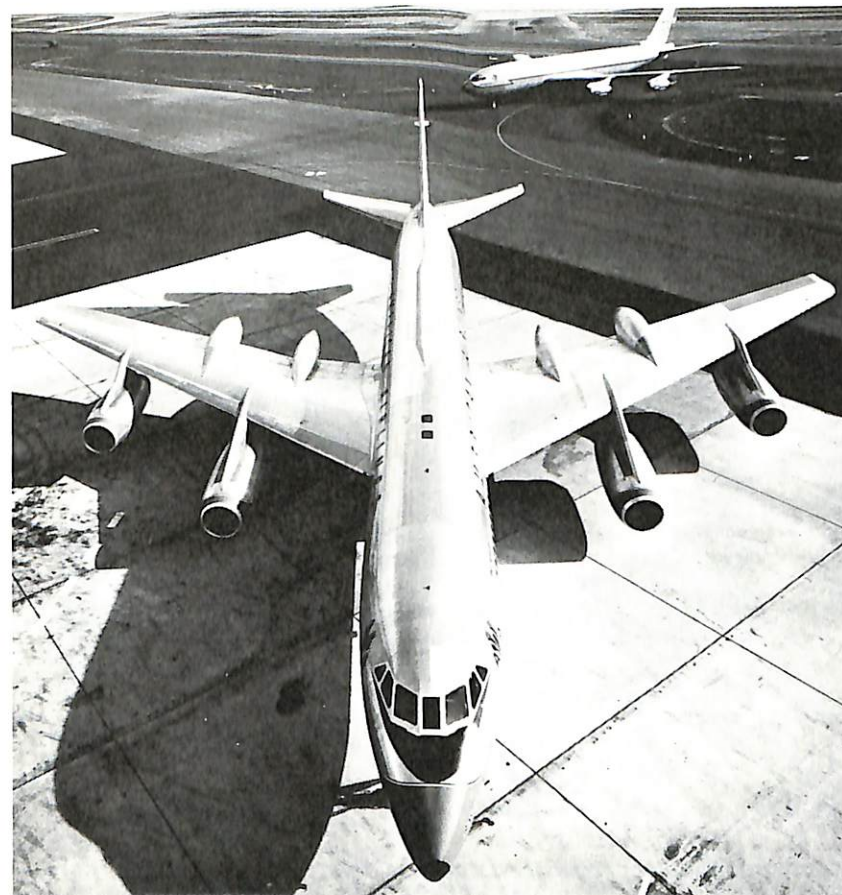
American had closely followed the projected designs and performance claims of the Convairet jet in its early days on the drawing board and planned to operate the new jet on coast to coast high speed all first class flights. The projected high speeds of this plane were to exceed those of the 707's and 720's, and American ordered 25 aircraft in the summer of 1958.

The design was identified as Model 30 and the specific type ordered by American was the 30-5. The type was originally in advertising campaigns referred to as the Convairet 600, but since it was actually a newer design than its forerunner, the 880, the name was later changed to Convairet 990.

Fuselage length was 139'5", 10 feet longer than the 880, but cabin width of 129" was like that of the 880 and permitted only five abreast seating and did not permit as high a seating capacity as the 707. Total passenger capacity was 103: 4 in first class lounge, 42 in first class, and 57 in coach. The aircraft was powered by four wing-mounted General Electric CJ-805-23 aft-fan engines. Thus the fan was mounted behind rather than in front of the turbines as on the 707 fan engines. Engine thrust was 15,850 lbs. Thrust was greater than on the CJ-805 turbojet engines of the 880 and fuel consumption was less. To take advantage of this added power, a thinner wing section was developed by increasing wing chord without altering wing thickness. To further develop higher cruising speed capabilities, four Whitcomb anti-shock bodies (ASB's) were added to the trailing edge of the wing. The ASB's were also known as "speed capsules" and they served as a place for carrying added jet fuel. Full-span leading edge flaps were added to improve performance.

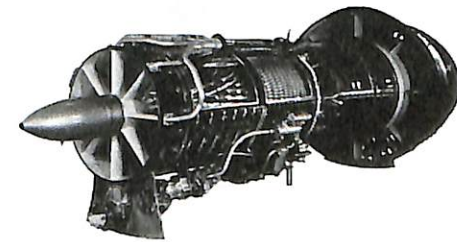
No prototype aircraft was developed, and the first plane produced, N5601, was an aircraft ordered originally by American. It was first flown January 24, 1961. An aerodynamic problem was discovered which necessitated a redesign of the outboard pylons, shortening the pylon and moving the engine in an aft direction closer to the wing. The 990 so modified reached a cruising speed of 675 mph at 22,500 feet in May, 1961. However, airframe drag was more than anticipated. The guaranteed air speed could not be attained at max cruise thrust of the engines. Deliveries were further delayed with additional modifications, and type certification was given December 1, 1961, by the FAA. The first 990 was delivered to American January 7, 1962. American cancelled orders for five aircraft, bringing the number actually delivered back to a total of 20.

American introduced the "990 Astro Jet" on the New York-Chicago route March 18, 1962. Routes operated by the 990 as of September 4, 1962, included (1) New York-Chicago; (2) Dallas-New York; (3) Dallas-Chicago; (4) Dallas-El Paso; (5) Chicago-Phoenix; (6) New York-Cincinnati; (7) New York-St. Louis; and (8) New York-Detroit. The last 990's were retired from service in 1968.



Every Astrojet Captain has a past.

Captain Jim Boyd started when the flying business was young and wild. He was flying a Pittsman in his 20's (when pilots sent bricks to each other to get extra pay for carrying mail). And he can tell you about the Stearman that was so loud he used to wake up farmers with it when their barns were on fire. And the Condor that was so slow you could make a mistake and it would wait for you to correct it. He taught the Army to fly the DC 3 (alias the C-47), and he went on to fly DC 6's and 7's and Electras, too. It took Jim Boyd 7 million miles to get to the Astrojet (Which is as far as you can go.) And every other Astrojet Captain we have came up pretty much the same way. So if experience is what you're looking for, we guarantee it with every American Airlines flight.



AT LEFT: THE FOURTH PHASE OF THE JET EXPANSION PROGRAM. FOLLOWING THE 707, 720, and 707 and 720B ASTROJETS WAS THE INTRODUCTION OF THE CONVAIRET 990 POWERED BY GE AFT-FAN ENGINES. IN PHOTO AT LEFT NOTE THE FOUR DISTINCTIVE ANTI-SHOCK BODIES ON THE WING TRAILING EDGE (Via Paul Kent). MIDDLE RIGHT: AD SHOWING EVOLUTION OF AIRCRAFT FROM MAILPLANE TO "990 ASTROJET". LOWER RIGHT: 990'S POWER PLANT - ONE OF FOUR GE CJ-805-23 BAFT FAN ENGINES (Via Paul Kent).

AROUND THE WORLD

of Airline Schedules

AMERICAN AIRLINES SYSTEM

Transatlantic Service

★ SCHEDULES
★ RATES
★ INFORMATION

AOA TIMETABLE FROM FEBRUARY 1946. (George Cearley Collection)

EFFECTIVE JANUARY 7, 1950

AMERICAN AIRLINES

AMERICAN AIRLINES, INC. AMERICAN OVERSEAS AIRLINES, INC. AMERICAN AIRLINES DE MEXICO, S. A.

COMPLETE SYSTEM TIMETABLE

All time low!
FIFTEEN DAY ROUND TRIP FARES TO EUROPE

Never Before Have Overseas Fares Been So Economical.

SEE PAGE 8

ROUTE OF THE *Flagships*

AMERICAN TIMETABLE FROM JANUARY 7, 1950, SHOWING TRANSATLANTIC SCHEDULES OF AOA LESS THAN A YEAR BEFORE AOA'S MERGER WITH PAN AMERICAN. (George Cearley Collection)

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George Walker Cearley, Jr.

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TRANSATLANTIC SERVICE

NEW YORK — BOSTON — GANDER — RINEANNA — LONDON

EAST BOUND — Read Down				Read Up — WEST BOUND			
15 Tuesday		11 Thursday & Saturday		16 Wednesday		12 Friday & Sunday	
LT	GCT	LT	GCT	GCT	LT	GCT	LT
3:00pm	20:20	4:50pm	22:20	20:10	1:10pm	19:15	2:15pm
4:15pm	21:15	-	-	18:50	1:50pm	-	-
4:50pm	22:20	-	-	18:05	1:05pm	-	-
12:05pm	03:30	1:05pm	03:30	12:50	10:20am	12:50	10:20am
12:45pm	03:15	1:45pm	04:15	12:05	9:25am	12:05	9:25am
11:55am	11:55	12:55pm	12:55	08:15	12:15pm	00:15	12:15pm
12:40pm	12:40	1:40pm	13:40	23:30	11:30pm	23:30	11:30pm
2:00pm	14:50	3:00pm	15:50	21:20	9:00pm	21:20	9:00pm

TABLE 20
American Export Airlines, Inc.

Le New York, N. Y. (La Guardia Airport) (EST) Aa
La Boston, Mass. (Boston Airport) Aa
La Boston, Mass. (New Bedford Airport) (EST) Aa
La Gander, Nfld. (Newfoundland Airport) Aa
La Gander, Nfld. (Newfoundland Airport) Aa
La Rineanna, Eire (Shannon Airport) Aa
La Rineanna, Eire (Shannon Airport) Aa
La London, England (Airport) Lr

SCHEDULES OF AMERICAN EXPORT AIRLINES EFFECTIVE NOVEMBER 1, 1945, ONLY TEN DAYS BEFORE AEA BECAME AOA. (George Cearley Collection)

OVERSEAS SERVICE

Philadelphia - New York - Boston - Gander - Reykjavik - Shannon - Glasgow - London - Oslo - Copenhagen - Stockholm - Helsinki - Amsterdam - Frankfurt-am-Main - Berlin

U. S. A. - England

City	176 Sun	176 Mon	172 Tue	178 Wed	180 Thu	170 Sat
PHILADELPHIA (EST) Lr	11:05	11:05	11:05	11:05	11:05	11:05
NEW YORK International Airport Lr	3:00	3:00	3:00	3:00	3:00	3:00
BOSTON (EST) Lr	6:30	6:30	6:30	6:30	6:30	6:30
GANDER (LT) Lr	9:15	9:15	9:15	9:15	9:15	9:15
SHANNON (LT) Lr	10:40	10:40	10:40	10:40	10:40	10:40
LONDON (LT) Lr	11:05	11:05	11:05	11:05	11:05	11:05

England - U. S. A.

City	177 Sun	173 Mon	175 Tue	173 Wed	171 Thu	175 Sat
LONDON (LT) Lr	11:05	11:05	11:05	11:05	11:05	11:05
SHANNON (LT) Lr	10:40	10:40	10:40	10:40	10:40	10:40
GANDER (LT) Lr	9:15	9:15	9:15	9:15	9:15	9:15
BOSTON (EST) Lr	6:30	6:30	6:30	6:30	6:30	6:30
NEW YORK International Airport Lr	3:00	3:00	3:00	3:00	3:00	3:00
PHILADELPHIA (EST) Lr	11:05	11:05	11:05	11:05	11:05	11:05

U. S. A. - Ireland

City	176 Sun	176 Mon	172 Tue	178 Wed	180 Thu	170 Sat
PHILADELPHIA (EST) Lr	11:05	11:05	11:05	11:05	11:05	11:05
NEW YORK International Airport Lr	3:00	3:00	3:00	3:00	3:00	3:00
BOSTON (EST) Lr	6:30	6:30	6:30	6:30	6:30	6:30
GANDER (LT) Lr	9:15	9:15	9:15	9:15	9:15	9:15
SHANNON (LT) Lr	10:40	10:40	10:40	10:40	10:40	10:40

Ireland - U. S. A.

City	177 Sun	173 Mon	175 Tue	173 Wed	171 Thu	175 Sat
SHANNON (LT) Lr	10:40	10:40	10:40	10:40	10:40	10:40
GANDER (LT) Lr	9:15	9:15	9:15	9:15	9:15	9:15
BOSTON (EST) Lr	6:30	6:30	6:30	6:30	6:30	6:30
NEW YORK International Airport Lr	3:00	3:00	3:00	3:00	3:00	3:00
PHILADELPHIA (EST) Lr	11:05	11:05	11:05	11:05	11:05	11:05

U. S. A. - Scotland - Holland - Germany

City	176 Sun	164 Mon	176 Tue	162 Wed	178 Thu	180 Sat
PHILADELPHIA (EST) Lr	11:05	11:05	11:05	11:05	11:05	11:05
NEW YORK International Airport Lr	3:00	3:00	3:00	3:00	3:00	3:00
BOSTON (EST) Lr	6:30	6:30	6:30	6:30	6:30	6:30
GANDER (LT) Lr	9:15	9:15	9:15	9:15	9:15	9:15
SHANNON (LT) Lr	10:40	10:40	10:40	10:40	10:40	10:40
LONDON (LT) Lr	11:05	11:05	11:05	11:05	11:05	11:05
AMSTERDAM (LT) Lr	11:05	11:05	11:05	11:05	11:05	11:05
FRANKFURT (LT) Lr	11:05	11:05	11:05	11:05	11:05	11:05
BERLIN (LT) Lr	11:05	11:05	11:05	11:05	11:05	11:05

Germany - Holland - Scotland - U. S. A.

City	177 Sun	173 Mon	175 Tue	163 Wed	179 Thu	181 Sat
BERLIN (LT) Lr	11:05	11:05	11:05	11:05	11:05	11:05
FRANKFURT (LT) Lr	11:05	11:05	11:05	11:05	11:05	11:05
AMSTERDAM (LT) Lr	11:05	11:05	11:05	11:05	11:05	11:05
LONDON (LT) Lr	11:05	11:05	11:05	11:05	11:05	11:05
GLASGOW (LT) Lr	11:05	11:05	11:05	11:05	11:05	11:05
SHANNON (LT) Lr	10:40	10:40	10:40	10:40	10:40	10:40
GANDER (LT) Lr	9:15	9:15	9:15	9:15	9:15	9:15
BOSTON (EST) Lr	6:30	6:30	6:30	6:30	6:30	6:30
NEW YORK International Airport Lr	3:00	3:00	3:00	3:00	3:00	3:00
PHILADELPHIA (EST) Lr	11:05	11:05	11:05	11:05	11:05	11:05

U. S. A. - Scandinavia

City	176 Sun	176 Mon	140 Tue	180 Wed	180 Thu	170 Sat
PHILADELPHIA (EST) Lr	11:05	11:05	11:05	11:05	11:05	11:05
NEW YORK International Airport Lr	3:00	3:00	3:00	3:00	3:00	3:00
BOSTON (EST) Lr	6:30	6:30	6:30	6:30	6:30	6:30
GANDER (LT) Lr	9:15	9:15	9:15	9:15	9:15	9:15
REYKJAVIK (KEFLAVIK) Lr	10:40	10:40	10:40	10:40	10:40	10:40
SHANNON (LT) Lr	10:40	10:40	10:40	10:40	10:40	10:40
LONDON (LT) Lr	11:05	11:05	11:05	11:05	11:05	11:05
OSLO (LT) Lr	11:05	11:05	11:05	11:05	11:05	11:05
COPENHAGEN (LT) Lr	11:05	11:05	11:05	11:05	11:05	11:05
STOCKHOLM (LT) Lr	11:05	11:05	11:05	11:05	11:05	11:05
Helsinki (LT) Lr	11:05	11:05	11:05	11:05	11:05	11:05

Scandinavia - U. S. A.

City	177 Sun	173 Mon	175 Tue	163 Wed	179 Thu	181 Sat
Helsinki (LT) Lr	11:05	11:05	11:05	11:05	11:05	11:05
STOCKHOLM (LT) Lr	11:05	11:05	11:05	11:05	11:05	11:05
COPENHAGEN (LT) Lr	11:05	11:05	11:05	11:05	11:05	11:05
OSLO (LT) Lr	11:05	11:05	11:05	11:05	11:05	11:05
LONDON (LT) Lr	11:05	11:05	11:05	11:05	11:05	11:05
SHANNON (LT) Lr	10:40	10:40	10:40	10:40	10:40	10:40
REYKJAVIK (KEFLAVIK) Lr	9:15	9:15	9:15	9:15	9:15	9:15
GANDER (LT) Lr	6:30	6:30	6:30	6:30	6:30	6:30
BOSTON (EST) Lr	3:00	3:00	3:00	3:00	3:00	3:00
NEW YORK International Airport Lr	11:05	11:05	11:05	11:05	11:05	11:05
PHILADELPHIA (EST) Lr	11:05	11:05	11:05	11:05	11:05	11:05

Complimentary meals are served on all flights at regular meal hours. In addition, snack service is available on all flights. Boeing Stratocruiser Flagship. Lockheed Constellation Flagship. This portion of flight operated with DC-3 equipment. Four Engine Flagship (DC-4 equipment). EST Eastern Standard Time, LT Local Time. BE British European Airways, SK Scandinavian Airlines. This portion of flight operated with Constellation Flagship. Light figures 11:40 indicate AM times. Dark figures 10:40 indicate PM times.

BULOVA — official WATCH for The American Airlines System

ROUTE OF THE FLAGSHIPS
AMERICAN AIRLINES

EFFECTIVE SEPTEMBER 24, 1947

AMERICAN AIRLINES

AMERICAN AIRLINES, INC. AMERICAN OVERSEAS AIRLINES, INC. AMERICAN AIRLINES DE MEXICO, S. A.

COMPLETE SYSTEM SCHEDULES

Now... FAST, Thru, 5* Flights... To and From San Francisco

see Tables 1 and 2 DC-6

ROUTE OF THE *Flagships*

TIMETABLES ABOVE SHOW NEW ROUTES TO SAN FRANCISCO (LEFT) AND EARLY DC-6 SERVICE (RIGHT) - (Both George Cearley Collection)

EFFECTIVE APRIL 27, 1947

AMERICAN AIRLINES

AMERICAN AIRLINES, INC. AMERICAN OVERSEAS AIRLINES, INC. AMERICAN AIRLINES DE MEXICO, S. A.

COMPLETE SYSTEM SCHEDULES

Five Star Flagship SERVICE IS HERE!

ROUTE OF THE *Flagships*

EFFECTIVE SEPTEMBER 1, 1948

AMERICAN AIRLINES

AMERICAN AIRLINES, INC. AMERICAN OVERSEAS AIRLINES, INC. AMERICAN AIRLINES DE MEXICO, S. A.

COMPLETE SYSTEM TIMETABLE

announcing Skysleeper Service on the Southern Transcontinental Route Between New York & Los Angeles

THE MERCURY — Famous Five-Star Flagship will provide sleeper accommodations for 8 of its 44 passenger seats.

ROUTE OF THE *Flagships*

DC-6 "SKYSLEEPER" FLIGHTS WERE INAUGURATED BY AMERICAN IN 1948. (George Cearley Collection)

EFFECTIVE AUGUST 6, 1948

AMERICAN AIRLINES

AMERICAN AIRLINES, INC. AMERICAN OVERSEAS AIRLINES, INC. AMERICAN AIRLINES DE MEXICO, S. A.

COMPLETE SYSTEM TIMETABLE

for the Finest in Flight

FLY AMERICAN'S FIVE-MILE-A-MINUTE FLAGSHIP FLEET

THE Five-Star Flagship AND THE Convair

ROUTE OF THE *Flagships*

AUGUST 1948 TIMETABLE PROMOTES BOTH DC-6 AND CONVAIR SERVICE (George Cearley Collection)

EFFECTIVE SEPTEMBER 24 — OCTOBER 31, 1950

AMERICAN AIRLINES

AMERICAN AIRLINES, INC. AMERICAN OVERSEAS AIRLINES, INC. AMERICAN AIRLINES DE MEXICO, S. A.

COMPLETE SYSTEM TIMETABLE

American's DC-6 Blue Ribbon Coach SCHEDULED, DAYLIGHT COAST-TO-COAST FLIGHTS only \$110 SEE PAGE 9

AMERICA'S LEADING AIRLINE

DC-6 BLUE RIBBON AIR COACH FLIGHTS WERE ADDED TO AMERICAN'S AIR COACH NETWORK IN 1950. (George Cearley Collection)

EFFECTIVE DECEMBER 1, 1948

AMERICAN AIRLINES

AMERICAN AIRLINES, INC. AMERICAN OVERSEAS AIRLINES, INC. AMERICAN AIRLINES DE MEXICO, S. A.

COMPLETE SYSTEM TIMETABLE

The AMERICAN family fare plan HALF FARE FOR YOUR FAMILY SEE PAGE 15

ROUTE OF THE *Flagships*

TIMETABLE FROM DECEMBER 1948 PROMOTES NEW FAMILY FARE PLAN INTRODUCED THAT FALL. (George Cearley Collection)

EFFECTIVE NOVEMBER 1, 1953

AMERICAN AIRLINES

AMERICAN AIRLINES, INC. AMERICAN OVERSEAS AIRLINES, INC. AMERICAN AIRLINES DE MEXICO, S. A.

COMPLETE SYSTEM TIMETABLE

THE NONSTOP Mercury FIRST NONSTOP SERVICE COAST TO COAST

LESS THAN 7 HOURS NEW YORK TO LOS ANGELES ON AMERICAN'S NEW DC-7 FLAGSHIP

AMERICA'S LEADING AIRLINE

INAUGURAL DC-7 TIMETABLE (LEFT). ON NOVEMBER 29, 1953, AMERICAN INAUGURATED NONSTOP DC-7 SERVICE BETWEEN NEW YORK AND LOS ANGELES. THIS WAS THE WORLD'S FIRST NONSTOP U.S. TRANSCONTINENTAL SERVICE, BOTH EAST AND WESTBOUND. TIMETABLE (AT RIGHT) FROM 1954 PROMOTES "FAST" DC-7 FLIGHTS. (Both: George Cearley Collection)

EFFECTIVE FEBRUARY 14, 1954

AMERICAN AIRLINES

AMERICAN AIRLINES, INC. AMERICAN OVERSEAS AIRLINES, INC. AMERICAN AIRLINES DE MEXICO, S. A.

COMPLETE SYSTEM TIMETABLE

AMERICAN AIRLINES FASTEST WHEREVER THEY FLY

AMERICA'S LEADING AIRLINE

FASTEST AIRCOACH COAST-TO-COAST!



NEW YORK-LOS ANGELES \$99
WASHINGTON-LOS ANGELES \$98

THE FIRST NONSTOP TRANSCONTINENTAL DC-7 AIRCOACH, "The Royal Coachman" offers true luxury at aircoach fares. You receive your meal when you buy your ticket... and, at the same time, purchase a delicious, economical meal if you wish to be served aboard. There's also the pleasant diversion of a rear lounge. The all-coach "Royal Coachman" offers three convenient flights daily—two between New York and Los Angeles offering the fastest day light and overnight low-fare service—and one between Washington and Los Angeles, which is over 2 hours faster than any other aircoach.

For the budget-minded, American also offers a 30-day round trip Extension Fare (Maximum through December) **\$80** each way via DC-7 aircoach all fares plus tax

AMERICAN AIRLINES
America's Leading Airline

EFFECTIVE JULY 20, 1957

AMERICAN AIRLINES
 AMERICAN AIRLINES, Inc.
 AMERICAN AIRLINES DE MEXICO, S. A.
 COMPLETE SYSTEM TIMETABLE
 QUICK REFERENCE INDEX ON PAGES 2 and 3

AA

NOW AMERICAN announces the **FIRST NONSTOP SERVICE** between **BOSTON and LOS ANGELES** on the **DC-7 Mercury**

America's Leading Airline

NOW—THE FIRST AND ONLY NONSTOP SERVICE **BOSTON-LOS ANGELES** ON THE DC-7 MERCURY

LUXURY LEADER IN THE WORLD OF FLIGHT

1 HOUR FASTER THAN ANY OTHER AIRLINE

Here is the last word in comfort for West Coast-New England travelers! You fly nonstop in the air-conditioned luxury of American's famous Mercury—with a delicious menu and superb Mercury personal service to add to your enjoyment. And you're aboard the DC-7—America's fastest airliner. For reservations see your travel agent or call American direct.

See Pages 4 and 5, table 3, for schedules.

AMERICAN AIRLINES
America's Leading Airline

ANNOUNCING

FIRST NONSTOP SERVICE between **CLEVELAND -LOS ANGELES**

The Fastest Service

You fly the Mercury in luxury

Only American offers nonstop service between Cleveland and Los Angeles—almost an hour faster than any other airline. You fly American's famous DC-7 Mercury, the luxury leader in the world of flight.

AMERICAN AIRLINES
America's Leading Airline

AMERICAN AIRLINES
 AMERICAN AIRLINES, Inc.
 AMERICAN AIRLINES DE MEXICO, S. A.
 COMPLETE SYSTEM TIMETABLE
 QUICK REFERENCE INDEX ON PAGES 2 and 3

AA

NOW FLY **AMERICAN NONSTOP TO MEXICO CITY** FROM **CHICAGO** ON THE DC-7 AMERICA'S FASTEST AIRLINER

America's Leading Airline

NOW-NONSTOP CHICAGO-MEXICO CITY

A choice of America's finest services aboard the DC-7, America's fastest airliner

Radar-equipped, of course

Fly American Airlines between Chicago and Mexico City. Take your choice of the finest nonstop service—regular fare or aircoach—on the DC-7, the nation's fastest airliner. You can enjoy famous Mercury service at regular fare, foremost in America today. Or you can fly the economical Royal Coachman. Select the accommodations that suit you best—both feature the hospitality of American's far-famed stewardess service. (See Page 20, Table 20, for Schedules)

ECONOMICAL ROYAL COACHMAN SERVICE featuring the DC-7, America's fastest airliner, with reclining seats and hot meals available at low cost.

FAMOUS MERCURY SERVICE deluxe accommodations with complimentary cuisine, impeccable service at regular fare.

AMERICAN AIRLINES
America's Leading Airline

ABOVE AND BELOW: A SERIES OF ADVERTISEMENTS FROM THE LATE 1950'S ON NEW ROUTES AND SERVICES. THE "CAPTAIN'S FLAGSHIP" WAS AA'S ANSWER TO UNITED'S EXECUTIVE MEN ONLY FLIGHTS IN THE NEW YORK-CHICAGO MARKET. NOTE REFERENCE (BELOW RIGHT) "LADIES INVITED". (All George Cearley Collection)

ABOVE AND BELOW: ADVERTISEMENTS FROM THE LATE 1950'S FOR ROUTES, SERVICES, AND NEW AIRPORT FACILITIES. (ALL: George Cearley Collection)

MERCURY LUXURY
 now available in 12 major cities

The Mercury—Luxury Leader in the World of Flight—Now Serving All These Cities:

NEW YORK	DALLAS
BOSTON	HOUSTON
WASHINGTON	INDIANAPOLIS
CHICAGO	LOS ANGELES
DETROIT	SAN FRANCISCO
CINCINNATI	

American Airlines' famous Mercury service, formerly available only on New York-Los Angeles nonstop flights, is now extended to include all the cities listed above. Mercury luxury means red-carpet service, reserved seats, superb cuisine—all at no extra fare. World's fastest airliner—and all at no extra fare.

AMERICAN AIRLINES
America's Leading Airline

EFFECTIVE SEPTEMBER 29, 1957

AMERICAN AIRLINES
 AMERICAN AIRLINES, Inc.
 AMERICAN AIRLINES DE MEXICO, S. A.
 COMPLETE SYSTEM TIMETABLE
 QUICK REFERENCE INDEX ON PAGES 2 and 3

AA

AMERICAN announces new deluxe service **THE CAPTAIN'S FLAGSHIP** between **NEW YORK and CHICAGO**

America's Leading Airline

THE CAPTAIN'S FLAGSHIP CHICAGO-WASHINGTON

Special **deluxe DC-7** service

"CAPTAIN'S TABLE" DINNER—Highlight of your trip will be the most elegant dinner served between Washington and Chicago. The Captain's Flagship Flight is available at a \$3.00 premium. Depart daily from Washington at 1:15 pm and from Midway in Chicago at 1:35 pm on the DC-7, America's fastest airliner.

SPECIAL DEPARTURE GATE—To speed your departure the Captain's Flagship Flight leaves from a special gate.

RESERVED SEATS—For your extra convenience, you may select your preferred Captain's Flagship accommodations before boarding.

The most luxurious service ever offered between Washington and Chicago. The Captain's Flagship Flight is available at a \$3.00 premium. Depart daily from Washington at 1:15 pm and from Midway in Chicago at 1:35 pm on the DC-7, America's fastest airliner.

For reservations and information, see your travel agent or call Executive 3-2315 in Washington, FRanklin 2-8000 in Chicago.

See Schedules See Pages 26 & 27, Table 23

Ladies invited

AMERICAN AIRLINES
America's Leading Airline

FLY THE MERCURY between **NEW YORK and LOS ANGELES** on the DC-7
 America's fastest airliner

● radar equipped
 ● reserved seats
 ● spacious lounge
 ● superb cuisine
 ● American's famous stewardess service
 ● most frequent DC-7 nonstop flights
 ● choice of three convenient flights daily

for schedules, see table 1

AMERICAN AIRLINES
America's Leading Airline

EFFECTIVE JUNE 1, 1958

AMERICAN AIRLINES
 AMERICAN AIRLINES, Inc.
 AMERICAN AIRLINES DE MEXICO, S. A.
 COMPLETE SYSTEM TIMETABLE
 QUICK REFERENCE INDEX ON PAGES 2 and 3

AA

FLY **AMERICAN NONSTOP BETWEEN NEW YORK AND CHICAGO** EVERY HOUR ON THE HOUR **8 AM-8 PM**

America's Leading Airline

Starting October 1st
AMERICAN AIRLINES MOVES TO METROPOLITAN AIRPORT
 Detroit's newest and most convenient Jet-Age terminal


The new Metropolitan Airport is fourteen miles closer to the heart of Detroit. Thus, when you fly American from Metropolitan, you'll save twenty-eight miles of driving over your previous trips to Willow Run—fourteen each way to and from the airport. Magnificent Metropolitan is as modern as it is convenient. The glass-walled terminal building is completely air conditioned and soundproofed, even the passenger boarding gates. Hotel accommodations, snack bars, cocktail lounges, a flight lounge in each gate, new expedited baggage pick-up system, patrolled parking area for over 2000 cars and a deluxe restaurant overlooking the field complete the picture of the modern Jet-Age terminal. Next time you visit Detroit, fly American to and from Metropolitan Airport.

EFFECTIVE JANUARY 23, 1959

AMERICAN AIRLINES

AMERICAN AIRLINES, Inc.
AMERICAN AIRLINES DE MEXICO, S. A.

COMPLETE SYSTEM TIMETABLE
QUICK REFERENCE INDEX ON PAGES 2 and 3



Now **4 1/2** Hours Coast to Coast

on the **707 JET FLAGSHIP**

America's Leading Airline

EFFECTIVE APRIL 26 THRU JUNE 6, 1959 INCL.

AMERICAN AIRLINES

AMERICAN AIRLINES, Inc.
AMERICAN AIRLINES DE MEXICO, S. A.

COMPLETE SYSTEM TIMETABLE
QUICK REFERENCE INDEX ON PAGES 2 and 3

Now! **Flt JET POWERED ELECTRA FLAGSHIPS**

BETWEEN CHICAGO AND WASHINGTON
Fastest—Most Comfortable Prop-Jet Airline

SEE TABLE 25
Page 11, 12

America's Leading Airline

Announcing: American's **707** (model 720) Jets

FASTEST SERVICE — CLEVELAND-LOS ANGELES

NONSTOP — ST. LOUIS-LOS ANGELES

CHOICE OF DELUXE *Mercury* OR ECONOMICAL *Royal Coachman* SERVICE — BOTH ARE AVAILABLE ON EVERY FLIGHT.

ABOVE AND AT RIGHT: AD AND INITIAL 720 SCHEDULES FROM SUMMER 1960 (George Cearley Collection).

FOR SERVICE CHANGES DURING LINCOLN'S AND WASHINGTON'S BIRTHDAY (Feb. 12, 22, 23) SEE PAGE 6.

COAST-TO-COAST FIRST CLASS and AIRCOACH Service — EASTBOUND

From LOS ANGELES to NEW YORK

TABLE 1		FIRST CLASS SERVICE					AIRCOACH SERVICE				
		Mercury Service (F/T) +10-207 2	The Mercury DGT 702	The Mercury DGT 702	The Mercury DGT 710	The Mercury DGT 704	The Royal Coachman DGT 670	The Royal Coachman DGT 672	The Royal Coachman DGT 684	The Royal Coachman DGT 694	The Royal Coachman DGT 694
Los Angeles (Int'l Airport)	FST Lv	A 8:45	A 9:00	A 9:15	A 9:30	A 9:00	A 8:30	A 8:45	A 8:45	A 8:45	A 8:45
New York (Newark)	EST Ar	-	-	-	-	-	-	-	-	-	
New York (Int'l Airport)	* Ar	L 4:15	7:20	7:35	D 9:55	B 7:20	A 7:00	6:50	L 4:15	7:05	10:30
New York (LaGuardia)	EST Ar	-	-	-	-	-	-	-	-	-	

LEFT AND ABOVE: TIMETABLE FROM JANUARY 23, 1959, SHOWING INAUGURAL 707 SERVICE EFFECTIVE JANUARY 25TH. AT THE CONTROLS OF LOS ANGELES-NEW YORK (IDLEWILD) INAUGURAL FLIGHT 2 WAS CAPT. CHARLES A. MACATEE. (George Cearley Collection)

AMERICAN AIRLINES THE JET AIRLINE

707 JET FLAGSHIP SERVICE

707 JET FLAGSHIPS—MERCURY/ROYAL COACHMAN SERVICE—EASTBOUND

First Class Aircoach	+B-707 JET		+B-707 JET		+B-707 JET		+B-707 JET		+B-707 JET		+B-707 JET	
	TC	TC	TC	TC	TC	TC	TC	TC	TC	TC	TC	
San Francisco	FST Lv	L 8:00	L 8:30	L 8:45	L 8:45	L 10:00	D 1:15	D 1:30	D 1:45	D 1:40	K 11:30	K 12:30
Los Angeles (Int'l)	FST Lv	-	-	-	-	-	-	-	-	-	-	-
Dallas	CST Ar	-	-	-	-	-	-	-	-	-	-	-
Dallas	CST Lv	-	-	-	-	-	-	-	-	-	-	-
Chicago (O'Hare Field)	CDT Ar	-	2:10	2:45	-	3:40	-	-	8:45	-	-	A 6:10
Chicago (O'Hare Field)	CDT Lv	-	-	-	-	-	-	-	10:15	-	-	-
Washington (Friendship Int'l)	EDT Ar	3:35	-	-	-	-	-	-	-	-	-	-
Baltimore	- Ar	3:35	-	-	-	-	-	-	-	-	-	-
New York (N.Y. Int'l)	- Ar	-	-	4:40	-	-	10:25	12:05	11:55	10:25	-	A 7:25
Boston	EDT Ar	-	-	-	-	2:20	-	-	-	-	-	-

NOW! The First JET Service — Nonstop

DALLAS to NEW YORK EFFECTIVE JULY 12th

3 Hours 10 Minutes — Almost 1 Hour Faster than Ever Before

SCHEDULES ABOVE SHOW INAUGURAL DALLAS-NEW YORK 707 SERVICE FOR THE DALLAS AREA. AT THE CONTROLS WERE CAPTAIN WILLIAM BROOKS HOOTEN AND ON BOARD WERE C. R. SMITH AND ACTRESS MARY MARTIN (George Cearley Collection).

AT LEFT: SPRING 1959 TIMETABLE FEATURES AD FOR EARLY "ELECTRA" PROP JET SERVICE. AMERICAN INAUGURATED "ELECTRA FLAGSHIP" SERVICE BETWEEN NEW YORK AND CHICAGO, JANUARY 23, 1959. (George Cearley Collection)

JET FLAGSHIPS—INCL. MERCURY/ROYAL COACHMAN SERVICE—WESTBOUND

First Class/Aircoach	+B-707 JET		+B-707 JET		+B-707 JET		+B-707 JET		+B-707 JET		+B-707 JET	
	TC	TC	TC	TC	TC	TC	TC	TC	TC	TC	TC	
Boston	EDT Lv	11:15	-	-	-	-	-	-	-	-	-	-
New York	EDT Lv	-	-	-	-	-	-	-	-	-	-	-
Philadelphia	- Lv	-	-	-	-	-	-	-	-	-	-	-
Baltimore	- Lv	-	-	-	-	-	-	-	-	-	-	-
Washington (Friendship Int'l)	- Lv	-	-	-	-	-	-	-	-	-	-	-
Chicago (O'Hare Field)	CDT Lv	8:55	9:30	-	11:15	-	8:55	-	-	-	-	-
Chicago (O'Hare Field)	CDT Lv	-	-	-	-	-	-	-	-	-	-	-
St. Louis	CST Lv	-	-	-	-	-	-	-	-	-	-	-
Dallas	CST Lv	-	-	-	-	-	-	-	-	-	-	-
Dallas	CST Lv	-	-	-	-	-	-	-	-	-	-	-
Fl. Worth	CST Lv	-	-	-	-	-	-	-	-	-	-	-
Los Angeles (Int'l)	FST Ar	11:15	11:15	1:00	12:30	2:15	3:30	4:00	5:00	6:00	7:30	11:30
San Francisco	Ar	-	-	-	-	-	-	-	-	-	-	-

EFFECTIVE SEPTEMBER 25, 1960

AMERICAN AIRLINES



America's Leading Airline

THIS FALL 1960 TIMETABLE WAS FIRST TO SHOW NEW COVER DESIGN WHICH WAS USED UNTIL FALL 1962. (George Cearley Collection)

ANOTHER GREAT ASTROJET HAS JOINED AMERICAN AIRLINES FLEET

990 ASTROJET

THE MOST ADVANCED JET AIRLINER IN THE WORLD...

Here is new comfort... wide aisle, deep, comfortable armchairs, spacious, club-like first class section and 3-2 seating in the coach section. For a great new experience in flying—fly the 990 Astrojet.

...AND REMEMBER
American's Astrojets turn Airfreight into JET-FREIGHT. The perfect way to solve your shipping needs in markets where extra speed means extra sales.

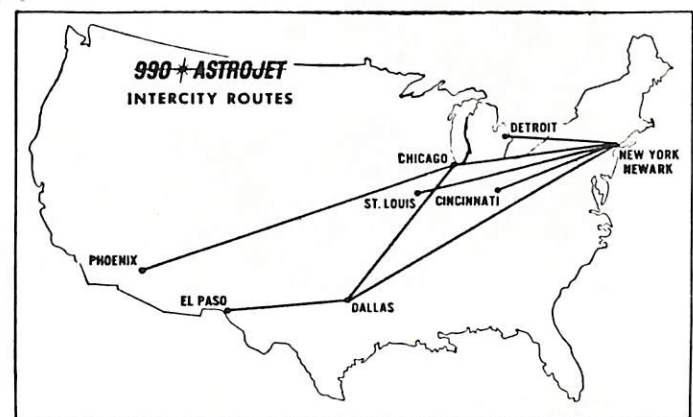


TABLE 14 Between New York and Chicago

JET ONE WAY—(First Class \$64.75—Coach \$43.70—Plus Tax)

Flight No.	Leave NEW YORK	Arrive CHICAGO	Frequency	Stops	Type Aircraft	Class	Meals	Flight No.	Leave CHICAGO	Arrive NEW YORK	Frequency	Stops	Type Aircraft	Class	Meals
141	8:00 N.Y. Int'l	8:05 O'Hare	Ex. Su.	NS	ASTROJET F/R	B		156	7:00 O'Hare	10:35 Newark	Daily	1	ASTROJET F/R	B	
57	8:00 Newark	9:45 O'Hare	Ex. Su.	1	ASTROJET F/R	B		104	9:00 O'Hare	11:50 N.Y. Int'l	Daily	NS	ASTROJET F/R	B	
365	9:00 N.Y. Int'l	10:05 O'Hare	Daily	NS	ASTROJET F/R	B		508	10:00 O'Hare	12:50 N.Y. Int'l	Daily	NS	ASTROJET F/R	B	
51	10:00 N.Y. Int'l	11:05 O'Hare	Daily	NS	ASTROJET F/R	B		50	11:00 O'Hare	1:50 N.Y. Int'l	Daily	NS	ASTROJET F/R	L	
505	11:00 N.Y. Int'l	12:05 O'Hare	Daily	NS	ASTROJET F/R	L		42	12:00 O'Hare	2:42 Newark	Daily	NS	ASTROJET F/R	L	
155	12:00 Newark	12:53 O'Hare	Daily	NS	ASTROJET F/R	L		506	1:00 O'Hare	3:50 N.Y. Int'l	Daily	NS	ASTROJET F/R	L	
513	1:00 N.Y. Int'l	2:05 O'Hare	Daily	NS	ASTROJET F/R	L		26	2:00 O'Hare	4:50 N.Y. Int'l	Daily	NS	ASTROJET F/R	S	
515	2:00 N.Y. Int'l	3:05 O'Hare	Daily	NS	ASTROJET F/R	Q		516	3:00 O'Hare	5:50 N.Y. Int'l	Daily	NS	ASTROJET F/R	Q	
67	3:00 N.Y. Int'l	4:05 O'Hare	Daily	NS	ASTROJET F/R	Q		512	4:00 O'Hare	6:50 N.Y. Int'l	Daily	NS	ASTROJET F/R	Q	
35	4:00 Newark	4:53 O'Hare	Daily	NS	ASTROJET F/R	Q		70	5:00 O'Hare	7:50 N.Y. Int'l	Daily	NS	ASTROJET F/R	Q	
507	4:00 N.Y. Int'l	5:05 O'Hare	Ex. Sa.	NS	ASTROJET F/R	Q		124	5:45 O'Hare	8:27 Newark	Ex. Sa.	NS	ASTROJET F/R	Q	
43	5:00 N.Y. Int'l	6:05 O'Hare	Daily	NS	ASTROJET F/R	Q		510	6:00 O'Hare	8:50 N.Y. Int'l	Ex. Sa.	NS	ASTROJET F/R	Q	
511	6:00 N.Y. Int'l	7:05 O'Hare	Ex. Sa.	NS	ASTROJET F/R	Q		506	7:00 O'Hare	9:50 N.Y. Int'l	Daily	NS	ASTROJET F/R	Q	
509	7:00 N.Y. Int'l	8:05 O'Hare	Ex. Sa.	NS	ASTROJET F/R	Q		514	8:15 O'Hare	11:05 N.Y. Int'l	Ex. Sa.	NS	ASTROJET F/R	Q	
47	8:00 N.Y. Int'l	9:05 O'Hare	Daily	NS	ASTROJET F/R	Q		56	10:15 O'Hare	1:05 N.Y. Int'l	Ex. Sa.	NS	ASTROJET F/R	Q	

ON MARCH 12TH

THE NEW 707 ASTROJET OPENS JET AGE STAGE II

American introduces a new era in passenger travel with regular 707 Astrojet service between New York and Los Angeles and between New York, Chicago and Mexico City. The Astrojet easily outperforms all other jetliners because of its many aerodynamic advances, including the revolutionary new Jet-Fan engines... the most significant advance in commercial aviation since the development of the original jet engine.

This extra thrust allows quicker take-offs... faster climb... smoother cruising within the transonic range at speeds unsurpassed by any other jetliner. This performance translates into new standards of comfort, safety and on-time dependability in air travel. One more reason why American is first choice of experienced travelers.

In keeping with its 25-year tradition of leadership, American Airlines is proud to be first in bringing you this new dimension in jet travel.

*Service mark of American Airlines, Inc.



What's new in jets?

Four engines on one wing? No. Those two extra aerodynamic bodies are speed capsules, designed to smooth out the airflow at high speeds. They help to make American Airlines' new 990 Astrojet the most advanced jet in commercial aviation.

AD FROM 1962 TIMETABLE SHOWING 990 WING WITH ANTI-SHOCK BODIES. (George Cearley Collection)

SYSTEM TIMETABLE EFFECTIVE OCTOBER 25, 1962



AMERICAN AIRLINES



ASTROJETS

AMERICA'S LEADING AIRLINE

MIDDLE AND LOWER LEFT: ADVERTISEMENT AND ROUTES OF EARLY 990 SERVICE, 1962. LOWER LEFT: THE "990 ASTROJET" WAS INTRODUCED ON THE NEW YORK-CHICAGO ROUTE IN EARLY SPRING 1962. SYMBOL TO LEFT OF FLIGHT NUMBER INDICATES 990. CENTER RIGHT: THIS FALL 1962 TIMETABLE WAS FIRST TO SHOW SIMPLIFIED LOGO AND STREAMLINED TITLES INTRODUCED IN 1962. (George Cearley Collection)

MORE

From the files of
 JOOP GERRITSMAN (C-54B)
 and
 BILL DEMAREST
 (377, CV-240, DC-7)

DOUGLAS C-54 was AA's first post-WW2 long-haul aircraft. Shown is C-54B-15-DD, N90423 c/n 18392 "Flagship Washington". Card published in Holland early 1950s.

Boeing 377 Stratocruisers joined AOA fleet in 1949 for luxurious trans-Atlantic travel. Shown in airline-issue card is N90941 c/n 15957 "Flagship Great Britain".

post card

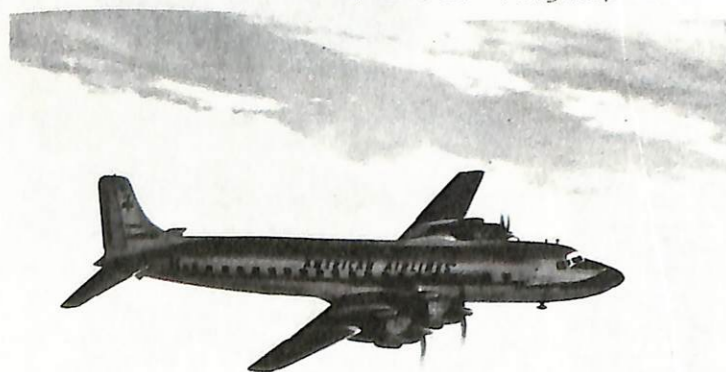
IN FLIGHT - Route of the Flagships
 AOA AMERICAN OVERSEAS AIRLINES

Serving the United States, Newfoundland, Iceland, Eire, Great Britain, the Netherlands, Germany, Denmark, Norway, Sweden, Finland - with connections to all Europe and the Far East.

AA In America: American Airlines, Inc.
 U.S.A. - Europe: American Overseas Airlines, Inc.

The National and International Route of the Flagships

AA sponsored development of the Convair CV-240. It ordered 100, but took delivery of only 75, to replace DC-3s. Identity of aircraft shown in this AA card is not clear, but it appears to be N94211, c/n 20 "Flagship Gamma".



AMERICAN OVERSEAS AIRLINES STRATOCRUISER FLAGSHIP



AA AMERICAN AIRLINES
 America's Leading Airline

LUXURY LEADER IN THE WORLD OF FLIGHT—THE MERCURY. OPERATED WITH 365 MPH DC-7 AIRLINERS, AMERICAN'S MERCURY SERVICE IS RECOGNIZED AS THE FINEST IN FLIGHT.

DC-7 was developed by Douglas from DC-6B at American's initiative to compete with Super Constellation of other lines. N308AA c/n 44129 "Flagship Massachusetts" in this AA card has spinners on the props and the name AMERICAN in lightning bolt on the nose.

STICKER CHATTER

by DON THOMAS



#1



#2



#3



#4



#5



#6



#7



#8



#9

Since George Cearley's history of American Airlines continues in this issue, I am showing a few of the old labels of this airline.

The first and rarest American Airways label is the one showing an airway beacon tower emitting beams of light (#1). Another early American Airways label is the round one, in red and white on dark blue (#2). The slightly oiled paper makes the white come out in cream color. The triangular American Airways label is one of the best known (#3). It was followed by a round label on silver foil (#4).

After the 1934 cancellation of all airmail contracts and their renewal under the new name of American Airlines, a similar label was issued with the new airline name on it (#5), in the familiar red AA and white eagle on a dark-blue background.

In 1934 American Airlines began the world's first sleeper airplane service, as depicted in the colorful label showing their Curtiss Condor (#6). The label is mostly blue, with a silver border and aircraft.

With the advent of the DC-3, American Airlines put out the very attractive oval label showing their Flagship flying above the clouds (#7).

Mention should be made of the

special oval label promoting the connecting service from Lakehurst with the German airship Hindenburg (#8). It pictures the Hindenburg arriving while the DC-3 is waiting on the ground. When the Hindenburg met its tragic end in 1937, the remaining copies of this label were destroyed. The few that have survived are now quite rare.

A square label was being used in 1939, advertising AA as "The World's Fair Airline" (#9). It showed AA's cross-country southern route from San Francisco to New York, where the 1939 World Fair was being held. Another fairly-common square label, used in 1942, shows the eagle over a globe (#10) and includes a new route down to Mexico City. The Mexican routes would in the late-1940s and the 1950s be the subject of 10 different, colorful

nostalgia



#10

labels advertising AA's El Azteca (#11), El Tolteca (#12) and El Mayan (#13) services flown with DC-6 aircraft.

The common AA label of the 1940s was the red or orange round label (#14) with red AA and a blue eagle on a white background. In the 1950s AA operated the DC-7 and DC-7B and the large Mercury (#15) first-class and Royal Coachman (#16) tourist class labels were issued to advertise these services.

With the coming of the jet age, American's use of colorful baggage labels declined. What we get today consists largely of the name/address baggage information labels and tags now used by most airlines.



#14



#11



#15



#12

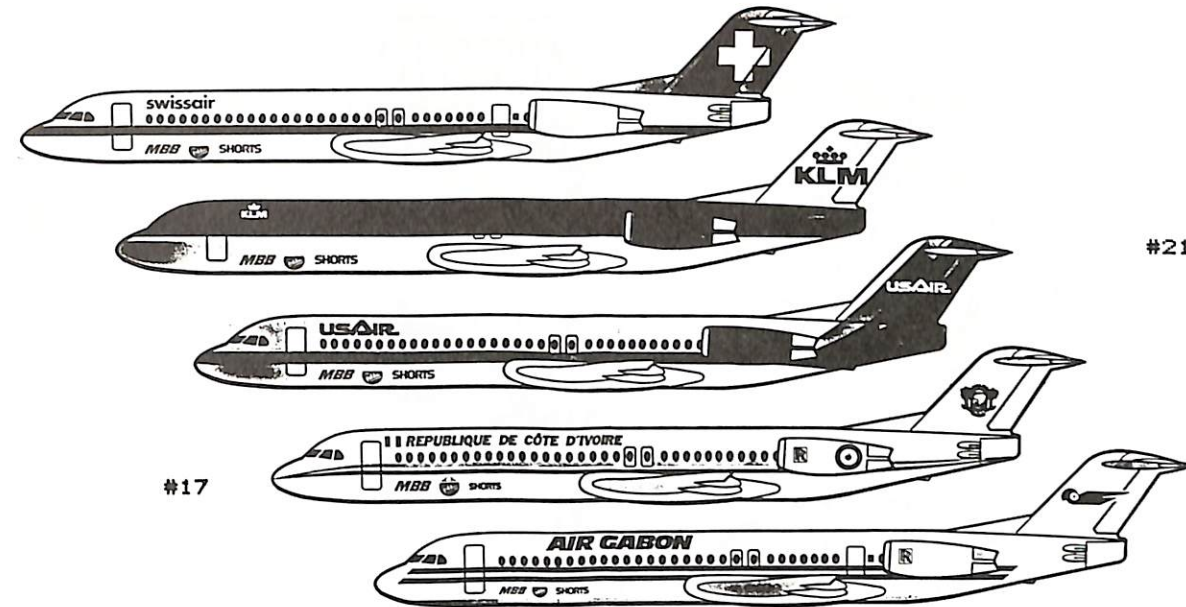


#16



#13

My new book, POSTER ART OF THE AIRLINES, is now in print. 64 pages of brilliant color posters of many airlines, especially Pan American, but also TWA, United, Imperial, Zeppelin, Braniff and many others. Included are Fords to Fokkers, DC-2s to Connies, offering something for everybody. The book is the same size and price as the other two books in the series: U.S. \$17 postpaid in the USA and Canada, from Don Thomas, 1801 Oak Creek Drive, Dunedin, FL 34698.



#17

Various labels of CNAC, CATC, SAC and CAT are shown elsewhere in this issue. The editor does a good job of describing them. They are also illustrated, numbered and described in the Air Transport Label Catalog, available in four foreign and one North American volume from AFA, Box 1239, Elgin, IL, 60121-1239.

As indicated in the Sticker Chatter column in LOG 15/1, we had to hold over to this issue several interesting new labels contributed by collectors. They are integrated here with the new labels I have received from you since that issue went to press.

PETER RENTZSCH, West-Germany, is a well-known expert on airline postcards. He sent in some nice new labels, including five in the shape of the new Fokker 100 twinjet (#17). They are marked MBB-Fokker-Shorts, after the three main companies building the aircraft. The engine nacelles show the Rolls Royce logo because the aircraft is powered by that company's Tay turbofan. The labels show the 100 in the colors of its launch customer Swissair, and of USAir, KLM, Air Gabon and the Republic of Cote d'Ivoire).

DAVE ROWE in England sent a large number of new labels. Regional airline Delta Air Transport DAT of Belgium (#18) has this label and Iberia of Spain has another Mickey Mouse-type label which says "Fly with Iberia" and shows Goofy as a windsurfer with his sail in the Spanish national colors of red, yellow, red (#19). British Air Ferries features its Viscount



#21



#22



#18



#19



#20



#24



#23

Dave is in security at Heathrow Airport in London and probably has his hands full at the moment. His complaint is that so few collectors in England are interested in labels - all they want are their precious postcards, he says.

Also from Dave Rowe come the Britannia Airways label (#23) with pop-eyed 737, the Air Europe one showing a very content-looking aircraft and happy crew (#24) and Air Niugini's Bird of

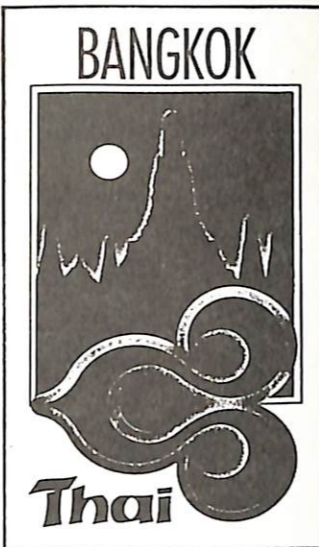
Paradise in full colors (#25).

Dave sent in four lovely Thai labels (#26). They show attractions at some of the destinations served by the airline, all silhouetted against a red sky.

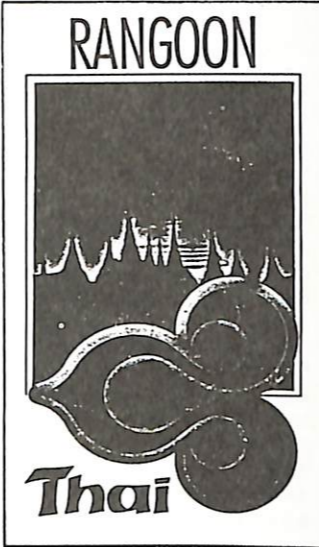
Note that Air Europe, Air Niugini, and now Air Zimbabwe all use only lower case letters in their names. This latest Air Zimbabwe label (#27) comes from DAVID WILCOX of Texas. It is dark blue, light blue and red on white. He also sent in the "widebody" label of Metro Airlines, showing their Shorts 330 commuter aircraft (#28).



#25



#26



#32

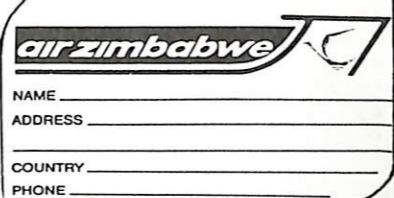


"Vacation Time, a Summer to Remember" (#31) from United A.L. Does anyone have more of these?

The Ethiopian Airl. Twin Otter label (#32) comes to us via TED KOCH. New are two Garuda labels. The Holidays (#33) is green on white, with blue airline name and #34 promotes the airline's new logo. Green logo and white text on very dark blue.



#31



#27



#29



#28

Malaysia's "New Look" (#29) consists mostly of a change in colors of their logo to dark blue and red. It shows up better on the "We Care" BIL (#30) from DAVID CHERKIS, who also contributed this 1979 oldie,



#33



#34

#30

Label bagasi
Diperikan di sini supaya semua bagasi di-labelkan dengan nama dan alamat anda untuk mempercepatkan usaha mengenal pasti dan memulakan, sekiranya terdapat urus. Kami berharap perkara ini tidak akan berlaku tetapi sebagai langkah berjaga-jaga, sila tuliskan nama dan alamat anda dan letakkan label ini dibahagian luar dan dalam bagasi serta kuncikan bag anda dengan tali.
Barang-barang yang berharga hendaklah dibawa bersama di dalam bag anda.

Baggage Label
It is strongly recommended that all baggage be labelled with your name and address so as to facilitate identification and expedite the return of your baggage should it be misplaced. We hope this does not happen, but as a precaution please write your name and address on the labels, also to the inside and outside of your baggage and lock your baggage securely.
Items of value should be carried with you in your cabin baggage.
82404

malaysia
Nama
Alamat
Address
Telephone

malaysia
Nama
Alamat
Address
Telephone

WE CARE

100

WINGS & THINGS

by RICHARD KORAN

"Red, white and blue - the national colors. The eagle - another national symbol that spoke of powerful, effortless flight. The globe - signifying an air carrier that someday would be known around the world." This was the insignia created by Goodrich Murphy, a young airline official, according to Robert Serling in the Prologue of "EAGLE. The story of American Airlines. Murphy's design "became one of the most-instantly recognized corporate symbols in history, a logo that has lasted for more than half a century, albeit with occasional modifications."

So, too, the earlier silver and gold wings of American Airlines would use the eagle and "globe" as part of the aircrew flight insignia and wings. Later years would see the use of the "globe" discontinued, but the eagle would be there. The eagle is always there!

Collecting American Airlines wings and badges has been an experience and one in which I have been more than fortunate as regards the various sources of each special item. Pilots, stewardesses/flight attendants, and others, especially Paul Kent, curator of American's museum in the Tulsa, Oklahoma air terminal near Operations. Agents, ground staff and others have contributed to my collection, too.

Recently, Bob Kopitzke, retired AAer, WAHS member, and curator of the History of Aviation Collection at UTD, the University of Texas at Dallas, helped me with some details for a recent acquisition by trade - a fine, early American pilot wing with a flat shield. Bob said the UTD collection has a flat-shield pair of wings once worn by Capt. Ray Fortner, one of American's senior types. (Fortner was a "barnstormer in Indiana before joining Universal Airlines," Bob said, "then into American Airways 'til 1934, then into American Airlines and later retirement."

About when my new acquisition might have been worn, Bob's "guess" for the flat-shield wing was "American Airways, 1930-34." The pin on the back of this wing is so big, if you got stuck with it you'd probably bleed to death before help could get to you!

It should be noted, too, that Captain Fortner was with American into the early 1960s, so he actually wore each version of AA's pilot wings. Fortner's photograph appears in both editions (1981, 1987) of George Cearley's book on American Airlines - in the cockpit of a DC-4, the Flagship Texas.

In the mid-1930s the flat-shield pilot wing gave way to the finely-feathered example with the eagle centered on a semi-spherical surface I refer to as a "globe" - however, there are no latitude or longitude lines, nor are any continents outlined. These gold wings were used until the present-day uniform was adopted in the early 1960s and the silver pilot wing we wear today, came into use.

In 1946 the American Airlines eagle logo did an about-face. The company calendar in the AA museum shows the eagle looking to the right, rather than to the left, as it had for years.



1. Pioneer pin and First Rider pin make a fine duo in this photograph. AAers hired on or before 31 DEC 31 are qualified to wear the Pioneer pin, established by C.R. Smith. A ruby at the bottom means five years of service, a diamond 10 years. After that, the employee wore the regular AA pin. The blue-red enamel First Rider pin, with gold star, found its way onto passenger labels during the early days, says Paul Kent, curator of American's museum at Tulsa. The round screwback shows behind the lapel pin. Sorry!



2. American Airways/American Airlines pilot wing from the 1930-34 era shows the detail of the eagle on the flat surface. Fine feathering detail shows up well, too.



3. 1940s pilot wing is gold and has a Wright-Street, Chicago hallmark. Notice the eagle faces left on this pre-1946 wing. This wing was given to me by Jane Walker.

101



4. Supervisory pilot wing awarded to Captain Mel Burton in 1942. It is a fine example of that era's flying badge. The wing has a Balfour hallmark. Capt. Burton flew most of the AA test flights on the Boeing 727. He was one of my flight simulator instructors not too long ago at AA's Flight Academy at DFW, when he gave me this early wing.



5. Pre-1946 gold pilot wing detail shows surface texture of the wing's shoulders and on the "globe" and eagle.



6. Maintenance hat badge given to me by fellow Quiet Birdman Ralph Baron, who was an AA mechanic at Detroit City Airport in the 1940s and '50s. He later flew for Chrysler. I have a photo of him working on the number one engine of DC-3 "Flagship Arkansas." The badge is marked Wright-Street, Chicago.

7. Gold eagle stewardess cap pin from Elaine Hampton Nelson, hallmarked Wright-Street, Chicago. Her silver cap pin (same design) is a Balfour Sterling piece which she wore during her eight-year career with American.



To date, no one has been able to tell me why ... not even Paul Kent. Some of AA's "older" eagles I have asked, can't recall either .. but then, pilots fly airplanes and don't worry a whole lot about the badge or wings they wear - unless one collects wings. Like I do.

One story has it that someone came back to the Ardmore, Oklahoma facility, after WW 2 with the story that an eagle facing to the right means good luck - an idea that was to have come from some book on heraldry. No one, however, has confirmed this. With some luck, Bob Kopitzke says, he may be able to find out and, if so, he will present the facts in the LOG. The eagle turn-around will remain a mystery until someone can tell me why it faced left on the wing, then to the right after 1945! Help us, Ray Maddox!

The first American Airlines stewardess wings were actually embroidered on the uniform itself. However, I have never seen one of these flight insignia. The wing design with the small enamel logo in the center was brought out approximately in 1936 and was presented to all stewardess graduates through 1957. The second design, which is somewhat similar to the gold pilot wings, but smaller, was brought out approximately 1958. Wings awarded to flight attendants today have the stylized eagle and "AA"s in the center of the wing, the third pattern.

In all cases, the silver wings are awarded to stewardesses/flight attendants upon graduation from initial training and the gold wings are presented upon completion of five years of service.

I have in my collection two outstanding pairs of the stewardess wings with the enamel center, along with the appropriate cap eagles worn by the late Mrs. Elaine Hampton Nelson when she flew for American Airlines in the late 1940s on into the early 1950s. Her husband, an operations agent for AA, gave them to me some years ago and they make for a great story.

Elaine Hampton Nelson flew for American for eight years. When she graduated from the Stewardess College at Fort Worth, Miss Hampton received her silver wings in 1948 (if I recall correctly) and went on to Midway Airport at Chicago for her flying career.

In those days, when a stewardess "met her man" and got married, the rules said she had to leave the airline. Well, it seems Miss Hampton took a long time to "meet her man" and when she "flew" past the five-year mark of service, she was still single when she was presented with her gold wings.

The story goes that Miss Hampton really did not want anyone to know she had not met anyone of the "marrying kind" in the five years past, so she kept on wearing her silver wings, giving the impression that she was still new in the system. She finally "met her man" in her eighth year with American and, of course, had to leave after her wedding vows. Of the two wings and the two eagle cap pins, the gold ones are MINT! A great story and a great addition to my collection.

According to my Frankfurt-am-Main connection, Hector Cabezas, aircrew of American Overseas Airlines (AOA) wore the same hat badges and wings as American Airlines crew. He has a photograph in his collection showing

8. Gold stewardess wing awarded to Elaine Hampton Nelson after five years service in the early 1950s. She never wore his gold wing - only her silver one (see story in column). The center enamel piece has a lot of detail: the eagle is white, the "AA" and the lightning bolt are red and the background is blue. The earth below the eagle is gold.



9. Gold stewardess wing shows up nicely in this photograph, especially the outlining of the eagle, the two letters "A" and the earth at the bottom. A classy piece of workmanship.



10. Captain's wing with the eagle facing to the right in this post-1946 flying badge. The wing has an LGB hallmark and was worn by Captain Ollie Day.



11. Post-1946 gold captain's wing shows the fine detail on the badge's wing surfaces and the shield/eagle. Close observation shows no space between the bottom leas of the star and the "globe."



12. Early stewardess supervisory wing is the second pattern wing with a star at the top denoting "Ramper" status, working at Chicago Midway Airport, according to Peggy Lord, Regional Manager, Flight Services, ORD. Rampers took care of the details between passenger service and the on-board stewardesses. The wing is gold and hallmarked LGB.



13. 1950s American Airlines hat badge sewn onto the uniform and worn by capt. P. Marvin Althaus. The eagle and the wreath are gold bullion. There are also gold leaves on the bill of the hat and I was told it means the wearer was Transcom-qualified.

AOS's first manager in FRA wearing his American Airlines uniform. The only difference is a small shoulder crest with the embroidered letters "U.S.A." at the top of his left sleeve. Hector also has information that American aircrews began wearing AOA emblems and wings just before the takeover of the airline by Pan American. One of the bullion AOA wings is in the Cabezas collection. I hope to have a photograph of it in the next LOG.

When the uniform change at American came about in the early 1960s, the pilot wings were designed by Captain Walt Moran, and they were quite modern looking, compared to those worn since the 1930s. And, they were in silver! The AA eagle was dominant in the center with very stylized "wing." Some crew members refer to the wings as something like the Cadillac "V". These wings are used today.

Other American flight operations have also spawned wings. I will cover a few of them here and will have some more in the next LOG.

American Inter-Island operated in the Virgin Islands. Flights, with Convair 440s, were between St. Thomas and St. Croix when the runway at St. Thomas was being lengthened and the airport was temporarily closed to jet traffic.

About the American Eagle carriers, AMR Corp (the parent company of AA) "is poised on the brink of a penny-wise and pound-shrewd commuter/regional airline organization that gives AMR the first coast-to-coast, wholly-owned feeder network in the United States," said the NOV 88 issue of Commuter Air magazine.

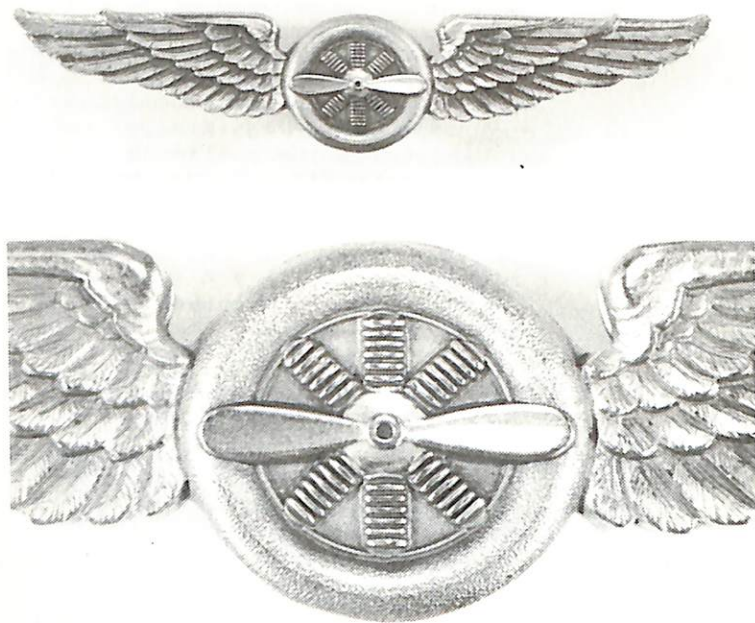
"Nashville Eagle, Inc., which combines the old Air Midwest operations into Nashville and the former AVAir feed into Raleigh/Durham, gave AMR the initial impetus to get into the regional/commuter airline business," Commuter Air said. "Air Midwest was unhappy with its situation at Nashville and AVAir went bankrupt. Thus, AMR Corp. purchased assets at both Nashville and Raleigh and created its first regional/commuter airline subsidiary, Nashville Eagle."

I first acquired the Metro Express II wings when they were flying out of Love Field at Dallas, TX. Midwest II merged into Chaparral and the American Eagle operation flying out of D/FW International. The wings of Chaparral, Simmons, Command, Wings West and, I hope, Executive Airlines of Puerto Rico, will be presented in the next LOG, when I will wrap up the AA Eagle operations. The Air Midwest and AVAir wings will also be pictured at that time.

An outstanding American Overseas Airlines flight folder was sent to me by Jerry York - and what a beauty it is. Many thanks, Jerry. The folder opens with the text, "You're aboard



14. Flight engineer wing worn by the professional "two-striper" before the change in wing patterns in the early 1960s. This wing, worn by F/E Vincent Norderud, now retired, is gold and has fine detail in the engine cowl, cylinders and propeller. Hallmarked LGB.



15. Extremely fine detail in the Flight Engineer's full-size wing. Always a favorite of mine, the cowl, cylinders and propeller are as sharp as the detail in the feathering.



16. Flight engineer wing worn by pilots hired in the late 1950s. Smaller than the full-size FE wing, the cylinders and propeller detail is similar to the larger badge. This wing was worn by the late Capt. Freddie Johnson.

17. Captain's wings worn since the early 1960s when AA went through a uniform change. These wings are Sterling by Balfour but replacements are showing up these days which are SF-silver filled. The Captain's wings have the star over the eagle's wings whereas the Flight Officer (pilot-qualified FE) and First Officer wear wings with the eagle only. Professional FEs, of which there are quite a few still flying for AA, wear the same wing but with a small turbojet engine suspended below the eagle's talons. Chief pilots and supervisory pilots wear the wing with a star and a wreath above the eagle. Story has it the wreath symbolizes a dream they have when they think about the good old flying days.

an 'American Overseas Airlines' Flagship on another scheduled flight across the Atlantic." I would like to include more of the text contained in the folder, but the following gives an idea of the aircrew and part of their insignia: "By the time you said 'au revoir' at the gate, your crew was at its stations, alert and awaiting the signal to start the engines and take off. There are five flight deck positions - Captain, First Officer (co-pilot), Communications, Engineering and navigation. But the crew includes two extra members for a total of nine. This provides relief for each man for a few hours rest during the flight, since any of the three pilots is also qualified to relieve the Engineer and Navigator. So that you will have that airfarer know-how, we have made these little illustrations of the distinctive sleeve markings:

"The Captain wears four stripes, First Officer three and the Second Officer two. Communications Officers wear two stripes with flashes above them. An Engineer has two stripes with propellers above, while a Navigator wears above his two stripes a pair of dividers cutting into a circle. The Purser carries a single stripe above which are two quills."

Some months ago I received an interesting historical look into the past from Ed Young of Burbank, California: THOSE GLORIOUS GOLDEN AVIATION YEARS (PLUS A LITTLE EXTRA) ... As Seen in the Los Angeles Area by a Kid! Having finally acknowledged that his aviation experiences are something special, Ed sat down and put to paper what many of us enjoy reading about ... airplanes, airlines, and people.

Ed says it best: "Twenty years of growing up in the 20s and 30s in an aviation family followed by a 40 year stint in the Engineering Department at Douglas Aircraft/McDonnell Douglas, did bring me many fascinating contacts and opportunities to witness firsthand the famous and REAL people in the business, and, my father, 'Jules 'Briq' Young', was a central figure during what is referred to as the 'Glorious Golden Aviation Years'."

One of his many stories fits this column: "As a high school Freshman, I accompanied Briq and Ed Burton, Douglas' chief designer at that time, to the LA Union Railroad Station to see a family friend who was the Pullman Company conductor on Southern Pacific's crack train, the 'Lark'. Mr. C.R. Smith, the then-president of American Airlines, wanted a plane like the DC-2, but equipped with sleeping berths. His airline had been using Curtiss Condor biplanes which had berths for overnight flights. The visit to the rail-road station was made so that the conductor could demonstrate the upper berth's folding mechanism to Ed Burton. In redesigning the DC-2 to accommodate berths, Mr. Burton, among other changes, had to widen the fuselage. The result was the Douglas DST (Douglas Sleeper Transport). The important thing, however, was that because of the widened fuselage, the aircraft now provided space for 3 across seating (7 rows deep still) instead of 2 across. The plane thus became a 21-passenger airliner instead of 14. This substantially reduced the cost per passenger mile. As a non-sleeper the aircraft was designated DC-3 and became one of the best known airplanes thus far in the history of powered flight. Over 12,000 commercial and

military versions were made. Because of originating the sleeping berth requirement, C.R. Smith is known as the father of the DC-3. Obviously, you can see why it is difficult for me to credit anyone other than Ed Burton."

18. American Airlines passenger service agent's badge worn in the late 1960s by my wife, Diane. This fine badge is gold with the red-orange enamel "ring" around a blue enamel eagle. Worn on the agent's uniform jacket, this badge is a collector's dream.



19. Passenger service manager's blazer crest worn in the 1960s by Detroit's Jack Linden. The insidiana has a darkblue background with the AA orange crest around a white surface and a medium-blue eagle. Silver leaves at the bottom accent this PSM crest.

20. My first American Airlines hat badge with a Sterling silver eagle. Worn when I graduated from Greater Southwest Airport-GSW, at Ft. Worth, in 1966. I have worn the Sterling eagle on each of my hats since that year. This is a touch of tradition for me.



21. American Inter-Island shuttled American Airlines passengers between St. Croix and St. Thomas in the Virgin Islands from 1977 to '82 during runway construction at St. Thomas. When AA reinstated jet service at St. Thomas, the subsidiary was put up for sale. Inter-Island flew Convair CV-440s.



22. Pilot wings of Metro Express II before the merger into Chaparral, an American Eagle flying out of DFW Airport, Texas. The wing has a flat silver finish with no hallmarks and was acquired when MXII flew out of Dallas Love Field.




24. Maintenance instructor badge once worn by Len Breckenridge, an American employee for more than 50 years. Len wore this badge so long, the gold has worn off the eagle. He still contributes to AA from his office in the Flight Academy's simulator building. That is blue enamel on the bottom portion of the badge.



23. American Eagle pilot wing worn by the pilots of Nashville Eagle with flights operating out of Nashville and Raleigh-Durham. The wing is silver with the background behind the word Eagle a matte finish.



25. Talk about an American Airlines 747SP! Quite a number of years ago, employees were able to acquire these "EGG" airplanes and my "fleet" includes this 747, a 727, 707 and DC-10. They are indeed a conversation piece. The wingspan of this "SP" is 4.75 in (12 cm).



HELP, ANYONE?

Donald J. Muzio would like to learn more about the above plaque, which he has had in his possession for more than 15 years. It was a gift from a former United Air Lines stewardess. It seems to be a plastic simulated-wood travel "poster". 24x30 in. Anyone who knows more about this item, is requested to contact Mr. Wood at 11 Nottingham Ct., Alameda, CA 94501, USA.

AIRLINE HAPPY HOUR

by AL S. TASCA

In this issue I will show you some of the swizzle sticks used on board American Airlines aircraft. Once again, anyone who can add to this (other sticks, variations on the ones shown, dates when used, etc.) is kindly invited to write me. I will use all information received in a follow-up article.

Fig. 1 shows a one-sided stick with the old logo at the top. It is 6 in (15 cm) long and has a flat shank and bubble end. The top is contoured in detail, with the shaded areas around the wings and in the letters AA cut out. On the front of the stick, just forward of the end, are the words "MADE IN U.S.A." On the reverse, just forward of the end, it says "VAN BRODE-CLINTON MASS." The only variation I have of this stick is an off-white one with a one-inch (2.5 cm) long raised bubble in the same reverse area.

The second style of this stick, which is the one shown here, is identical to the one mentioned, with the exception of the hot-stamped gold writing on the shank; a small bubble forward of the text "MADE IN U.S.A." on the front and a "C" in a circle, followed by the text "BEACON SPORTSTIR" on the reverse just forward of the bubble end.

I should also mention that on three of the four sticks I have of this model, the gold D7C does not appear exactly in the same place on the shank.

Known colors of the plain stick, besides the off-white of the one with the bubble, are white, off-white, grayish-white and light blue.

Fig. 2 is of a paddle-bottom stick. It has identical sides and is 6.25 in (16 cm) long. The shaded areas at the top in the letters AA are cut out and the pedestal on which the AA stand, is slightly wider than the rest of the top. The shank is round with engraved lines, and the bottom is convex, also with engraved lines on it. There is no manufacturer's name on the stick and known colors, all in pastel, are salmon, orange, pink, rose, olive drab and green.

Fig. 3. Here is a stick I can't seem to get any specific information on and I would ap-

preciate any information you can send me. It is dark blue and is 5 3/4 in (14.7 cm) long. It has a flat shank and a small bubble end with "SPIT-IT U.S.A." just forward of it in the name side. This is a two-sided stick with raised writing and "THE ROYAL COACHMAN" in the same slanted letters on the reverse. The design on the hat is also raised.

Was this stick used on a specific flight or in a specific class?

(Ed's note: AA offered "Royal Coachman" de luxe tourist class seating -and "Mercury" first

class seating- on its transcontinental DC-7 and DC-7B services in the mid-1950s -JG)

Fig. 4 is of a 6.5 in (16.5 cm) long stick in medium blue with a plain convex paddle end, round shank with raised writing, and an engraved top. The top shows three people paddling a canoe with the sun or moon behind them. There are water lines below the boat and sky lines around the sun/moon. The stick has two identical sides and bears no manufacturer's name. I have been told this was one of AA's later sticks.



Fig. 1



Fig. 2

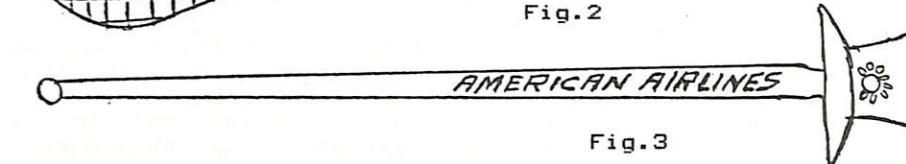


Fig. 3

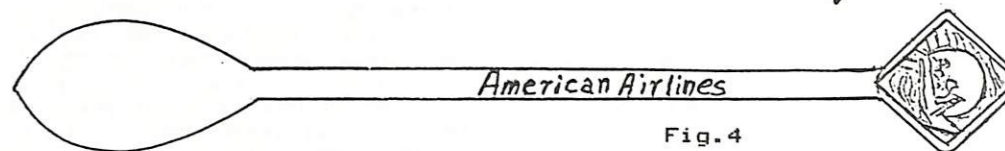


Fig. 4

AIRLINE HAPPY HOUR

by AL S. TASCA

SPECIAL EDITION

As most of you know, the International Association of Machinists and Aerospace Workers (IAM) went on strike against Eastern Air Lines on Saturday, 04 MAR 89.

During the strike, and for many months previous, many collectibles have been produced, both by the IAM and by Eastern. For those of you who follow the Eastern saga and collect anything related to it and the IAM, I am showing here some items which may be of interest, including a union swizzle stick.

There are some items I do not have examples of, so they will only be described here.

Whatever the outcome of the dispute, there will be many pre- and post-strike items for the airline memorabilia collector.

Fig. 1. In the early 1970s IAM Local Lodge 702 purchased and renovated a building in Hialeah, Florida and called it the "702 Restaurant and Lounge." The service included a strolling violinist, but unfortunately the membership couldn't care less about strolling violinists and called the place "The White Elephant." Eventually the restau-



Fig. 1



Fig. 2



Fig. 3

rant was shut down and sold.

The stick illustrated was used at the restaurant. The two flat sides are identical. The color is blue with gold writing and IAM "rotary" logo. Made of plastic, the stick is 6.26 in (16 cm) long and was made by MI-KO-U.S.A.

Fig. 2 and 3 show automobile bumper stickers, 3 x 11.5 in (7.5 x 29 cm) in size. #2 came out when Frank Lorenzo took over Eastern Air Lines. It is white with a red circle and slash through it. "Stop Lorenzo" is also in red. The rest of the text is in black. #3 is identical in size and colors to #2. The first time I saw it was during the strike

Fig. 4. This 2.25 in (6.25 cm) diameter button was put out by Eastern during the strike. It is probably for employees who chose to cross the picket line to go to work. It is white with black text, white and dark-blue logo and a dark-blue line at the bottom.

Fig. 5. I was told this button reflects the "almost strike" of 1983. It measures 1.75 in (4.5 cm) across and is white with black "83" and a red circle and slash.

Fig. 6 shows a button passed around by the IAM before the strike. It is actually another button, 2.25 in (5.5 cm) across with a 2 in (5 cm) sticker pasted onto it. The sticker is in day glo orange with black text.

It is also available separately.

Fig. 7 depicts the most-popular strike button of the IAM. It is of the same size and has the same colors as the button in fig. 5 and is self-explanatory. A sticker, 2 in (5 cm) in diameter but otherwise identical to the button, is also available.

Fig. 8. This red ribbon with black text and hat was handed out by the flight attendants during the strike and is very popular among all cabin & flight crew members. It measures 1 5/8 x 5 1/2 in (4 x 14 cm) and is made of a stiff, silky material.

Fig. 9. This button was issued by Eastern prior to the strike, when they prided themselves on being the "on-time" airline "all the time." The deception in this was that by increasing their flying time, for instance by changing the time from Miami (MIA) to New York (JFK) from 2:20 hours to,



Fig. 4



Fig. 5



Fig. 6a



Fig. 6b



Fig. 7a



Fig. 7b



Fig. 9



Fig. 8



Fig. 10

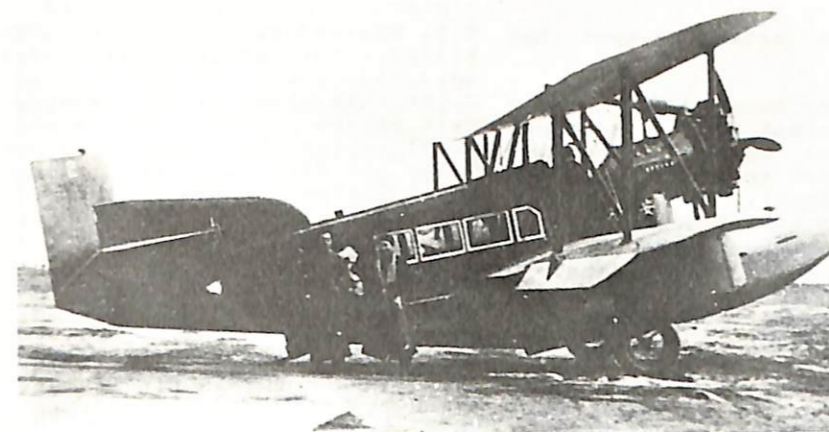
let's say, 2:55 hours, it was almost impossible not to meet the allotted flying time in the extra 35 minutes. The button measures 3 in (7.5 cm) across and is in dark blue and white.

Fig. 10. This 2 in (5 cm) sticker is also in day glo orange with black text. It appeared before the one in fig. 6.

The latest button I know of, but don't have a copy or picture of, surfaced about 15 APR. It measures 2.25 in (5.5 cm) across and is white with black or dark blue text "ONE DAY LONGER" in three lines. As far as I know it was issued by ALPA (Air Line Pilots Association) and means we will still be here after Lorenzo has gone.

Among other stickers are some pre-strike items, about 2.25 in (5.5 cm) across, saying such things as "CAPTAIN EDDIE WOULD CRY" (referring to Eastern's founder, Eddie Rickenbacker), "EASTERN AIR LINES" with the "N" missing, and "FLYING JUNK SHOP." These stickers were seen everywhere you went on base.

Other collectibles include a dart board poster with Lorenzo's face on it, T-shirts, flyers, posters, etc. The list is endless.



China Airways Federal, a predecessor of CNAC, started operations from Shanghai to Nanking in 1929 with five Loening C-2 amphibians. As the others, aircraft #2 was painted green, the traditional colors of the Chinese postal service.

(c) 1989 by JOOP GERRITSMAN

After the final collapse of the Manchu regime in China in the early 1920s, internal wars followed as each of the various local rulers tried to emerge supreme.

It was not until 1928 that the Kuomintang (Nationalist) regime of Chiang Kai-shek in Nanking succeeded to bring some peace to the southeast and the lower Yangtze River Valley. This was the industrial and commercial heart of China, with its big cities and trading ports of Canton, Shanghai (an international city) and Nanking.

Regular mail and passenger air services were already in operation in Europe and the USA at this time, but British efforts to establish air services in China in 1921/22 had failed (see LOG 14/4).

Clement M. Keys, a Canadian-born American financier and owner of Curtiss-Wright Corp., however, continued to recognize the opportunities and need for air transport in China.

He formed the Aviation Exploration Corp. to negotiate with the Chinese and on 20 APR 29 China National Airways Corporation awarded Aviation Exploration a contract for exclusive air mail and passenger services for 10 years on three routes from Shanghai: (1) along the Yangtze River to Hankow and the Nationalist capital of Nanking; (2) from Hankow to Canton, and (3) from Nanking to the old Imperial city of Peiping (Peking) via either Tsinan or Tientsin. All were to be flown at least once a day. The Shanghai-Hankow

IN THIS SECOND PART OF THE AIR TRANSPORT HISTORY OF CHINA WE LOOK AT THE AMERICAN INFLUENCE BEFORE WORLD WAR 2. CHINA NATIONAL AIRWAYS CORP. WAS BOUGHT BY PAN AMERICAN AIRWAYS BUT ITS HISTORY GOES BACK TO THE EFFORTS OF CLEMENT M. KEYS IN 1929 TO ESTABLISH COMMERCIAL AIR TRANSPORT IN CHINA.

AIRLINE PROFILE

CHINA

Part 2

Nanking service was to start no later than 17 OCT 29, with others to follow. Keys promised Aviation Exploration a Sikorsky amphibian and a Ford Trimotor to operate these services.

Before going any further, the reason for using Peiping instead of the better-known Peking here, should be explained.

In 1368 the Ming Dynasty (renowned for its exquisite porcelain) was founded in China when the Mongols were driven out of what was then called Peiping. The name of the city was changed to Peking in 1403, when it became the Northern Capital of a

divided China. (Canton was the Southern Capital.) When the Nationalists came to power in 1928, they moved their government to Nanking, about halfway between Peking and Canton, and they changed the name of Peking back to Peiping. The name Peking was restored after the city fell to the Japanese in JUL 37. It once again became Peiping after the Japanese defeat in AUG 45, but the Communists restored the name Peking when they came to power in 1949 and they made the city once more the country's capital. About 10 years ago the name was changed again, to the present Beijing, to conform with

The rival Shanghai-Chengtu Air Mail Line began Shanghai-Nanking mail service, also in 29, with Stinson SM-1F Detroiters. The first Chinese character on the fuselage stands for "Shanghai".



the phonetic spelling of the name in the Chinese language.

Back to our history of CNAC. CNAC had been formed on 12 APR 29 by the Chinese Ministry of Railways, to manage aviation in the country.

Aviation Exploration had a handicap from the start. All airfields in China at this time were owned by the military and CNAC was denied their use because of a rivalry between the Railways Minister and the Minister of Communications over who would control aviation. The Minister of War sided with the Communications Minister.

Keys had to lend CNAC \$1 million to build its own airfields before services could start.

In MAY 29, less a month after the CNAC contract had been signed, the Ministry of Communications signed a rival contract with the Stinson Airplane Corp. of Detroit, MI, for air mail service from Shanghai to Nanking, 200 mi. (320 km) up the Yangtze River. Four Stinson SM-1F Detroiters for four passengers and mail, were delivered for flights from Hunqjao Airport on the west side of Shanghai.

Operating as the Shanghai-Chenqtu Air Mail Line, services began on 08 JUL 29. They continued sporadically for several months. The operating name indicated there were plans to extend service west to Chenqtu, capital of Szechwan province, later.

Szechwan is nearly the size of Texas and then had a population of 60 million, half that of the USA at the time. Chenqtu was a city of nearly one million.

In June, the central government placed all civil aviation matters under the Ministry of Communications and as a result, the country's airfields remained closed to CNAC and Aviation Exploration. AE then bought five rugged six-place Loening C-2 amphibians for the Shanghai-Nanking-Hankow route along the Yangtze. A sixth followed a year later. The Shanghai base was at Lunghua on the Whanqpo River, a tributary to the Yangtze.

On 26 AUG 29, China Airways Federal was formed to operate the services awarded to Aviation Exploration. China Airways was a subsidiary of Intercontinental Aviation, owned by North American Aviation, the airline operating arm of the Keys holdings.

Monday to Saturday daily return flights to Nanking and Hankow, 525 mi (840 km) up the Yangtze, began on 21 OCT. They were suspended on 15 DEC after the Minister of Communications had repeatedly refused to pay the agreed air mail fee to the airline, but were resumed two

days later after payment had been made.

Keys lost heavily in the OCT 29 stock market crash and there was no more money forthcoming from New York to subsidize China Airways Federal.

A new agreement was signed on 08 JUL 30 between the Chinese government and the Americans. A new China National Airways Corporation was formed (the Chinese equivalent of the name translates into "Middle Kingdom Space Machine Family") to take over the old CNAC, China Airways Federal and the dying Shanghai-Chenqtu Air Mail Line (Stinson). The Chinese government held 55% of the shares in the new CNAC and the Americans the other 45%.

The new CNAC was to operate on three routes:

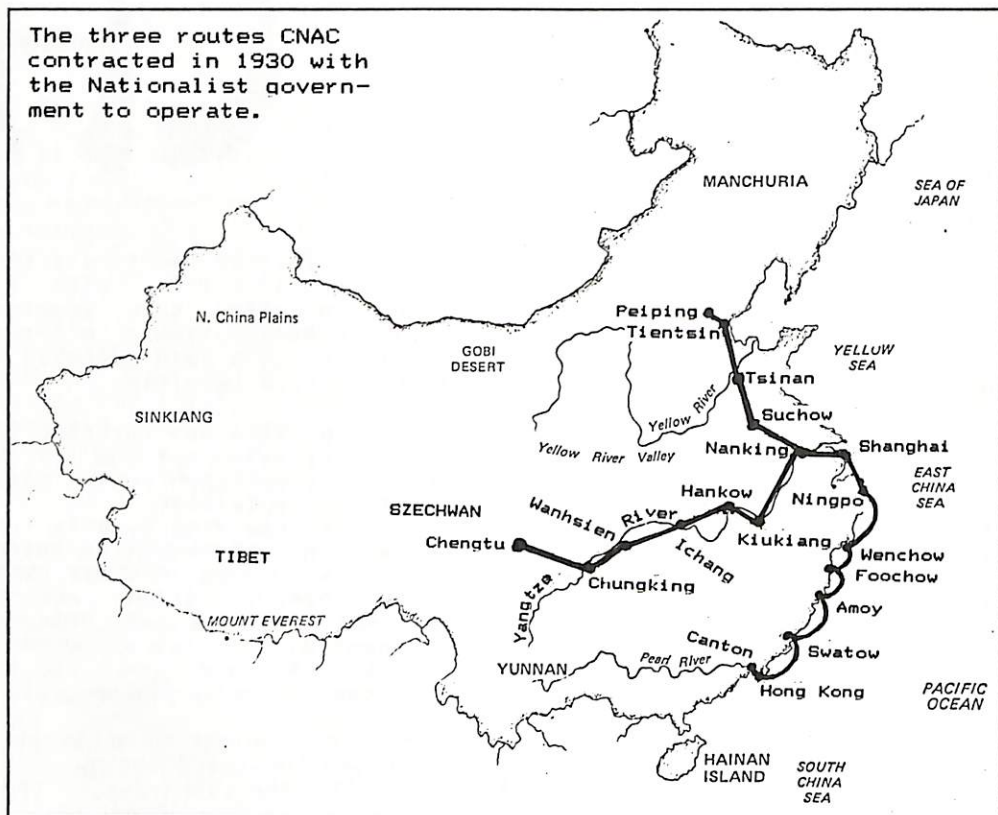
- (1) Shanghai to Chenqtu via Nanking, Kiukiang, Hankow, Ichang, Wanhsien and Chungking;
- (2) Shanghai to Peiping via

K.F. Pan and two passengers were killed. Two other passengers were injured.

At this time, George Westervelt arrived in Shanghai as personal representative of Keys and under his direction CNAC began an expansion program. Although another Loening was damaged in FEB 31, the Yangtze service was extended from Hankow west to Ichang on 31 MAR 31. Ichang was at that time the western limit of the area controlled by the central (Nationalist) government. Twice-weekly service even further west along the Yangtze, to Chungking, started on 31 OCT 31.

While it took a fast river steamer nine days to travel the 540 mi (865 km) from Hankow to Chungking, the Loenings made the trip in only six to seven hours. The unstable situation in Szechwan prevented extension of the service to Chenqtu for two more years.

The three routes CNAC contracted in 1930 with the Nationalist government to operate.



Nanking, Suchow, Tsinan and Tientsin, and

(3) Shanghai to Canton along the coast via Ningpo, Wenchow, Foochow, Amoy and Swatow.

CNAC was given exclusive mail rights on these routes for 10 years. Operations on the first route to at least Hankow were to start immediately. The other services were to follow within three years.

On 09 DEC 30 CNAC suffered its first fatalities. On taking off from the Whanqpo River at Shanghai, a Loening struck a junk. Pilots Paul F. Bear and

Meanwhile, Nanking-Shanghai-Peiping mail service had started on 15 APR 31 with the Detroiters of the old Stinson line. These had been idle since the merger of 1930. But frequent engine problems forced suspension of this service on 08 JUN. The SM-1F variant of the Detroit was powered by the 300 hp Wright J-6 engine of what historians call the "unfortunate 1929 series." The main problem was in their cooling systems. New engines were installed and mail operations resumed 12 SEP. Passenger service began on 15 OCT.

Like Eurasia (see CAPTAIN'S LOG 14/4), CNAC suffered also from renewed unrest in China in the early 1930s. Just as its future started to brighten, a civil war loomed in the summer of 1931 between the Nanking and Canton factions in the government. War between them was avoided only when fighting broke out between the Japanese army in Manchuria and Manchurian forces loyal to the Nanking government.

Aircraft problems continued to plague CNAC. Three of its six Loenings were out of service for major rebuilding in late 1930 and two pilots and two passengers were killed in a Stinson crash on the Peiping line in NOV 31. Two more Stinsons were damaged about this time in weather-related incidents. Since the Peiping service had carried only 27 passengers and less mail than expected, it was suspended indefinitely on 26 DEC that year.

When the Loenings emerged from rebuilding, they had been converted to flying boats, with their wheel undercarriages removed, to save weight. This greatly improved their performance.

Manchuria had fallen to Japan in 1931 and on 29 JAN 32 Japanese gunboats bombarded Shanghai in retaliation for a Chinese boycott of Japanese goods. This boycott had been in retaliation for the Japanese occupation of Manchuria, but Japan wanted it stopped.

The bombardment forced CNAC to halt all Shanghai-based services until 09 FEB, after the actual fighting had stopped. An armistice was signed on 05 MAY and Japan withdrew from Shanghai and China, but not from Manchuria. In SEP 32 it established the nominally independent state of Manchukuo in Manchuria.

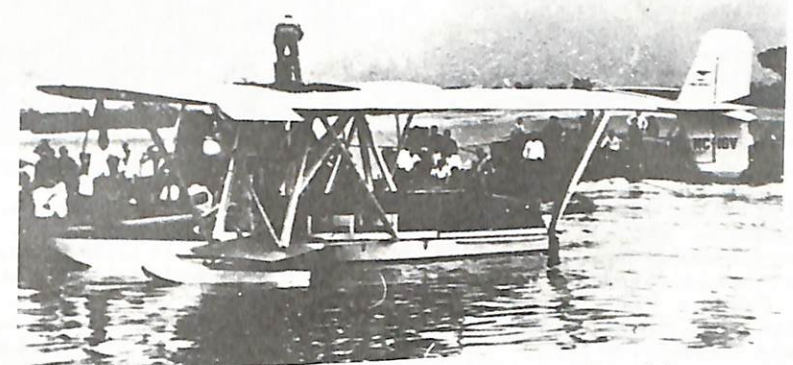
CNAC had benefitted from the war. Steamer service on the Yangtze had been disrupted, but air service had not. The airline carried 3,153 passengers and 11,872 pounds (26,700 kg) of mail in 1932, up by 25% over 1931.

In JAN 33 Nanking offered CNAC a subsidy to cover losses on the Peiping route if it would resume service. The Nationalists sought to strengthen their presence and influence in the north to counter the Japanese threat emanating from Manchuria. Twice a week nine-hour Stinson service to Peiping via Haichow, Tsinqtao and Tientsin began on 12 JAN.

On 04 JUN 33 the airline also extended its Yangtze service from Chungking to Chenqtu. While its was only 170 mi (275 km) from Chungking to Chenqtu by air, the road trip was 300 mi (485 km). The flight took less than two hours, a journey by sedan chair 10-15 days and soldiers



The old Shanghai-Chenqtu Line Stinsons began operating the CNAC service to Peiping in APR 31. They were later re-engined with more reliable powerplants, seen on this aircraft. Chinese character is symbol for the postal service.



PAA sent two Sikorsky S-38B to China for the service to Canton along the coast. NC16V is seen on the Whanqpo River at CNAC's Shanghai base.

had to accompany travellers to protect them from bandits along the way.

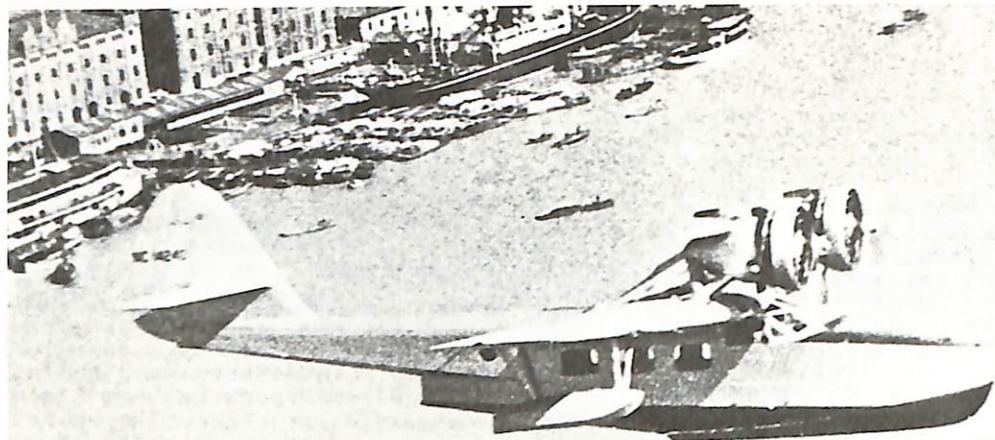
However, in a show of authority over the rulers of Szechwan province, the Nanking government ordered Chenqtu service halted only a few days later. Thrice-weekly regular service finally

started, with the blessing of Nanking, on 21 NOV 33. Because of demand, a fourth service was added less than a month later.

With this strong Yangtze service to Chungking, the year ending 30 JUN 33 was the best in the airline's history.



These are two of the earliest baggage labels of CNAC. The one on the left, in red and yellow with black text, on white, depicts what appears to be a cross between Sikorsky and Loening amphibians. The one on the right, with a beautiful dark orange sky, is of a Stinson Detroit speeding toward its destination, leaving the Yangtze River steamer behind. CNAC started Stinson service to Peiping in 1933. (Both labels from the Don Thomas Collection.)



But by now the fleet was obsolete and CNAC was in danger of losing its authority for the Shanghai - Canton mail service, which had not yet been started. Under the contract with the government, the airline was to begin the service no later than 08 JUL 33.

In the USA, North American Aviation Corp. was taken over by General Motors that year and the new owners wanted nothing to do with the airline in China.

Enter Pan American Airways. Its president, Juan T. Trippe, was preparing for transpacific service and he wanted Shanghai to be the Asian terminal. But this was something even the persuasive Trippe could not get. International treaties forbade China to give any country "preferred nation" status in trade matters. To keep Japan out, it had to keep PAA out, just as it had had to keep out direct Luft Hansa service two years earlier.

Trippe now played his next card. On 01 APR 33 PAA took over the China Airways Federal shareholding in CNAC from North American Aviation and committed itself to rebuilding the airline with management and operational expertise. The man who was to accomplish this, was Harold M. Bixby whom Trippe placed in charge. Under Bixby, the airline would grow to be an major transportation force in China in the next four years.

Providing new aircraft and management was the easy part. PAA/CNAC also had to build new airports, weather stations and radio beacons across the country if it were to expand services.

Because of the treaties, the Chinese government suggested to PAA to establish the Asian terminal of its new trans-Pacific service in (British) Hong Kong. CNAC would provide the connecting service to Shanghai.

(As it turned out, PAA did not get landing rights in Hong Kong from the British until 1937.)

Despite the heavy foreign influence in both domestic Chinese airlines, the Chinese government claimed the treaty obligations were met, because the Chinese end of the European service was operated by Eurasia, not Luft Hansa, and the Chinese end of the future transpacific service by CNAC, not PAA. And the government had a majority shareholding in both Eurasia and CNAC. It considered them Chinese companies, not foreign ones.

To meet the deadline for the start of the Canton service, PAA sent two Sikorsky S-38B amphibians to China. They arrived at Shanghai on 26 JUN 33 and on 07 JUL a token mail service was flown to Canton. The return flight to Shanghai was made the following day. Regular, twice-weekly service started on 24 OCT 33. Passenger service was to start on 24 NOV, but thick fog over Hangchow Bay at Shanghai forced the Sikorsky back. On the second try, later that morning, the fog thickened so fast, pilot George Rummel lost sight of the water and horizon and the aircraft struck a hilltop. The aircraft was wrecked, but no one was hurt. The passenger service to Canton did not begin until a few days later, with the second Sikorsky.

This second S-38B was also lost in fog over Hangchow bay. It struck the water on 30 APR 34 and the three crew and one passenger were killed. This left CNAC without suitable aircraft for the Canton service. In AUG 34 PAA delivered two new, eight-passenger Douglas Dolphin amphibians to CNAC to replace the Sikorskys and the service resumed on 02 NOV of that year.

The impact of air transport on communications within China in the 1930s were staggering. The enormous time saving on the Chunking and Chengtu services has already been mentioned. Other savings in travel times will be mentioned at the appropriate place. In 1936 China, which is slightly larger than

< CNAC Douglas Dolphin over the Whangpoo River waterfront at Shanghai. PAA supplied two Dolphins to the airline for the coastal service from Shanghai to Canton. (Photo via Harry Gann, McDonnell Douglas)

the USA, had only 7,000 mi (11,200 km) of railroad and 40,000 mi (64,360 km) of highways. The USA then had 25,000 mi (402,250 km) of railroads and three million miles (4.8 million km) of highways.

In 1929 China Airways Federal flew 57,900 mi (93,167 km) and carried 354 passengers and 8,675 pounds (3,940 kg) of mail. In 1934 CNAC's numbers were 990, 730 mi (1.594 million km) flown, 7,932 passengers and 122,014 pounds (55,400 kg) of mail carried. (Figures from: Morrison Foxman in AVIATION, MAY 36.)

There was another airline with American connections in China in the 1930s. Southwest Aviation Corporation began services from Canton in MAY 34 with "three large Stinson airplanes recently purchased," as reported in the China Weekly Review.

The Eurasia timetable of 01 APR 36 shows SAC flew Canton-Lungchow via Wuchow & Nanning; Canton - Kingchow (Hoihow) via Maoming, and Nanning - Kingchow via Pakhoi. Some sources say SAC had seven Stinsons and three Loenings in 1936/37. A service from Nanning to Hanoi (French Indo-China) was added in 1936.

SAC stopped all operations in 1938, not long after an uprising in Canton and in Kwangtung and Kwangsi provinces had collapsed.

TO BE CONTINUED



Southwestern Aviation Corp. was another pioneer airline in China. It operated from Canton with Stinsons. They had this baggage label, now very rare. (From the Don Thomas Collection)

AIRLINE MODELING

by GERRY COLE

With my previous two columns devoted to modeling the DC-8, there hasn't been much room for photos of other models built by you, the readers. I rectify this situation in this issue.

Tony Schneider from Louisville, KY, sent a photo of his Boeing 737 in Wien Air Alaska markings. The nosewheel gravel kit was built before Fotocut brass parts were available. Decals are from the old Rareliners sheet.

Tony's second photo shows his US Air and Orion Air 727s. The Orion model was lettered using LetraSet dry transfers from an artist supply store. Part of a blue "A" was superimposed on the letter "O" to make the Orion logo for the tail.

The next two photos come from Todd Budish of New Hope, MN. His Boeing 727 with solidcolor green fuselage and Braniff markings was decaled with the Jet Set Systems sheet. The Frontier 737 is finished with the old Microscale decal applied to the Airfix 1/144 scale kit.

The Pan Am billboard 727-200 was built by Tom Clark of Mountain Top, PA. Tom used AA/ATP decals and Modelmaster paints on his 1/200 scale Hasegawa Loveliner kit.

The final photo shows a BAC One-Eleven of Florida Express in 1/144 scale, by Tom Sheridan of Sunrise, FL. Tom used strips of Microscale red decal sheet for both the red fuselage stripes and for the FE logo on the tail. Titles and ship name "Orlando" came from Micro's railroad decal lettering. Tom notes the railroad letters are very difficult to position accurately on the model because of their small size. I have found that a solution to this problem is to apply small decals or dry transfers to a piece of clear decal sheet first. A line drawn on the back of the clear decal paper helps to keep the letters in line. When satisfied with the location of the markings, coat the clear sheet with Future floor wax to seat the markings on the decal. After letting the wax dry a for a few minutes, cut the clear decal around the markings and apply to the model in the usual manner.

NEW PRODUCTS

Airline Hobby Service has released eight decals for aircraft



1/144 scale US Air and Orion Air 727s. by Tony Schneider. (All photos in this column by the builders of the models shown.)

of the fleet of Wardair Canada. The sheets include markings for the A300B4, A310, DC-10-30 and Boeing 747 (either the -100 or -200B). Available in 1/144 and 1/200 scale. The sheets include all aircraft names, registrations and emergency exit markings, but no cockpit and cabin windows. The printing quality is excellent, as are the instruction sheets. The A310 instructions even include dimensional details on the wingtip plates required for modeling the A310-322. Prices are \$6.- for the 1/144 sheets and \$5.- for the 1/200 version.

Future releases from AHS include cabin window decal sheets for the L-1011, DC-10 and 747, along with decals for the new two-color Air Canada livery.

Decals for the Midway Airlines DC-9 and 737 have been produced by Flight Designs in 1/144 and 1/200 scale. The newer and white Midway markings and the red titles are provided as decals. Modelers must paint the fuselage bottom and vertical tail red to match the decal, allowing a space to represent the white stripe. The sheets fit the DC-9-10, DC-9-30 and 737 with a block of registration numbers and a sketch of each aircraft provided.

Typical of Flight Design's attention to detail, both pewter and white rear 737 door outlines are provided, as both have been seen on Midway's fleet. Prices are \$5.- for 1/144 scale and \$4.- for 1/200 scale. Both the

AHS and Flight Designs decals are available through AA/ATP.

AA/ATP has "launched" the American Airlines fleet, with decals on the way to model the AA 747, 747SP, A300-600, 707, 727, 737, 757, DC-10, MD-80 and BAe 146. Decals will be produced in both 1/200 and 1/144 scale, at prices to be announced later. They plan to do modern United fleet decals later in the year.

On the model kit front, Sasquatch and Welsh Models continue to produce new offerings. Sasquatch (6881 S.E. Alberta, Portland, OR 97206, USA) has completed the molds for a BAe 146 -100 and -200 and is working on a BAe 146-300 and Jetstream 31. Likely new decals will be Aspen and United Express 146 and Eastern Metro Express for the Jetstream. All, of course, will be done in 1/144 scale.

As noted in the previous column, Welsh Models will be doing Shorts 330 and 360 vacuforms, followed by a Vickers Vanguard (Merchantman) and a Bristol Super Freighter. The latter is already available in military markings and is a very big model in 1/144 scale. If you don't already build airliner vacuforms, you should give these kits a try.

The Revell WG 1/72 scale kit of the Dornier 228-100 has been released in the livery of the German carrier Delta Air. The new markings are considerably

more colorful than the earlier Holiday Express release. Decals are provided for the black, white and orange markings, with the builder painting the bright red on the fuselage bottom and vertical fin. The kit costs about \$21.- in the USA.

DEPARTURE LOUNGE

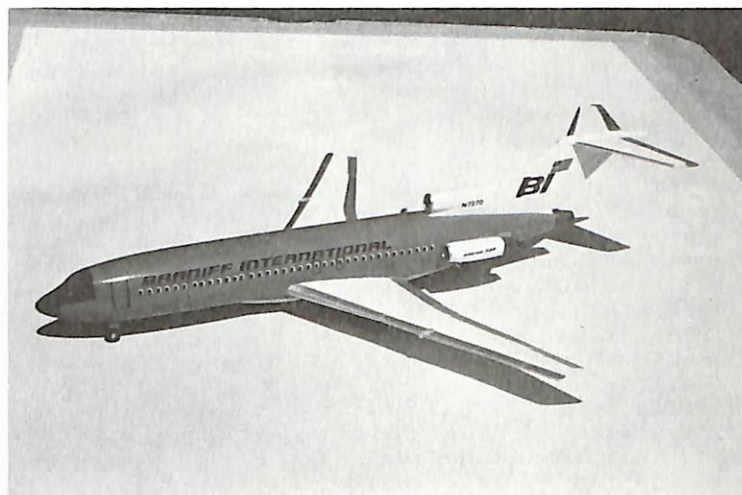
Don't forget to send me your model photos. Please include the scale of the model, the name of the manufacturer of the kit you used and the source of the markings. I am particularly interested in hearing about any problems you had in building the model, and in how you solved them, so I can pass these tips on to other readers.

(RIGHT) Airfix BAC One-eleven of Florida Express, built by Tom Sheridan.

(All photos by the builders of the models shown.)



Tony Schneider's Wien Air Alaska 737



Braniff's solid-color 727 by Tod Budish.



Airfix 737 in Frontier markings by Todd Budish.



Tom Clark's 1/200 scale 727 with AA/ATP Pan Am billboard decals.

JUNIOR CREW INSIGNIA

by STAN BAUMWALD

Just got back from a trip to Northern California where I had a chance to meet some fellow wing collectors for the first time. Dave Lang (Semper Fi) was kind enough to drive from his home to a rest stop along the road from Reno to San Francisco as I was running late and had to be in SFO that night. He brought along his kiddie wing collection and he really has some beauties. A 15-minute visit turned into almost two hours. Dave has volunteered to help with the revision of the Junior Crew Member Wings book for the next edition. I hope the job will be completed before the Toronto convention.

I picked up a different Jimmie Allen wing from Dave. It says "Richfield Hi-Octane" in the shield and "Flying Cadet" at the bottom (#1). The one I already had, says "Flying Cadet" in the shield and "Rainbo" at the bottom (#2). This is the second variation I have of this popular wing and Dave must have 10 different styles.

Dave also brought to my attention a major variation of a Delta Airlines wing I was unaware of. There were several manufacturers of these wings. One was J.J. Mfg. Co. and another was Kinney Co. The big difference is that the J.J. wing (#3) has raised lettering while the lettering on the Kinney wing is flat (#4). It is very noticeable when you put them side by side and check the reverse. I think this is the same variation Steve Carter tried to bring to my attention.

They will all be listed in the next edition of the book.

I met Tony Lopez and Bill Gawchik at SFO show for the first time. I received a few wings from Bill and I had a chance to see Tony's collection which he had on display. He really has about the best collection I have ever seen and I asked him to help out with the book, but his answer was non-committal. The problem with the present book is that there are some very poor photocopies of wings in it. Tony has many of the hard-to-find items. I would like to photograph these wings to make the book better. I hope Tony will make a positive decision.

In any case, it was nice to meet some of the west coast people and see what is new. Bill Gawchik reminded me that he is the person who sent me the Republic Airport and JFK Airport wings. Then, at the show, I received two new wings from him. "QUAD CITY AIRPORT" (#5) and "GENERAL MITCHELL INTERNATIONAL

Fig.1



Fig.2



Fig.3



Fig.3



Fig.4



Fig.4



AIRPORT" (#6) are exactly the same style and were both made by Stoffel. Also, in a previous correspondence, Bill had shown me a newer version of an LTV wing.

Lionel Ginsburg, who was also at the SFO show, gave me more details about UAL 23. Apparently, this wing comes as a pin back and as a stick back. My feeling is that when the only difference is in the backing - pin, stick or screw back - the wings should be listed as the same wing with a notation of the different backings.

Lionel also told me there are two types of Air Portugal wing. One says "Air Portugal" and the other "Piloto Junior".

Now a very controversial item. AirCal put out a Fun Book for children and on the back is a "Make your own wings" game (#7). Sure, it is for children and therefore is a bona fide kiddie wing. But who knows? I would think it is, as there are others of this type which are just pieces of paper. For example, here are three British Airways items (8,9,10). They are just paper, but should qualify



Fig. 5



Fig. 6

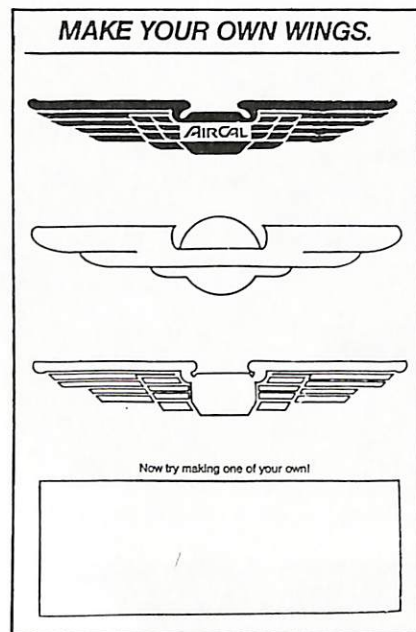


Fig. 7



Fig. 8

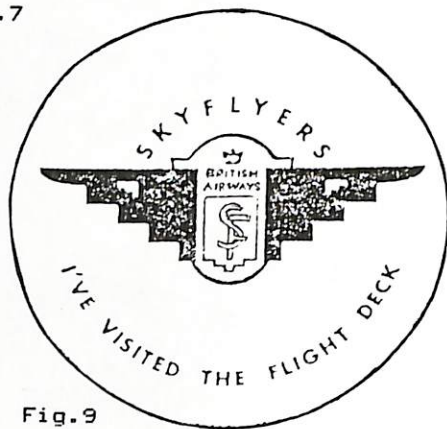


Fig. 9



Fig. 10



Fig. 11



Fig. 12

just paper but should qualify as kiddie wing items. One day, perhaps, paper items will not count, but then, how about the older Frontier, NWA and WCA kiddie wings we would all love to get our hands on?

Shirley Ibsen, who traded me some excellent playing cards at the SFO show, came up with a new wing. It is a National Airlines Jr. Stewardess wing (#11), all blue in color and just like the UAL 15. Obviously these were given out by a private company and not by the airlines. I will try to present a list of these in a future column.

A wing with the name "Strom-Becker - Model Makers Club - Airman 1st Class" (#12) was sent by Henry Cole. This wing is of the ICE-1 type and is red in color with silver wings.

Now a major new find by one of our collectors in Minnesota: a North Central wing on card (#13)! From the information I have, the colors are red, white and blue and it is a replica of the first issue of the NCA pilot wing. This is a junior stewardess wing and is more representative of the pilot wing than the junior stewardess wing in my collection. The latter is only a half wing. I'll try to get more information on this one. Personally, I just drool when I look at the photocopy.

Space is running out, so this must be all for this time. I hope to meet many of you in Toronto and failing that, please let me know about your kiddie wing "finds" in a letter, so I can share the information with other collectors.



Fig. 13

BOOKCASE

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

LINDBERGH AND COMMERCIAL AVIATION & POSTER ART OF THE AIRLINES

AUTHOR & PUBLISHER: Don Thomas. 1801 Oak Creek Drive, Dunedin, FL 34698, USA.
PRICE: U.S.\$17 postpaid in the USA and Canada, direct from Don Thomas. For overseas, prices on request.

There is no doubt: these two glorious full-color books should be on the bookshelf of every self-respecting student of commercial aviation history.

The Lindbergh book is packed with photographs, pictures of labels, posters, postage stamps and first-day mail covers, all connected with the life and airline career of Charles Lindbergh. That career began in 1926, when he flew the mail between Chicago and St. Louis (CAM-2) for Robertson Aircraft Company. From 1928 on he was a technical adviser with TAT (Transcontinental Air Transport) and TWA (Transcontinental and Western Air).

But it was as an adviser with Pan American Airways that Lindbergh made his biggest mark on the development of commercial aviation. He made many survey flights in preparation for PAA's later globe-circling network of air routes and the colorful memorabilia in this book, reminding us of this career, must be seen to be believed ... and enjoyed. And enjoy them you will, you can be sure of that.

The poster art book is the third aviation book published by Mr. Thomas so far, and it is my personal favorite. The 64 pages of brilliantly colored posters of many airlines take me back to when my interest in the history of aviation began to crystalize. Being born in the 1940s, I have no personal recollection of the posters shown in this book, but I will remember the many hours I spent in libraries, searching through magazines and books, in my quest to capture some of the feeling of what commercial air transport between the two world wars had been all about.

Now I have them all in one handy volume: the best of the posters of Pan American, TWA,

United, Imperial, Braniff, Zeppelin, Syndicato Condor, SCADTA, Aeropostale, Les Lignes Farman, KLM and many others. They not only show the Fords and Fokkers, DC-2s and Connies, Dornier Wals and Sikorskis operated by these airlines, but also the exotic destinations they flew to: the romantic South Pacific, the high plateaus of the Andes, mysterious Japan, sunny California,

the valley of the Nile and so on. These posters are the best work of artists such as Paul George Lawler, Alajalov, Anton P.C. Erkelens and many others whose names as artists.

"The airlines had to sell their products," remarks Ron Davies, aviation historian and air transport curator at the Smithsonian, in his Foreword.

But that doesn't mean these posters are crass commercial announcements. No, they are statements of the romance and sense of adventure which were still part of air transport during the Twenties, Thirties and Forties.

*** THE ACCIDENTAL AIRLINE

AUTHORS: Howard White and Jim Spilsbury
PUBLISHER: Harbour Publishing Comp., P.O. Box 219, Madeira Park, B.C., V0N 2H0, Canada, 1988, PRICE: Can\$21.95.

This is Jim Spilsbury's own story of how he founded and ran his own bush and regional airline, Queen Charlotte Airlines, after WW2 in British Columbia, Canada.

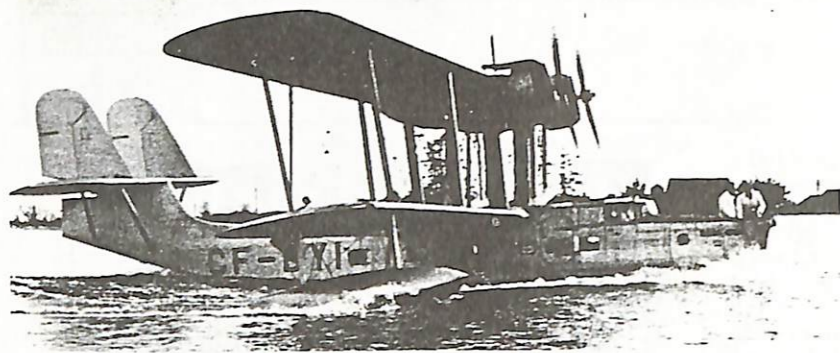
QCA will be remembered for operating exotic aircraft types such as the Supermarine Stranrear and Catalina flying boats, the steel-tube and fabric



Before becoming famous instantly with his flight from New York to Paris in MAY 27, Charles Lindbergh was a mail pilot with the Robertson Aircraft Company in 1926. This is the airline's only baggage label. From: LINDBERGH AND COMMERCIAL AVIATION by Don Thomas.



One of many pre-WW2 "Flying Dutchman - Fiction Becomes Fact" posters of KLM. This one is of a Fokker F.XXXVI. From POSTER ART OF THE AIRLINES, by Don Thomas.



Supermarine Stranrear flying boat of Queen Charlotte Airlines was one of the "Queer Collection of Aircraft" in service with this British Columbia, Canada, airline. From: THE ACCIDENTAL AIRLINE by Howard White and Jim Spilsbury.

Dominie biplanes and wooden AVRO Anson twinprops. They zipped in and out of the many isolated coastal and mountain communities for many years before the airline was taken over by Pacific Western Airlines in 1955.

Norsemen, Cessnas, Dakotas, C-46 Commandos and even the C-54 Skymaster were also used. Because of this unusual fleet, QCA was often said to stand for "Queer Collection of Aircraft".

Before WW2 Spilsbury was in the radio sales and repair business and he learned to fly to service his clients up and down the B.C. coast. After WW2 a huge demand for his WACO to provide scheduled and charter air service all along the coast gave birth to QCA.

The book tells how Spilsbury transformed his one-WACO bush line to a large charter and small scheduled airline.

The story of "that flunky" Charlie Banting is priceless. He had been hired to sweep the hangar floor and do other odd jobs, but ended up saving the struggling young airline from an early demise in 1945 when he turned out to be one of Canada's foremost aircraft and maintenance engineers, qualified to do repair work on any type of aircraft. There wasn't even a handful like him in the whole country at that time.

Route and location maps and nearly 60 photos of aircraft and people complete this book.

BEYOND THE BLUE HORIZON - On the Track of Imperial Airways

AUTHOR: Alexander Frater
PUBLISHER: Scribners, New York, 1987/Wm. Heinemann Ltd, London, U.K., 1986.

This book lives up to a great premise: In 1984 Frater, chief travel correspondent for a London newspaper, decided to use modern commercial air transport to retrace the Eng-land to Australia air route that Imperial Airways (and QANTAS) had pioneered some 50 years earlier.

Surprisingly, with few exceptions, he is able to stop at the same ports of call en-route, travelling with the masses on everything from L-1011s and A300s to Twin Otters and Bandeirantes, through the same skies the privileged few once traversed in HP-42 Hannibals and Armstrong Whitworth Atalantas.

Frater skillfully intercuts his own experiences with those of Imperial Airways' early travellers, using passenger and crew diaries and 1930s newspaper accounts of the flights.

From the time he checks in at Heathrow with what he assumes is the world's thickest airline ticket until he arrives at Brisbane more than a month later, the author experiences both the best and worst of modern air travel, using a myriad of airlines to hit busy international air hubs such as Bahrain and Singapore, as well as remote backwaters like Gwadar in Pakistan, which he reached from Muscat via a single weekly PIA F.27.

This is a highly entertaining travel book for anybody with an interest in other parts of the world. Airline enthusiasts especially should not miss this one!

- Mike Adkins

VINTAGE AIRCRAFT IN CANADA

PUBLISHER: British Columbia Aviation Museum, c/o 10137 West Saanich Road, Sidney, BC, Canada V8L 3R9, 1988.

PRICE: \$5 + postage & handling

A pocket guide listing most, if not all vintage aircraft, in-

cluding airliners, active or on display, in Canada. DC-3s (85+), Beech 18 (80+), Norseman (50+) and many others, are there, but also museum aircraft, such as the Curtiss HS-2L flying boat and the tube-and-fabric Fairchilds of 1920s and 30s bush flying fame, and the three rare Barkley Grow T8Pls remaining in Canada.

Major museum collections are listed separately.

If you like vintage airliners you should not travel in Canada without this book in your pocket or camera bag.

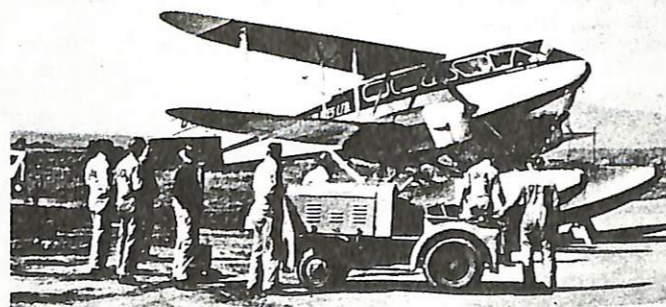
Registration lists for each type are provided, but are not in alphabetical order and this makes it a nuisance to find specific aircraft in a long list.

Poor reproduction renders several of the photos absolutely useless to the spotter.

And will someone please tell me why the Beech 18 is covered in 11 separate lists, one for each sub-type? Seeing them on the ramp, who can tell the difference between the Beech 3N (ex-RCAF navigation trainer), the 3TM (ex-RCAF pilot trainer/transport) and the "ordinary" Beech D18S? An integrated list with a separate column to show the sub-types, would have been much more useful.

Despite these flaws, the book is worth having if you have plans to travel in Canada this year. I hope this first effort will be followed by annually updated, slightly improved, editions. In the next edition the authors should clean up silly typing errors such as (Fokker, NOT "Focker", Air 500, NOT "Air Soo" and so on).

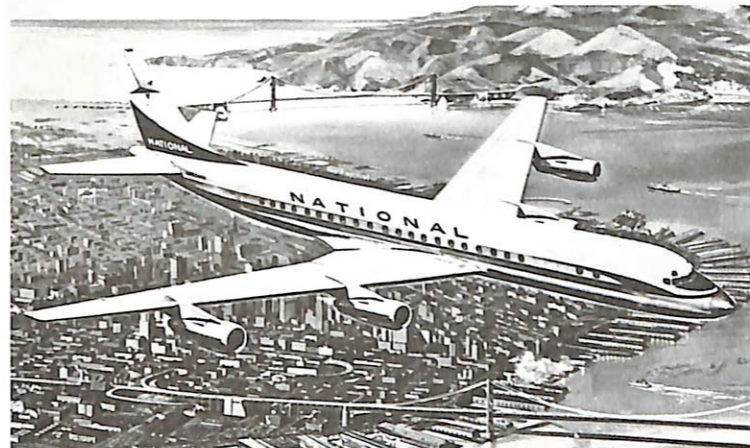
A caution: do NOT send your cheque or money order to the Norseman Road, Patricia Bay Airport address of the museum. Canada Post does not recognize this as a mailing address and has not assigned it a postal code. And mail without postal codes is not delivered.



Dominie, another of Queen Charlotte Airlines' "Queer Collection of Aircraft" From: THE ACCIDENTAL AIRLINE by Howard White, Jim Spilsbury.

POST CARD CORNER

by WILLIAM DEMAREST



Two National cards showing DC-8 over San Francisco are



identical or are they? Can you spot the difference?

The Airliners International '89 in Toronto promises to be a terrific event for everyone. I am sure we will all head home with our pockets bulging with lots of new postcards for our collections.

Many people have asked for a complete listing of postcards published by Aviation World Inc. until they ceased operations in 1986. We're happy to include such a list here for you.

One of the feature articles in this issue of the CAPTAIN'S LOG is about the official carrier for AI'89 - American Airlines. The AA postcards shown here represent only a small sampling of the dozens of postcards published by the carrier over the years.

Please welcome two new publishers to the growing ranks of companies producing airline memorabilia: Planeviews and Fred Hems Printing. Planeviews has

already produced a dozen postcards of the highest quality and interesting subject matter. Fred Hems Printing replaces the now defunct APC Publications. The first two issues will include a Garuda DC-9 and a United African Airways CL-44.

Now a question to you: Does anyone know the status of a postcard publisher named Eleven-Left, in Minneapolis? One of their issues is the oversized Sun Country 727 postcard. I have been unable to contact the company or learn about any other issues.

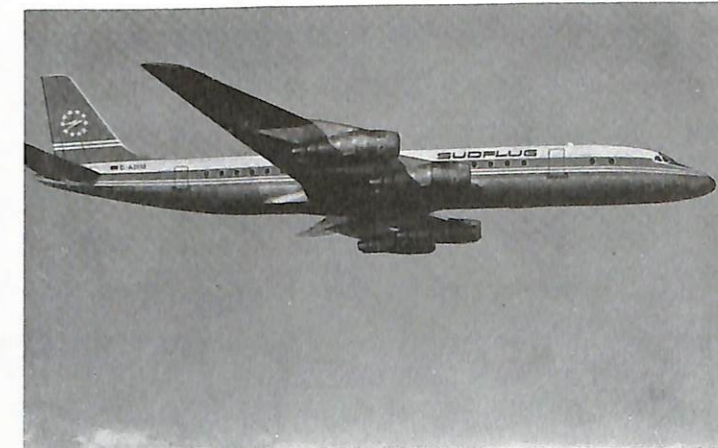
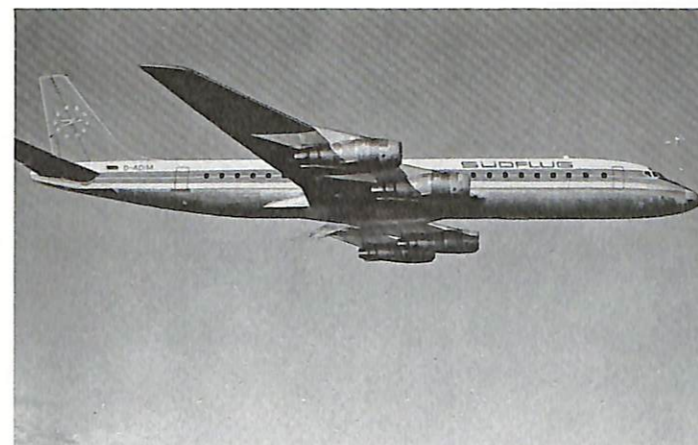
An intrepid outfit in California, named BP Productions, distributed a fine looking postcard in honor of Pacific Southwest Airlines. The card shows a 727-200 in flight with inserts of a DC-3 and MD-80. The card reads "Smiling Through the Years 1949-1988."

Sometimes it pays to look closely at your postcards. A few cards may look the same, when, in fact, they are not. Can you find the differences between the two DC-8 cards issued by National and between the two Südflyg DC-8 cards?

Here is what has been busting out around the world in new postcard issues:

CODE KEY:
co - continental size
fl - facing left
fr - facing right
gr - on ground
if - in flight
ow - on water
to - taking off

Südflyg DC-8 Srs. 32 D-ADIM c/n 45416. One card is real, other is an air brush. Which is which?



AIRLINE ISSUES

Aer Linqus Boeing 747, co-fl-if
 DH-84 "Iolar" co-fr-if
 Shorts 360, co-fr-if
 Air City Caravelle, co-fl-gr
 Air Whitsunday Grumman Mallard,
 co-fl-ow
 Air Zimbabwe 737 over Victoria Falls
 Aurigny Trislander, co-fr-if
 Condor 737-300
 A310
 CTA Switzerland MD-87, co-fr-if
 DLT Embraer 120 on ramp, co-fl
 Fokker 50 at night, co-fl-gr
 Euroberlin 737-300 at dusk,
 737-300, co-fl-gr/co-fl-gr
 737-300, forw.fus part view
 Guernsey Shorts 360, co-fr-if
 LOT Poland IL-62M, co-fr-to
 TU-134A, co-fl-gr
 LTU L-1011 over island, co-fr-if
 L-1011 side view, co-fr-if
 L-1011 with parrots, in Brazil,
 co-fl-gr

LTU Süd four 767-300ER cards:
 1 -nose close-up, co-fl-if
 2 -from below, co-fl-if
 3 -co-fr-if
 4 -above clouds, co-lv-fl-if
 Manx Shorts 360 over coastline,
 co-fr-if
 Sabena DC-10-30 in new colors
 Tempelhof Airways SF-340, at
 Berlin, co-fl-gr

With special thanks to Dave
 Prins, Jon Proctor, Jeffrey Rens,
 Peter Rentzsch, Mary Jayne Rowe,
 Josef Schmitt and Alison Woodrow.

AIRPORT ISSUES

Frankfurt Airport has issued two
 postcards of airport scenes fea-
 turing TWA Constellations from the
 heyday of air travel. One of these
 cards is shown here.

MANUFACTURERS' ISSUES

DORNIER AVIATION INDUSTRIES
 Air Guadeloupe DO-228 F-OGOF
 Manx DO-228 G-CAYN
 Japan Air Commuter DO-228, JA8835

PHOTOS: (Top) TWA Constellation
 L-749A N6018C c/n 2656 "Star of
 Nevada" at Frankfurt am Main;
 LTU SUD Boeing 767; Euroberlin
 737-300 G-MONL; JAPAN AIR COM-
 MUTER DO-228-200 JA8835 c/nB007.



COMMERCIAL PUBLISHERS

AEROGEM Airliner Series
 (All card numbers prefixed AL)
 005 Air Canada 747-233B
 006 Braniff BAC 1-11, cc
 007 Braniff 737-247
 008 Canadian 767-375ER
 009 Casino Express 737-2H4
 010 Continental 737-3T0
 001 Continental 727-227
 012 Continental A300B4
 013 Continental DC-10-10
 014 Delta 737-347
 015 Delta MD-88
 016 Delta 727-232 Adv.
 017 Delta 757-232
 018 Delta 767-332
 019 Eastern DC-9-51
 020 Eastern 727-25
 021 Eastern 727-225 Adv.
 022 Eastern 757-225
 023 Eastern A300B4
 024 Northwest Orient L-188
 025 Northwest Orient 727-51
 026 Northwest Orient 727-251
 027 Northwest 747-227B
 028 Pan Am A300B4
 029 Piedmont F-28-4000
 030 Piedmont 737-201 Adv.
 031 Piedmont 737-301
 032 Piedmont 767-201ER
 033 United 737-222



034 United 727-222
 035 United DC-8-71
 036 United 767-222
 037 USAir BAC 1-11/215
 038 USAir DC-9-31
 039 USAir 737-2B7
 040 Wardair A310-304

AEROPRINT
 120 Iberia 737-300 EC-EAK
 121 Avia, Shorts 360 SE-KEX
 122 Norway Airl. 737-300 LN-NOS

AIRLINERCARD
 (All card nos. prefixed ALC-)
 006 USAir DC-9-31 test livery
 007 Pacific Southwest Airl. DC-4
 008 Fed Express Feeder F-27/500
 009 Braniff International
 727-227 Terra cotta colors
 010 Piedmont 737-401
 011 Piedmont F-28/1000
 012/FLF-082 TWA Express ATR-42
 013 Northwest 747-451
 014 TWA Express Embraer 120

APC PUBLICATIONS
 APC-A76 Lauda 767-3T9ER

AVIMAGE
 49 Air UK BAe 146-200, G-CNMF
 50 DHL CV-580, OO-HUB
 51 BEA Airtours 707-465, G-ARWD
 52 Egyptair 747-366 SU-GAM
 53 Japan Air System A300B2K, JA8465
 54 Air Charter 737-2L9, F-GEXI
 55 Evergreen Int 747-131F, N472EV
 56 Unifly Express MD-83, EI-BTU
 57 BEA Airtours Comet 4B G-ARCP
 58 TAROM 707-3K1C, YR-ABC, nc

COINCAT POSTCARDS
 Cyprus Airways A320, 5B-DAT
 Hamburg Airlines Dash-8, EI-BWX
 Hamburg Airlines DO-228, D-CEYH
 Intereuropean 737-3Y0, G-BNGL
 LTU Sud 767-3G5ER, D-AMUR
 MALEV 737-2M8, HA-LEB
 Northwest Territ. L-188C, C-FIJR
 Singapore AL Cargo 747-212F, 9V-SKQ

ENRICO NICCOLINI
 (Via Burlamacchie 7, 20135 MILANO,
 Italy. Please write for information
 on prices)
 African Express Airw. 707-320B
 Air Creebec DC-3
 Air Seychelles A300
 Alitalia MD-80
 Avianova ATR-42
 Ecuatoriana 720B
 Equatoriana 707-320F
 Flying Tigers 747-200F
 Hawaii Express DC-10
 Korean Air 747 nc
 Royal Australian Air Force C-47
 Spantax DC-8-61
 Unifly MD-80

PLANE VIEWS
 (All card numbers prefixed PV)
 001 Air Molokai Ce-402
 002 American Eagle Metro III
 003 United XP/Aspen BAe 146-100
 004 Pan Am Air Partner/
 Omniflight Bell 222
 005 Pan Am Express
 /Resort Commuter DHC-6
 006 Hughes Airwest 727-2M7
 007 Pan Am Air Partner/
 Omniflight Westland 30

PHOTOS: CANADIAN DC-10-30 (ER)
 C-GCPH c/n48288; CASINO EXPRESS
 737-2H4 N709ML c/n 20336; AIR
 MOLOKAI Ce. 402 N69312 c/n 402B-
 0430; IBERIA 737-308 EC-EAK c/n
 23535.

008 Piedmont 737-400, red colors
 009 USAir BAe 146-200, PSA colors
 010 USAir BAe 146-200
 011 United 737-291 large titles
 012 United Express/West Air
 Bandeirante

SKYLINER CARDS
 033 Ladeco F-27/500
 034 Kenya Airways Fokker 50
 035 KLM Fokker 100
 036 Inter-Canadien Fokker 100
 Future issues:
 Aer Linqus Commuter Fokker 50
 Pennsylvania-Central Stinson A

THE AVIATION SOCIETY (TAS) SHOP
 009 Adria DC-9-33, nc
 010 Brit. Air Ferries Viscount 806
 011 Baltic Viscount 815
 012 Trans European Airways 737-229
 013 Braathens SAFE 737-205
 014 London City Airways Dash-7
 015 Air BVI BAe 748-256
 017 Olympic Airways 747-213B
 018 Loganair BAe 146-200
 019 Air UK Leisure 737-200
 020 Aer Linqus BAC 1-11/208
 022 Air Charter 727-200
 023 Aeroflot TU-154M
 024 Virgin Viscount 806
 025 Hapaq-Lloyd A310-200



Inter-Canadian Fokker F-28/1000



Norway Airlines 737-33A, LN-NOS c/n23830
America West 737-208, N137AW c/n 20956



Lauda Air 767-3T9(ER), OE-LAU c/n 23765
Minerve Boeing 747-283B, F-GHBM c/n 20120



WORLD AVIATION PRODUCTIONS
(Flevolaan 91, 1181GB AMSTELVEEN,
The Netherlands)
(All card numbers prefixed WAP)
53 Thai Airways Int'l 737-2P5
54 Merpati Viscount 828
55 Hanq Khong Vietnam IL-18D
56 Malaysia A300B4
57 Flash Airlines DC-8F-55
58 Sterling 727-2H3, nc
59 Spanair MD-83
60 Thai Airways Int'l A310-200
61 MALEV 737-2Q8

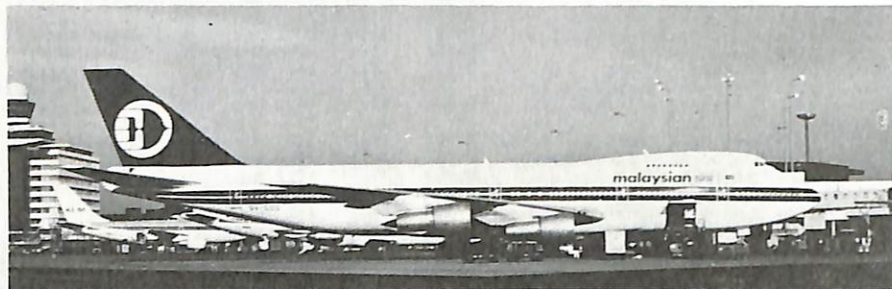
ANSWERS to "identical cards"
riddles: Tail logos are differ-
ent on National DC-8s. Sudflug
DC-8 also has different tail
logos, and also different fuse-
lage stripes. Card showing two
horizontal lines on aircraft's
fin and rudder seems to be the
air brushed one.

POSTCARDS PUBLISHED BY AVIATION WORLD UNTIL 1986

Printer card number	Publisher card number	Catalog number	Description
A-001*	60542-D	0101	Eastern A300B4 white c/s
A-002	77721-D	1335	LAN-Chile Caravelle 6R
A-003	82561-D	1487	Air Afrique Caravelle 11R (Not published)
A-004			
A-005	94607-D	3101	Eastern A300B4 gray c/s
A-006	96906-D	4103	Pan Am A300B
AACS-1*	463188-D	1011	Eastern DC-8-21, painting
B-000*	47954-D	0106	Saudia 747-2B4B
B-001	57280-D	0104	TWA 727-231A R/H view
B-002	57279-D	0105	PSA 737-214
B-003	58064-D	0102	TWA Boeing 307Stratoliner
B-004	59239-D	0103	American 707-123B
B-005	61035-D	1001	TWA 720-051B
B-006	61038-D	1002	Frontier 727-191
B-007*	61963-D	1003	Cathay Pacific 747-267B
B-008	62270-D	1042	Equatoriana 707-321C
B-009	65540-D	1044	TWA 747SP-31 L/H view
B-010*	64358-D	1043	Thai 747-2D7B
B-011	64384-D	1041	British Eagle 707-365C
B-012	65841-D	1086	TWA 707-331B
B-013	65838-D	1085	American Overseas 377 Stratocruiser
B-014	66553-D	1087	Air Canada 727-233
B-015	76732-D	1331	TWA 747-156
B-016	69497-D	1133	Piedmont 737-201
B-017	71937-D	1132	United 727-222
B-018	73017-D	1210	Air France 737-247
B-019	78210-D	1372	Western 737-247
B-020	64383-D	1046	Bonanza DC-3
B-021	75185-D	1046	Air Guinee 737-2R6C
B-022	76731-D	1330	United 737-222
B-023	78605-D	1373	United 767-222, R/H view
B-024	81532-D	1373	United 867-222 L/H view
B-025	77810-D	1370	American 727-223
B-026	77842-D	1371	Pacific 727-193
B-027	79508-D	1448	Delta 767-232 -21
B-028	82551-D	1528	Denver Ports of Call 727
B-029	79479-D	1408	Emery 727-22C
B-030	81207-D	1489	TWA 727-31, Oriq. c/s
B-031	81205-D	1447	Pan Am 737-222
B-032	81554-D	1488	TWA 707-331CF
B-033	86015-D	1643	American 767-223
B-034	82481-D	1491	TWA 767-231 757 on tail
B-034	82562-D	1490	Eastern 757-225, without
B-035	83616-D	1529	VIASA 747-273C
B-036	83618-D	1527	Pan Am 727-221A
B-037	83163-D	1531	TWA 747SP-31, R/H view
B-038	83620-D	1568	Saudia 747-168B
B-039	83619-D	1530	Saudia 747SP-68 On tail
B-040	83638-D	1569	Eastern 757-225, with 757
B-041	83653-D	1564	TWA 727-31, second c/s
B-042	84113-D	1566	Wien Air Alaska 737-210C
B-043	83963-D	1567	The Hawaii Express 747-143
B-044	84837-D	1565	Air New Zealand 737-219
B-045	84838-D	1563	Northwest Orient 727-251
B-046	84811-D	1604	USAir 737-2B7
B-047	84564-D	1602	TWA 707-131
B-048	86201-D	1642	Western 727-247
B-049	88217-D	1683	Federal Express 727-2s7f
B-050	85933-D	1603	TWA 727-231A, L/H view
B-051	87981-D	1682	Braniff 727-30C, solid light blue c/s
B-052	88215-D	1685	PeopleExpress 747-227B
B-053	88216-D	1684	Air National 747-233B
B-054	92142-D	1908	Pan American Boeing 314
B-055	90319-D	CAAC	737-2T4
B-056	89666-D	1765	Piedmont 727-295 123B
B-057	93890-D	1999	Denver Ports-of-Call 707-
B-058	91840-D	2003	Delta 737-232
B-059	90318-D	1764	Eastern 727-25, oriq. c/c
B-060*	91064-D	1847	Polynesian 737-209 (not published)
B-062*	94282-D	3107	Regent Air 727-191
B-063	94306-D	2002	"new" Braniff 727-227
B-064	94307-D	2001	Braniff 727-227, ultra/dark green
B-065	94610-D	3120	Delta 757-232
B-066	94336-D	2043	Eastern 727-225
B-067	94740-D	3108	TWA 727-31, second c/s
B-068	94608-D	2042	Jet America 707-327C
B-069	95309-D	3164	Western 737-347 (not published)
B-070			
B-071	96947-D	3166	TWA 747-131
B-072	96717-D	4144	TWA 747SP-31, L/H view
B-073	96863-D	4134	Continental West 737-3T0
BM-001	87980-D	1681	USAP 707-137C, Air Force
B-104	96861-D	3168	Aspen Bae 146 One
B-105	71939-D	1175	Cayman BAC1-11/531FS
B-106	80106-D	1532	Pacific Express BAC 1-11
B-107	88062-D	1644	Mohawk BAC 1-11-230AE
C-001*	@ 5036	0110	Swissair CV-880M
C-002*	48365-D	0108	KLM CV-880M
C-003*	48367-D	0113	SAS CV-990
C-004*	48366-D	0112	APSA CV-990A
C-005	53811-D	0109	Northeast CV-880
C-006	56590-D	0111	TWA CV-880, second c/s
C-007	57282-D	0114	Vario CV-990A
C-008	60512-D	0107	Frontier CV-580 440
C-009	62272-D	1045	American Inter-Island CV- (Not published, North Central CV-580)
C-010	66552-D	1088	Great Lakes CV-440
C-011	68840-D	1089	Aspen CV-580
C-012	69802-D	1135	Delta C&S CV-340
C-014	73092-D	1211	Sunbird Cessna 402
C-015	78688-D	1493	Western CV-240
C-016	78700-D	1409	TWA CV-880, oriq. c/s
C-017	80500-D	1450	Republic CV-580 990A
C-018	80502-D	1451	Denver Ports-of-Call CV-
C-019	84572-D	1605	Delta CV-880
C-020	86016-D	1645	Prinair CV-580
C-021	86088-D	1686	Central CV-240
C-022	89729-D	1715	Air Resorts CV-440 (not published)
C-023			
C-024			
C-025	90316-D	1766	Air France CV-990A
D-000*	(none)	1415	Columbia Air DC-9-32
D-001	52039-D	0116	Capital DC-6B
D-002	52038-D	0121	Eastern DC-9-51
D-003	53812-D	0117	Civil Air Transport DC-6B
D-004	59236-D	0122	PSA DC-9-31, oriq. c/c
D-005	55788-D	0115	TWA DC-4
D-006	56591-D	0125	West Coast DC-9-14 DC-6B
D-007	56592-D	0118	ONA DC-6A, miscaptioned
D-008	58065-D	0120	ONA DC-8-63F
D-009	58066-D	0123	Sudflug DC-9-32
D-010+	58067-D	0128	Singapore DC-10-30 orange
D-011	59237-D	0119	Braniff DC-8-32, oriq. c/s
D-012	59238-D	0124	Trans-Texas DC-9-14
D-013	59236-D	0126	Delta DC-10-10
D-014	61037-D	1005	Eastern DC-4 (R5D-2)
D-015*	60541-D	0127	Philippine DC-10-30
D-016	63187-D	1004	TWA DC-3
D-017	63186-D	1006	United DC-8-62
D-018	62273-D	1047	Lofleidir DC-4
D-019	62274-D	1049	TWA DC-9-14, oriq. c/s
D-020	76766-D	1334	World DC-10-30CF
D-021	64380-D	1048	Midway DC-9-14
D-022	66555-D	1094	ONA DC-10-30CF
D-023	65840-D	1092	Eastern DC-9-14
D-024	65839-D	1091	Western DC-4
D-025	(not published, Northwest DC-4)		
D-025	(not published, PSA DC-9-81)		
D-026	68841-D	1090	Mohawk Gaslight DC-3
D-027	66554-D	1093	Northeast DC-9-31
D-028	73018-D	1212	Delta DC-8-61
D-029	71940-D	1136	TWA DC-2
D-030	74564-D	1253	Air Florida DC-10-30
D-031	78702-D	1411	Republic DC-9-32
D-032	78701-D	1410	American DC-3
D-033	81595-D	1496	Frontier DC-9-31
D-034	839618-D	1375	Fed. Express DC-10-10CF
D-035	82779-D	1497	TWA DC-9-82, drawing
D-036	83180-D	1533	Braniff DC-8-82, ultra/perseus green
D-037	83650-D	1570	Delta DC-8-71
D-038	83807-D	1572	Jet America DC-9-81
D-039	89626-D	1850	Transamerica DC-8-73
D-040	81204-D	1453	Braniff DC-7C
D-041	84112-D	1571	TWA DC-9-15, second c/s
D-042	84599-D	1607	TWA DC-9-82 (Not published)
D-043			
D-044	86017-D	1606	American Int'l DC-9-33CF
D-045	86073-D	1646	Braniff DC-8-62, ultra/corvette blue
D-046	86061-D	1768	American DC-9-82
D-047	87979-D	1688	Delta DC-9-32
D-048	88218-D	1687	Braniff DC-8-62, ultra/chocolate brown (Not published)
D-049			
D-050	90317-D	1767	Braniff DC-8-62, ultra/terra cotta
D-051	94199-D	2006	Eastern DC-9-31
D-052	91838-D	1849	Braniff DC-8-62, ultra/mercury blue
D-053	91841-D	1851	CAAC DC-9-81
D-054	93880-D	2007	Midway Metrolink DC-9-81
D-055	94305-D	2087	New York Air DC-9-81
D-056	94609-D	2044	PSA DC-9-32 (Not published)
D-057			
D-058	95472-D	3127	Sentimental Journey DC-3
D-059	74566-D	1254	Aeromech Bandeirante
E-002	75149-D	1296	Mid-South Bandeirante
E-003	76767-D	1521	New York Air (Starlite) Bandeirante (ground) Bandeirante (in flight)
F-001	76796-D	1332	New York Air (Starlite) Bandeirante (in flight)
F-002	71941-D	1137	Air New England FH-227
F-003	72863-D	1214	Swift Air F-27
F-004	72862-D	1213	Mississippi Valley F-27
F-005	74886-D	1255	Pilgrim F-27
F-006	82563-D	1494	Empire F-28/4000
F-007	91836-D	1848	Finnair F-27
H-001	86072-D	1641	SFO Helicopter Bell 206B Jet Ranger III
L-001	52037-D	0130	Braniff L-188A Electra
L-002	53813-D	0136	TWA L-1011-100 on takeoff
L-003	55141-D	0131	Eastern L-188A Electra
L-004	55140-D	0137	British AW L-1011-500
L-005	55791-D	0132	Garuda L-188C Electra
L-006*	56589-D	0134	Qantas L-188C Electra
L-007	60543-D	0133	National L-188A Electra
L-008	60513-D	0129	TWA L-749A Constellation
L-009	61036-D	1008	PSA L-188A, original c/s
L-010*	61962-D	1009	Trans Australia L-188C
L-011	63185-D	1007	Western L-749A Constell.
L-012*	63725-D	1053	Pan Am L-1011-500
L-013	62271-D	1050	Eastern L-1049 S.Constell.
L-014	64328-D	1052	KLM L-188C Electra
L-015	64381-D	1051	TWA L-1049 S.Constell.
L-016	75206-D	1257	TWA L-049 Constellation
L-017	69499-D	1140	Ansett L-188C Electra
L-018	66502-D	1095	TWA L-1011-1 (on ground)
L-019	69496-D	1141	Eastern L-1011-1 (ground)
L-020	69801-D	1139	Transamerica L-100-30
L-021	69800-D	1138	TWA L-1049G S.Constell.
L-022	94304-D	2005	American L-188A Electra
L-023	79509-D	1413	PSA L-188A, final c/s
L-024	73019-D	1215	Transamerica L-188CF
L-025	75215-D	1258	Delta L-1011-500
L-026	77071-D	1374	TWA L-1011-100 (inflight)
L-027	81206-D	1454	TAME L-188C Electra
L-028	81594-D	1495	TWA L-1649A Starliner
L-029	94283-D	2086	Eastern L-1011-1, landing
L-030</			

THE SLIDE COLLECTOR

by RICHARD J.
FEDORCO II



PHOTOS BELOW:-----
Northwest Orient: Boeing 747-251B, N628US c/n 22389
(At MSP by Tom Rambis)
United: Boeing 747-122, N4710U c/n 19755 (At EWR by
Richard J. Fedorco II)



In the previous issue of the CAPTAIN'S LOG I promised a column with photos of Far East and Pacific Basin airlines and I am sure you will enjoy this selection. These photos come to us from R.M. Bell at LAX, Tom Rambis at MSP and Ger Buskermolen of Amsterdam. Ger's photos were taken at AMS and BKK (Bangkok). A grateful thank you to all three contributors. My own UA 747 shot was taken at EWR.

As is clear from these photos, the Boeing 747-200 and -300 dominate the Pacific (and other intercontinental) routes of U.S. Asian, Australian and New Zealand airlines. Other types, including the TriStar and Airbus models, are used mainly on long-haul and high-density services within the Far East. But the DC-10 in its long-range Series 30 version and the TriStar also operate across the Pacific.

I will try to run another column on Pacific airlines in the future. All experts agree the North American-Asian market is the fastest-growing segment of international air travel and I believe this should be recognized. When the 747-400 finally comes on line, we can expect some amazing growth in this region, and, I am sure, we will see some interesting photos.

I appreciate you writing in with your comments and suggestions regarding the Slide Collector column and I thank you for sending me your contributions. I put this column together with you in mind, so let me know what you think.

BOEING 747s EVERYWHERE:

PHOTOS at left:-----
Philippines: Boeing 747-283B
N4502R c/n 22496
(At BKK by Ger Buskermolen)
Malaysian: Boeing 747-212B
9V-S00 c/n 21960 (On lease
from Singapore AL)
(At AMS by Ger Buskermolen)
Singapore A.L.: Boeing 747-312
N122KH c/n 23033
(At LAX by R.M. Bell)
China Airlines: Boeing 747SP-09
N4522V c/n 22805
(At AMS by Ger Buskermolen)

The BOEING 747
dominates
the scene at LAX
as Pacific basin airlines
come and go.

(All photos by R.M. Bell)

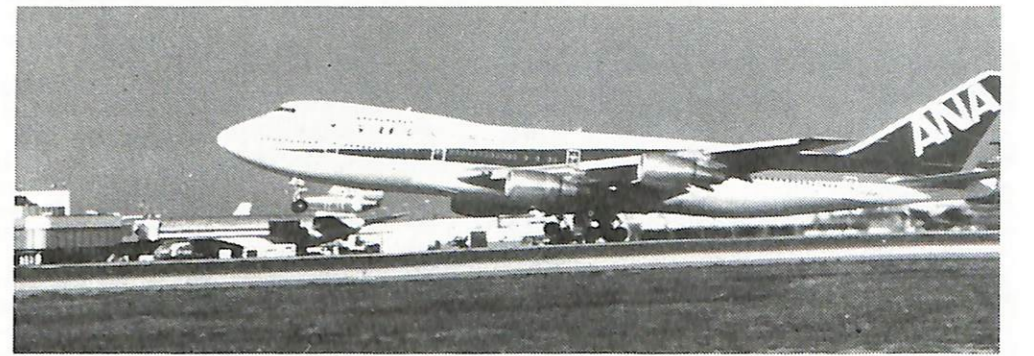
China Airlines Cargo:
Boeing 747-209F (SCD)
B-1894 c/n 22299

Air New Zealand:
Boeing 747-219B
ZK-NZW c/n 22723

Japan Air Lines:
Boeing 747-346B
JAB178 c/n 23639

All Nippon:
Boeing 747-281B
JAB181 c/n 23698

Korean Air:
Boeing 747-3B5
HL-7469 c/n 22483



AROUND THE WORLD:

MSP - BKK - LAX



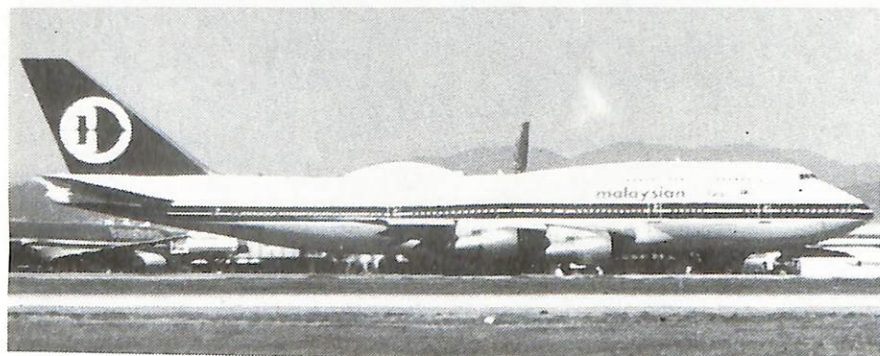
Hawaiian Air:
Lockheed L-1011-385-1 TriStar 1
N766BE c/n 193P-1112
(At MSP by Tom Rambis)



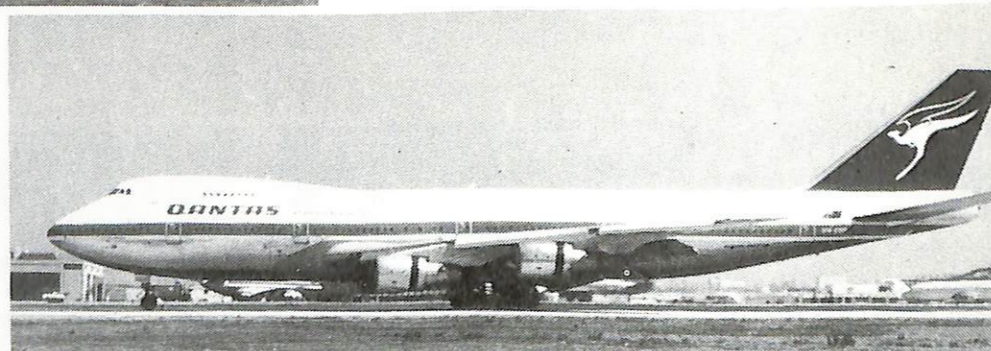
Thai Airways Int'l:
Airbus A310-204
HS-TIC c/n 424
(At BKK by Ger Buskermolen)



Korean Air:
McDonnell Douglas DC-10-30
HL-7317 c/n 46915
(At BKK by Ger Buskermolen)



Malaysian:
Boeing 747-3H6 (SCD)
9M-MHK c/n 23600
(At LAX by R.M. Bell)



Qantas:
Boeing 747-238B
VH-EBP c/n 21658
(At LAX by R.M. Bell)

AIRLINE DINNERWARE

by RICHARD W. LUCKIN

Some of you may know I also write for another magazine, the Railroadiana EXPRESS, published by the Railroadiana Collectors Association, Inc.

My column (China Corner) is much like this one, sharing information and showing various china patterns. But there is one big difference between the two.

China Corner for the most part covers the past while Airline Dinnerware deals with today.

China is STILL BEING MADE FOR the airlines (plural) while in the USA Amtrak is the only rail game in town.

Why do I like to collect and write about airline china?

For starters, collecting airline china is (at least for me) a world-wide interest. I guess it goes with the nature of travelling long distances in a short time. The second reason is the variety of patterns in food service.

Now on to the china in this issue.



#1. JAT - Yugoslav Airlines



#2. MALEV of Hungary



#3. Iraqi Airways



#4. Zambia Airways

LEFT COLUM, top to bottom:

#1. Dick Wallin responded to my plea for photos. His is a piece from JAT (Yugoslav Airlines). It is a white ware with a dark-red decoration.

#2. From Peter Zsille of Hungary comes this photo of a cup and saucer set used in the 1960s by MALEV, the state-controlled airline of Hungary. The decoration consists of gold pinstripes with a cobalt blue logo.

#3. Iraqi Airways provided the third piece. The pattern features two bands, one of which is light green, the other, and the logo are dark green. This china was made in Germany.

#4. Moving a little south, we encounter this piece from Zambia Airways, a government-controlled carrier since 1982. Its routes go back to 1946, when the airline was known as Central African Airways. Made by Wedgwood of England, this cup and saucer set sports a green pinstripe and orange logo.

RIGHT COLUM, top to bottom:

#5. Garuda of Indonesia uses only their new blue logo on their china ware. The airline has adopted the slogan "Proud to welcome you aboard."

#6. Another Dick Wallin item, this white ware of Aero Peru was made in Japan. The airline began domestic service in 1973. The design on this ware is in gold.

#7. Dick shares another piece with us, from Trans Australia Airlines. This white china with gold trim and logo was made by Wedgwood. The cup is backstamped with the airline's name.

#8. This Korean Air cup and saucer set is simple but with class. All decoration on this ware is in bright silver. The airline's name is stamped on the bottom, but no manufacturer's name is shown.



#5. Garuda of Indonesia



#6. Aero Peru



#7. Trans Australia Airlines



#8. Korean Air



#9. Alaska Airlines

#9 Ever heard of Gold Coast service? If you were to travel first class on Alaska Airlines, this would be the china you'd see. The color is light tan and the decoration is in gold. I understand Alaska AL spends nearly twice as much to offer quality food than other airlines do.

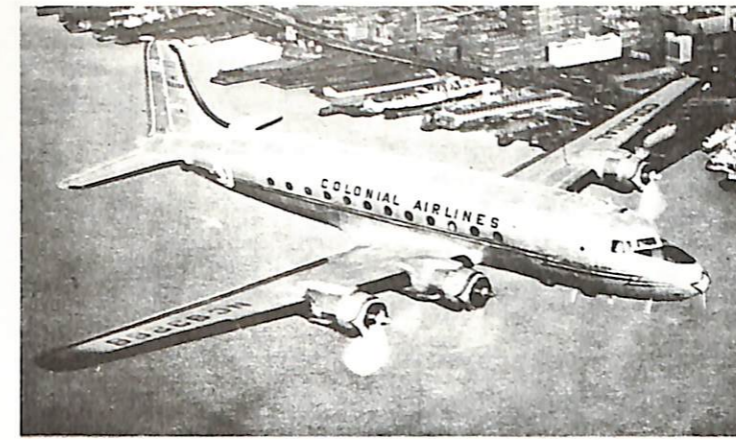
#10. The final photo shows a Trans International cup. The decoration is light blue.

What's for next time? I'll start off with two patterns of MGM Grand Air.



#10. Trans International

See you all in Toronto.



Colonial "Skycruiser" over Manhattan

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

by

Paul F. Collins

Within the next several weeks it will be time to head to Toronto for the old lucky 13th annual Airliners International convention. This will be the first time that we have returned to a city where a previous convention had been held. The second get-together had been held in Toronto back in July of 1978. My wife and I are both looking forward to returning to that beautiful city north of the border. Our daughter, Paula, will not be with us this time as she will be spending six weeks in London, England, attending school. Real tough break!

I have heard several rumors that some members of the Society are somewhat reluctant to attend the Toronto affair due to the fact they must go through customs. I can understand this if you normally take a great quantity of material to the convention, such as T-shirts, books, great numbers of models, etc. However, for those that normally have just one table with a number of miscellaneous items, I don't really believe that you would have any problems at all going through customs, coming or going. The thing to remember is that there are certain regulations and if you abide to these regulations, you should have no problems. Check with your local U.S. Customs office and find out what is required of you to take merchandise into Canada and what you need to do to bring back what you don't sell or trade. The same is true going into Canada. Check with the convention committee and find out just what is required of you to bring merchandise into the country. I am going to take material with me to Canada to sell or trade and I am going through the steps mentioned above and I am expecting not to have any problems. If you have any questions and feel uneasy about going through customs, give me a call and we'll talk about it (606-342-9039).

In the last issue of the LOG I mentioned that I was in the process of writing to the several companies and U.S. Postal Service about the complaints that you, the members of the Society, had written to me about. Well, I have written the letters, but at this time I have not heard from any of the parties written to. Sound familiar? I will continue to look into this matter and will make a report when and if I ever hear from any of the parties. Hopefully some answer will be available by the time we

have our Society business meeting at the convention.

Speaking of the business meeting, I would like to invite all members of the Society attending the convention to attend. We will discuss some very important issues at the meeting this year. Back on April 14 I was involved in an automobile accident. No one involved was injured but my truck received almost \$4,000.00 damage. The accident was on a Friday evening as I was going home from work at the old rail yard. Over the week-end I did some serious thinking about "what" could have happened if I had been injured in the accident, or worse, killed. I hold the key to the whole WAHS operation and it is time that others become involved. I've done my part now going on 15 years. It's time some others share some of the work load. If your at the convention, please make an effort to attend the business meeting.

As you should all know by now, the 1990 Airliners International convention will be held in Seattle, WA. At the convention this year it will be necessary to pick a site for the 1991 affair. There have been several rumors about possible sites, but nothing firm that I know of. If your interested in hosting a convention, it is very simple. Prior to attending the convention in July, form a committee and select a site (hotel property) in your area. Several rules need to be followed when considering your presentation. At the Dallas convention the following rules were adopted: (1) the convention will always be called Airliners International (with year as required), (2) the convention business meeting will be held on the FRIDAY evening of the convention week end, and (3) the convention is to be held between the dates of June 15 and August 15. Simple rules, so I don't believe you should have a hard time complying to them. If you have any questions about how to go about selecting a site in your location, please feel free to contact me and I will go over some of the steps with you.

We are still making plans on taking the train to the convention in Seattle in 1990. To give you something to think about, the train we will be taking is the Empire Builder, out of Chicago. The train, as scheduled now, would leave Chicago on Tuesday afternoon and arrive in Seattle on Thursday afternoon. The route would be the northern route through North Dakota, Montana, etc. Quoted fares for the one way train fare is \$164.00 per person. This is COACH rate. If you would like to have a room, it would be an additional \$251.00. I will have additional information on this trip at Toronto. If your interested, please see me sometime during the weekend.

Since the last issue of the LOG went out, we have received some 300 membership renewals and new memberships. There is a 10 page membership update enclosed with this issue of the LOG. Thank you for the renewals, your continued support is greatly appreciated. Thanks also to the number of new members. If you know of others interested in the hobby, please be sure to tell them about the Society.

If I have forgotten to mention anything else important, I will be sure to put it in the next issue. In the meantime, I look forward to seeing many of you in Toronto next month. Until next issue, happy collecting....

Paul

MEETINGS & CONVENTIONS

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



08 & 09 JUL 89 (Sat. & Sunday)
Transfair (formerly Railfair) including airline, railroad, steamship and motor coach memorabilia.
Denver, CO. I-70 and Brighton Blvd. Send a #10 SSAE to N.R.H.S., Dept. CL, P.O.Box 5181, Denver, CO 80217 for details.



20 JUL - 23 JUL 89 (Thurs.-Sun.)
All day each day.
AIRLINERS INTERNATIONAL '89
Skyline Hotel, Toronto, Ontario, Canada
Committee chairman: Mark Coles
Hosted by Ontario Aviation Enthusiasts Society (OAES), Box 72, MISSISSAUGA, Ont., Canada, L4T 3B5.
The largest gathering of airline memorabilia collectors, traders and enthusiasts anywhere. Participants come from all over the world to take part in this annual event.
For info: write above address.

02 SEP 89 (Saturday)
OAES Airband Day at Pearson Int'l Airport, Toronto, Ontario, Canada, McDonnell Douglas parking lot.
For info: Ontario Aviation Enthusiasts Society, Box 72, Malton P.O., Mississauga, Ont. Canada, L4T 3B5.

09 SEP 89 (Saturday)
Airliners Northeast mini-convention, Holiday Inn North, Newark Int'l Airport - Service Road, Newark, NJ 07114
8 a.m.-3:30 p.m.
Info: Bill Gawchik, Tri-State Airline Historical Society, 88 Clarendon Ave., Yonkers, NY 10701

23 SEP - 06 OCT 89
Airport visit trip to UK: London (Heathrow, Gatwick, Luton, Stansted, BA tour at Heathrow); Manchester (airport tour, Dan Air maintenance base, Air & Space Museum); Duxford and Cosford air museums; Hobby stores at Birmingham & East Midlands. All flying on KLM and Air UK.
For info & cost: Aviation Hobby Canada, 57 Edgebrook Cr., Bramalea, Ont. L6T 1Y6, Canada, (416) 791-6279 or 455-0747

23 or 30 SEP 89 (Saturday)
Ontario Aviation Enthusiasts Society: slide show, Toronto.
For info: OAES, Box 72, Malton P.O., Mississauga, Ontario, Canada, L4T 3B5.

OCT 89 (Date to be determined)
Flight over Niagara in Dash-8.
For info: OAES, Box 72, Malton P.O., Mississauga, Ontario, Canada, L4T 3B5.
For info: Ontario Aviation Enthusiasts Society, Box 72, Malton P.O., Mississauga, Ontario, Canada, L4T 3B5.

AIRLINERS NORTHEAST
The Northeast's Only Regional Airliner Mini-Convention



02 DEC 89 (Saturday)
OAES slide show and Christmas dinner.
For info: Ontario Aviation Enthusiasts Society, Box 72, Malton P.O., Mississauga, Ontario, Canada, L4T 3B5.



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

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



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

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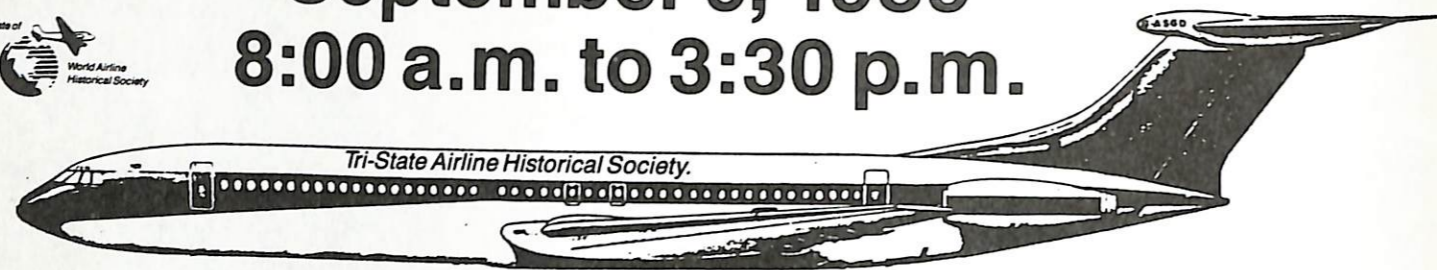
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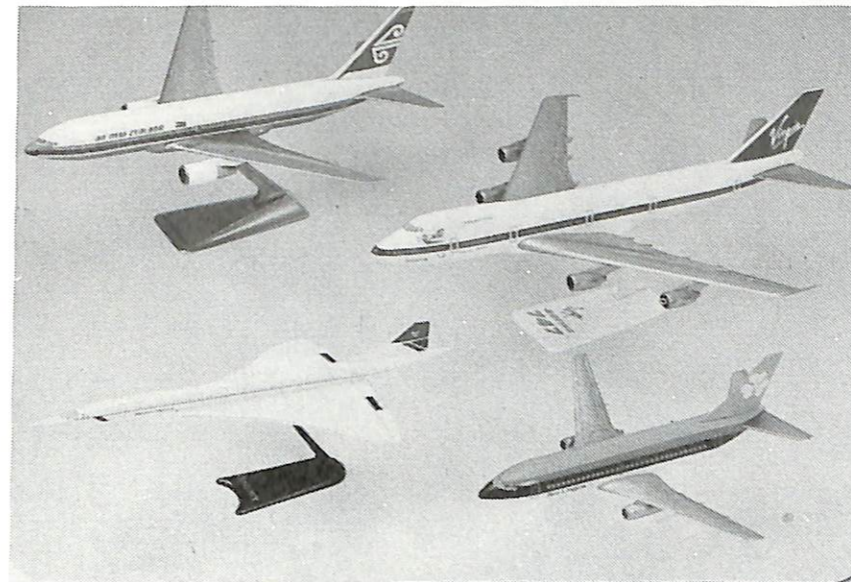
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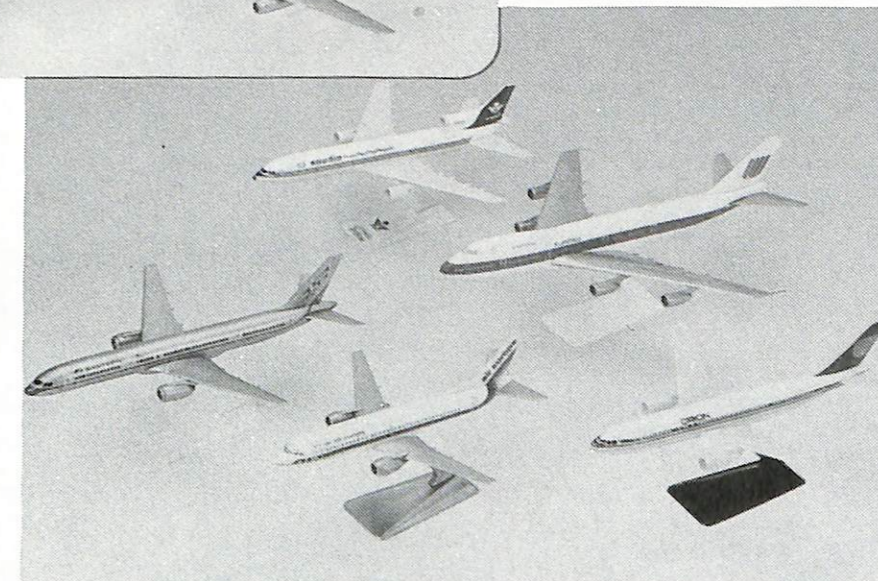
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