



VOL. 15, NO. 3  
SEPTEMBER '89

# CAPTAIN'S LOG

Airline and Airliner quarterly



Alitalia Boeing 747-243B. I-DEMB "Carlo del Prete" (c/n 20520) caught by the camera of John Plunkett of Maple, Ontario, Canada, moments before touchdown at Toronto's Pear-

son International Airport (YYZ). The shot earned John 1st place in the Black & White enlargement category in the photo contest of AI'89 at Toronto in July.



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

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

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

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

DEADLINES AND PUBLICATION DATES

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

A one-year membership in the WAHS equals four issues of the CAPTAIN'S LOG in the first year and 12 months/four issues in subsequent years. When you join the WAHS, you will be sent all issues of the CAPTAIN'S LOG for that calendar year.

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Thank you

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British Airways Concorde G-BOAC was photographed at Pearson International Airport (YYZ), Toronto, Ontario by John Plunkett of Maple, Ontario. The photo was entered in the Salon Airliner category of the Airliners International 1989 convention photo contest and placed second in that category.

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# TAKE-OFF TALK

Ever since I became editor of the CAPTAIN'S LOG, in the fall of 1985, I have purposely kept airline and aviation politics out of our magazine. If we were to get into a controversy, let it be one over for instance the value or rarity of a wing, photograph, sticker or other item. We are after all a hobby magazine, dedicated to providing information to airline memorabilia collectors of many different stripes. I do not see our mission as being one to to change the world. I may occasionally heap praise upon a worthwhile endeavor, or mildly criticize some negative event or action, but that is where it ends. I deliberately try to stay away from taking sides in whatever ails the airline industry.

That is why I was shocked with the accusation levelled at me/the LOG in a letter I received just before the convention.

It accuses the LOG and myself of taking sides in the Eastern Air Lines labor dispute.

The letter came from Jerry York of St. Petersburg Beach, FL. Jerry, who said he is a pilot for Continental, took me to task for running the "anti-Lorenzo" buttons and other items in Al Tasca's Airline Happy Hour column in LOG 15/2, JUN 88.

"Though Mr. Tasca's copy does not make direct statements about this very sensitive issue, the stickers DO make direct statements," Jerry wrote.

He continued that this sensitive issue "should in NO WAY be addressed in the LOG in any form!" Doing so "is putting politics in the LOG."

Jerry asked me to raise the matter at the WAHS business meeting at the AI'89 and I did.

I am happy I received overwhelming support from those who attended, for my decision to run the buttons etc.

Before continuing, I better back up a bit and explain why I ran these items when I did, instead of holding on to them until after the strike at Eastern has been resolved in one form or another.

In ran them ONLY to let memorabilia collectors, and especially those who live away from Eastern hubs, know these buttons, stickers etc. are out there and that they should get them if they want them, while

they are.

I am totally convinced that all supplies of these items will disappear from view within 24 hours after the strike has been settled. The ones not yet issued by the union or Eastern are certain to be destroyed in a hurry. Collectors who already have them will hold on to any extras they may have in the hope these will become valuable trading items later on.

In no way did I intend to make any statement pro- or anti- any of the parties in the dispute. I don't think Al Tasca did either.

One of our (many) British members presents a quest Report from the Field from Brisbane, Australia in this issue.

John Chivers and his wife Wilma lived for several years in her native Australia, but they recently returned to Britain.

Those who were at the AI'89 have seen the many large display boards in the reception area, showing photographs of virtually every Vickers Viscount, deHavilland Comet and BAC One-Eleven built. The photos had been collected by John and Wilma over a period of several years. The display at AI'89 was the first public showing of the collection anywhere.

I have in hand two more histories by John on Australian subjects and one by WAHS member Brian Danielson. All are quite long but I try to run them in one of the next few issues.

Also in this issue of the LOG a history of Lineas Aereas Paragvayas by Bill Hough. Bill has worked hard to hone the article since he first offered it to me and the present version is the third or fourth revision before he was satisfied with it. Sadly, I was not able to include all the photos, timetables etc. he sent me. I'll keep the others for one of the next issues.

We also have the columns by our regular editors. They need no extra introduction. Many of you have met them at AI conventions and those of you who have not, have seen their names in the LOG in just about every issue. They are the true backbone of this magazine and I am really thankful to them. As you all know, we are a totally volunteer organization. Nobody in the LOG gets paid or even reimbursed for

In fact, several members at the business meeting supported my decision by saying that keeping these items out of the LOG at this time could have been interpreted as making a statement, or would at least have amounted to censorship.

Believe me, Jerry, I regret as much as the next guy the dispute which seems to be tearing apart one of America's greatest airlines. But that doesn't mean we as collectors should be blind to the collectibles which are available ONLY NOW. Even you said in your letter you intend to get a few for your own collection.

expenses incurred for writing articles, taking photographs and sending away the numerous letters it takes to ferret out more information on the -sometimes obscure- subjects we write about for you. Therefore, Don, George, Bill, Gerry, Richard, Tom, Dick, Carl, Jim, Al, Tom and Stan, here's to you! And thanks!

In this issue of the CAPTAIN'S LOG we naturally present full coverage of the AIRLINERS INTERNATIONAL convention in Toronto in July, the AI'89.

It was an excellent convention, without any major snafus that I am aware of. Mark Coles and his team deserve most of the applause for this. They worked tirelessly for nearly two years to pull it off. I don't think we can say "Thanks" too often.

The results and names of the AI contest winners are listed in this issue in the appropriate columns. Now the l-o-n-g wait is for the Seattle AI, six months away by the time you read this. But of course Seattle will not simply "happen," just as Toronto and the 12 conventions before it did not just "happen." There is a lot of hard work involved by many dedicated people who really stick their necks out, financially and otherwise, so the rest of us can have a good time for three days. Jon Proctor and his committee are already hard at work. They deserve and need our support. If you can't actually help them out with the thousand-and-one little and big tasks to be done, support them by coming to Seattle 20-21-22 June. They would really appreciate it.

*Joop*

# AMERICAN AIRLINES



## America's Leading Airline

PART III  
BOEING 727-23 THRU LATE 1980'S  
1964-1989



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George Walker Cearley, Jr.

### BOEING 727-23, "727 ASTROJET"

In 1960, Boeing announced plans to develop a short to medium range tri jet. The aircraft would have aft-mounted engines (thus reducing passenger cabin noise level) - one engine mounted on either side of the aft fuselage and a third engine in the rearmost fuselage, the intake of which being located in the forward vertical stabilizer. The 727 also featured a T-tail design which at the time was also being developed for the British tri jet, the De Havilland (later Hawker-Siddeley) Trident.

American initially ordered 25 727-23's for 1964-65 delivery. The new jets were to serve markets where mileage between destinations and traffic density were not sufficient to warrant using larger 707, 720, and 990 jetliners.

American inaugurated 727 service on April 12, 1964, in the New York-Chicago market. This was the first time a trimotor aircraft had been used since the early 1930's by American when the airline had operated both Ford and Stinson Trimotor aircraft. A Ford trimotor which had originally been in the American fleet was located in Central America and restored, being painted with American Airways titles and eagle logo of the early 1930's. The aircraft participated in 727 promotional campaigns.

Route segments over which the 727 was used during its first months of operation included (1) New York-Chicago; (2) Chicago-Dallas; (3) New York-Detroit-Chicago-Dallas; (4) New York-Chicago-Dallas; (5) New York-Baltimore-Dallas; (6) Dallas-Baltimore-Philadelphia-New York; (7) New York-Cincinnati; (8) New York-St. Louis-Tulsa; (9) New York-Dallas; (10) Chicago-Cincinnati-New York; (11) New York-Chicago-Fort Worth-El Paso-Los Angeles; (12) New York-Chicago-Tulsa-Oklahoma City-Dallas; (13) New York-Philadelphia-Baltimore-Nashville-Memphis-Dallas; (14) Los Angeles-Oklahoma City-Tulsa-St. Louis-New York; (15) Los Angeles-St. Louis-Cincinnati-New York.

The 727 Astrojet made it possible to fly to close-in airports with shorter runways as New York-Guardia. It also would give cities which had never before had jet service their first jet flights. The 727 today has become one of the most popular airliners in the history of commercial aviation.

In 1968 American received the first 727-200's (727-223's), a stretched version of the 727 with a 20 ft. longer fuselage. Today American operates the following 727-100's and 200's: (1) 100's - 727-23, 727-35, 727-95, 727-123, and 727-1A7C; (2) 200's - 727-223, 727-227, and 727-2A7. The 727-23, -123, and -223 are all American Airlines planes originally. The 727-35's and -95's were originally ordered by National and Northeast. Their delivery by these carriers was not taken up and American accepted delivery on these planes. The 727-1A7C and -2A7 were acquired with a merger of Trans-Caribbean Airways into the American system in 1971. The 727-227's were purchased from Braniff Airways, Inc., in 1980.

Today the Boeing 727-100 and its stretched counterpart, the 727-200, represent the major aircraft types of the American fleet.



BOEING 727-23, N1970, WITH RESTORED FORD TRIMOTOR N9683. PHOTO CONTRASTS TRIMOTORED PLANE OF THE EARLY 1930'S TO THE 727 TRIJET 30 YEARS LATER. (Photo via Shari Harris).



AA 727-23 FLIGHT CREW CONSISTED OF CAPTAIN, CO-PILOT, AND FLIGHT ENGINEER AS WELL AS THREE STEWARDESSES. IN BACKGROUND IS 727-23, N1972 (Photo via Shari Harris).

"MUSIC 'TIL DAWN"

In 1953, American introduced an all night radio program in major markets across the United States. The program, named "Music 'Til Dawn", was on each night between 11:30 P.M. and 5 A.M. and featured a wide selection of beautiful semi-classical and classical music. "Music 'Til Dawn" opened and closed with its instrumental theme song, "That's All", which was recorded on a 78 rpm record. Most programs across the nation generally opened by immediately going into the "That's All" recording; however, a Dallas announcer in the early 1960's, Tony Garrett, had a novel idea for his program. He preceded the theme song with a recording of a 707 jet taking off. This fitted in well with American's advertising campaigns at the time promoting its then new 707 and 990 "Astrojets". Following a few notes from the theme song, the announcer opened with the phrase "American Airlines greets you with "Music 'Til Dawn". The theme was then played to its conclusion.

"Music 'Til Dawn" was conceived by American's president, C. R. Smith, who also developed the general program framework. Commercials were kept brief and to the point, emphasizing information on AA flights. C. R.'s reasoning was, in formatting the program, that American wanted a quality radio program, to parallel its high quality service being advertised and offered to the travelling public.

The program, which first aired in 1953, originally was heard in six Columbia Broadcasting System (CBS) stations. By 1962 it was being aired in nine major cities served by AA. The cities, stations, and program hosts in 1962 were (1) New York, WCBS, Bob Hall; (2) Dallas, KRLD AM & FM, Hugh Lampman (later Tony Garrett and Scott Miller); (3) Boston, WEEI, Bill Hanson; (4) Detroit, WWJ, George Pruetter; (5) Cincinnati, WLW, Pete Mathews; (6) Washington, WDC, Phil Gaines; (7) Chicago, WBBM, Jay Andres; (8) Los Angeles, KNX, Mel Baldwin; and (9) San Francisco, KCBS, Ken Ackerman.

At the conclusion of each evening's program, the announcer closed (at least in Dallas) with "We'd like to wish you a pleasant day today. Come back and join us again sometime real soon. We're here each night between 11:30 and 5 with more of much the same, 'American Airlines Music 'Til Dawn'".

Music 'Til Dawn		
Listen to American's All Night Radio Program MUSIC 'TIL DAWN		
CITY	STATION	ON YOUR DIAL
Boston	WEEI	590
New York	WCBS	880
Washington	WTOP	1500
Cincinnati	WLW	700
Detroit	WWJ	950
Chicago	WBBM	780
Dallas	KRLD	1080
Los Angeles	KNX	1070
San Francisco	KCBS	740



JET EXPRESS SERVICE - 1967

"Jet Express Service" was introduced February 12, 1967, on the New York-Boston route in competition with Eastern and Northeast who also served the New York-Boston market. Hourly service, every hour on the half-hour, was offered between New York and Boston, primarily with BAC-111 equipment. However, a few flights between New York and Boston were also operated with 727's and a 707.

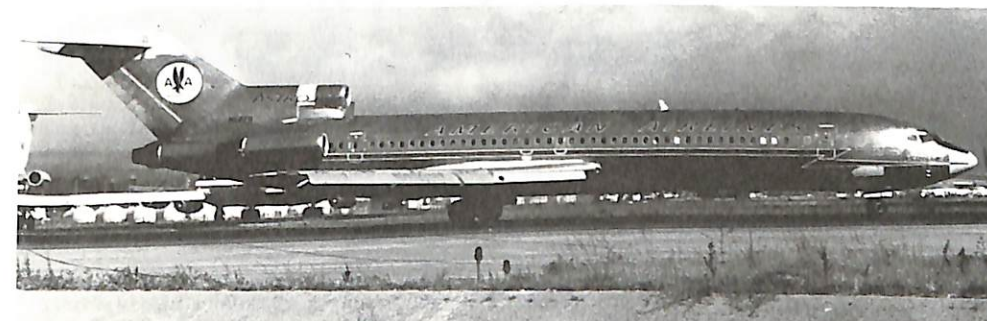
Eastern Air Lines had introduced its successful "Air Shuttle" service in the same market on April 30, 1961. The "Shuttle" featured guaranteed seats with no reservations, every hour on the hour departures, and standby airplanes to provide extra sections during peak travel periods.

The "Jet Express" was American's answer to the "Air Shuttle" and offered: (1) reserved seats at "Shuttle" prices; (2) all jet service (Eastern operated some prop aircraft at the time), (3) first class and coach seats, (4) curbside luggage pick-up, (5) no boarding passes and no waiting in line, (6) special lounges for early arrivers, with coffee and snacks available, (7) in-flight snack and beverage service, (8) special baggage claim area for "Jet Express" passengers.

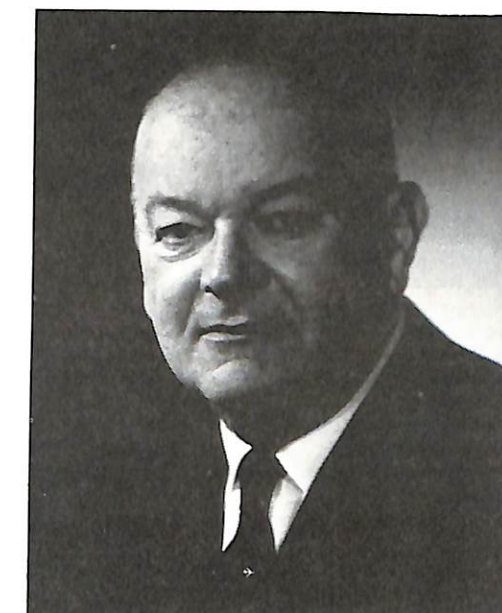
American soon garnered 30% of the market share, and load factors on flights averaged 72.5%, but the service was later terminated.

The New York-Boston Jet Express

Every hour on the half hour, 7:30 AM to 10:30 PM.\*



ABOVE LEFT: AMERICAN INTRODUCED ITS FIRST STRETCHED BOEING 727-223'S IN 1968. FUSELAGE WAS 20 FEET LONGER THAN THE 727-23. (Via Tom Livesey). AT RIGHT: AMERICAN LONG TIME OUTSTANDING LEADER, C. R. SMITH, RETIRED IN 1968. HOWEVER, HE RETURNED BRIEFLY TO AMERICAN IN 1974 AS CHAIRMAN OF THE BOARD. (Via Paul Kent)



AT LEFT: EXPERIMENTAL NEW PAINT SCHEME ON 720-023B. NOTE ABSENCE OF EAGLE ON TAIL AND THAT THERE IS NO WHITE STRIPE BETWEEN RED AND BLUE STRIPES (Via Jon Proctor). LOWER LEFT: 727-223 CARRYING NEW PAINT SCHEME AS WAS ACTUALLY ADOPTED, INCLUDING EAGLE ON TAIL AND ADDED WHITE STRIPE ON FUSELAGE. (Via Bob Takis)

BAC-111-401AK, "400 ASTROJET"

American received the first of 30 BAC-111's on December 23, 1965. An original order for 15 of the short haul twin-engined British-built jets had been placed in July, 1963. However, an additional 15 planes were later ordered, bringing the total to 30.

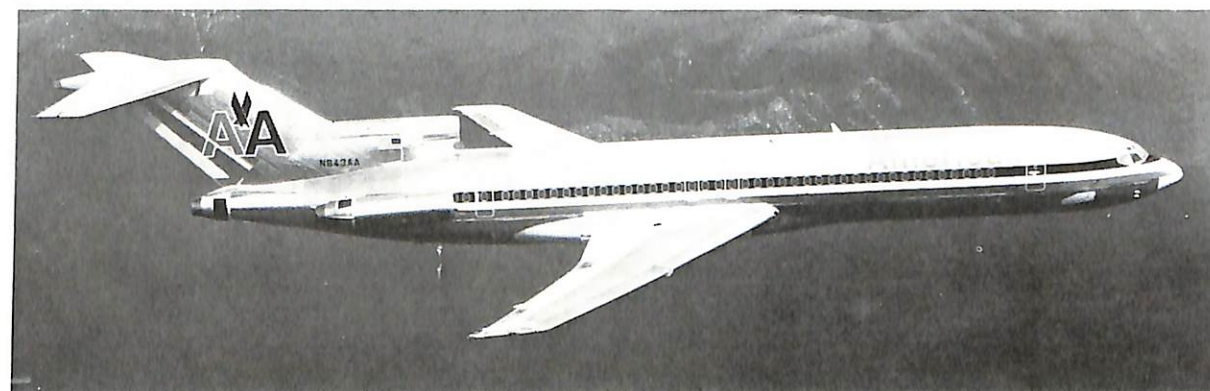
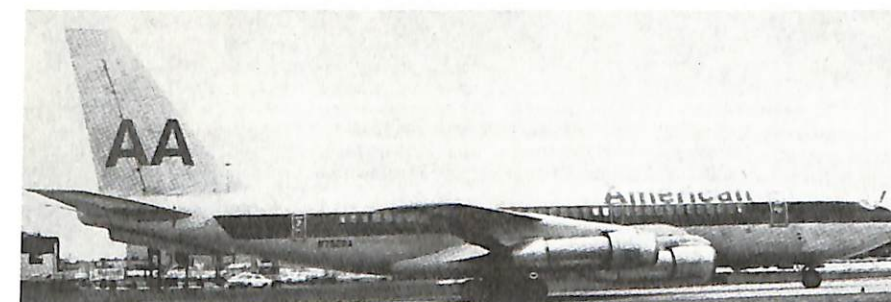
American BAC-111's were of the 400 series, the BAC-111-401AK, and were dubbed "400 Astrojets". The one-eleven, built by British Aircraft Corp., was powered by two Rolls-Royce Spey Mk. 510 turbofan engines with 11,000 lbs. thrust each. The plane had a maximum cruising speed of 548 mph. Its range and maximum take-off weight were greater than earlier one-eleven models. Range with two hour fuel reserves was 1,860 miles and maximum take-off weight was 85,000 lbs. The "400 Astrojet" carried a cockpit crew of two, and with five-abreast seating in the cabin, carried 69 passengers.

Other features of the one-eleven were its T-tail and aft mounted engines, the position of the latter serving to reduce cabin noise level. The airplane also carried its own self-contained airstairs at forward and aft fuselage doors. In addition, it had its own auxiliary power unit (APU). The airstairs and APU made the plane self-sufficient at airports, reducing the time on the ground for loading and unloading. The one-eleven also had the capability to fly into smaller airports which had never before had jet service.

The BAC-111 entered service with American on March 6, 1966, on the New York (Kennedy Int'l at Idlewild)-Toronto route. Service between New York (La Guardia) and Syracuse was inaugurated March 28, 1966. Service soon followed in these markets: New York (LaGuardia)-Rochester, N. Y.; New York/Newark-Buffalo; Washington (National)-Nashville; New York-Memphis; New York-Washington (National); Boston-Washington (National); Boston-Detroit, and Boston-New York. The above service was added by June, 1966. On several of the New York state routes, American's 1-11's were in direct competition with 1-11's of a U. S. regional carrier, Mohawk Airlines. The "400 Astrojet" soon displaced American's last piston-engine airliner, the DC-6, making AA all jet powered.



PASSENGERS BOARDING BAC-111-401AK THROUGH AFT BOARDING STAIRS. NOTE AFT-MOUNTED TWIN ROLLS ROYCE SPEY ENGINES AND T-TAIL (Via Bob Takis).



**DOMESTIC U. S. ROUTE AWARDS  
LATE 1960'S AND EARLY 1970'S**

As stated in American's 1968 Annual Report, American was the beneficiary up to that time of relatively few route awards since the CAB was formed in 1938. At that time, less than 20% of American's passenger miles were coming from routes granted since 1938, while the average for other U. S. domestic trunk carriers was 40%.

However, several new domestic routes were granted beginning the following year in 1969. In the Gulf States-Midwest Route Case, American was granted the following routes: Dallas-Detroit; Houston-St. Louis; Indianapolis-Detroit; San Antonio-Chicago; San Antonio-St. Louis; San Antonio-Detroit; Dallas-Indianapolis; St. Louis-Detroit; and San Antonio-Indianapolis. Service over these new routes was inaugurated July 7, 1969.

In the reopened Southern Transcontinental Route Case (Southern Tier Case) American in 1969 was given a non-stop route between Houston and San Francisco. American again in 1969, as in 1961, had been granted only a limited award in this case. Eastern Air Lines at this time received authority between Atlanta-Dallas and Atlanta-Los Angeles. Braniff Airways was granted a route between Dallas, New Orleans, Tampa, and Miami. The CAB examiner had originally recommended this award be granted to Braniff in 1961 but at that time when the final awards were granted, Eastern was given the Dallas-Louisiana-Florida route. AA still had not at this time gained desired authority to the South and Southeast. In October, 1970, American inaugurated service over a new route to Salt Lake City from New York, Chicago, Washington, and Detroit.

Service to Islip, Long Island, New York, began in 1971 from Chicago O'Hare, but was later terminated.

**BOEING 747 - "747 ASTROLINER"**

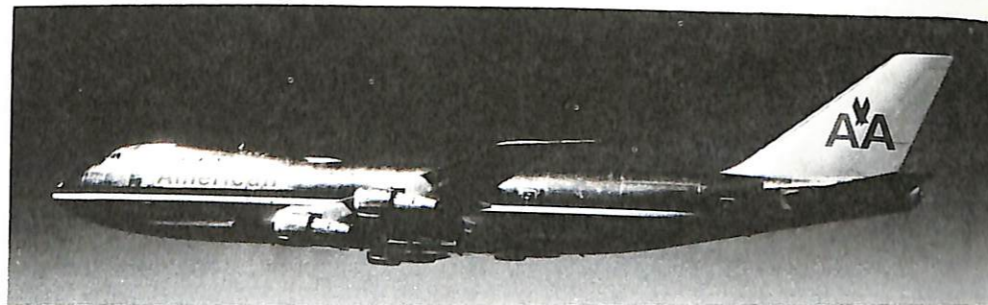
American inaugurated its first Boeing 747 jumbojet service on March 2, 1970, with 747-121's leased from Pan American World Airways. Initial service was operated between Kennedy International at Idlewild and Los Angeles International Airport. American's own 747-123's entered service later in 1970.

The 747 as of 1980 carried 366 passengers, 66 first class and 300 coach. The aircraft has a cruising speed of 555 mph and is powered by four 43,500 lbs. thrust Pratt & Whitney JT9D turbofan engines. Fuselage length is 231'4" and wing span is 195'8".

In 1971 a special coach lounge was installed and several rows of coach seats in the rear passenger cabin were removed. Later a Wurlitzer Piano Bar was added. Both were subsequently removed.



**747**  
Astroliner Service  
Coast to Coast



BOEING 747-123, N9662, JOINED THE ROUTES OF AA LATER IN 1970 ON JULY 16TH. AA'S FIRST 747-123, N9661, WAS DELIVERED EARLIER ON JUNE 18. THUS AMERICAN'S OWN 747'S DID NOT SERVE ON THE AIRLINE UNTIL 3½ MONTHS AFTER THE INAUGURAL FLIGHTS WERE MADE IN MARCH WITH PAN AM EQUIPMENT. (Boeing Photo via John R. Wheeler).

**TRANSPACIFIC ROUTE CASE AND AWARDS**

The Transpacific Route Case was reopened in 1966 and eighteen carriers made application. Among these was American Airlines. Publicity campaigns by American and other carriers for the proposed new routes showed the airlines covering the Pacific with an extensive route network. According to Ron Davies, American's exhibit before the CAB included 325 four-volume large books weighing three tons.

The first evidence was heard by the CAB in February, 1967. Examiner Robert L. Park made his recommendations to the Board in April, 1968. Eastern Air Lines was given routes to many points in the South Pacific from a large number of markets east of the Mississippi River. President Lyndon Baines Johnson substituted Continental Air Lines for Eastern Air Lines on the South Pacific routes and there was a shift of emphasis from eastern to western U. S. cities as mainland terminal points. LBJ's term ended January 20, 1969, at which time Richard M. Nixon was inaugurated president. On January 24, President Nixon postponed the award of the Pacific and Hawaii routes with those of the South Pacific remanded to the Board for further review. It was recommended on April 11, 1969, that the South Pacific be served by an airline with routes in the Midwest and on the East Coast. The CAB and the President reached a compromise in the summer, and American was chosen to operate from six eastern and midwestern markets on the U. S. mainland non-stop and From Hawaii authority was granted for service to American Samoa, Fiji, New Zealand, and Australia. Service was inaugurated a year later in August, 1970.

**AMERICAN-TRANS CARIBBEAN MERGER - 1971**

Trans Caribbean at one time had been successful in competing with Pan American and Eastern between New York and the San Juan, Puerto Rico, and other Caribbean points, but it began to encounter economic difficulties.

American began attempts to acquire Trans Caribbean in 1970. Approval of officers and stockholders of both airlines came quickly. President Nixon approved the merger on December 30, 1970, and the merger became effective March 2, 1971. In AA's 1971 Annual Report it was stated that in the first ten months of operation of TCA's former routes after the merger, load factors gradually increased and unit costs were reduced by 12%. The merger was a success and American's strong domestic route structure provided good feed traffic to the northeastern gateway to the Caribbean. Within six months AA gained leadership on the New York-Puerto Rico route.

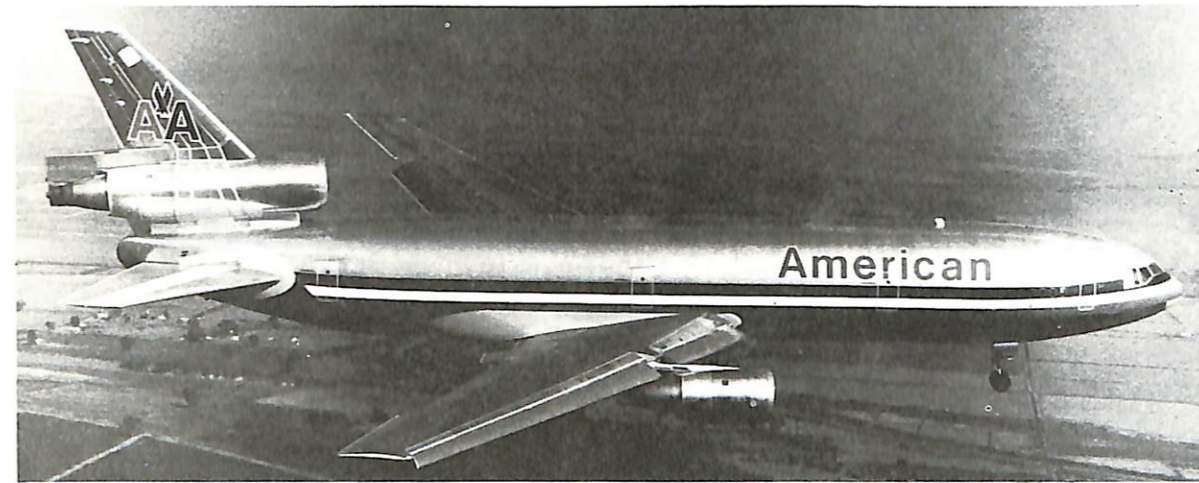
In addition to the New York-San Juan route, American at this point gained entrance to the following Caribbean markets: Curacao and Aruba, Netherlands Antilles; St. Thomas and St. Croix, Virgin Islands; and Port Au Prince, Haiti.

**MC DONNELL-DOUGLAS DC-10-10**

American Airlines was the first carrier in the United States to operate the DC-10 and was also first to operate any three-engine jumbo jet, the L-1011 entering service somewhat later with other airlines. DC-10 service was inaugurated on the Chicago-Los Angeles route August 5, 1971.

The DC-10 as of 1980 carried 264 passengers, 44 first class and 220 coach. It is powered by three General Electric CF6-6 turbofan engines with 40,000 lbs. thrust each, and has a cruising speed of 550 mph. Fuselage length is 182'4" and wing span 155'4".

MIDDLE LEFT: DC-10-10, N102AA. NOTE EXTENDED FULL SPAN LEADING EDGE DEVICES (Via Shari Harris). LOWER LEFT: DC-10-10, N129AA, AT BOSTON'S LOGAN AIRPORT IN 1980 (Photo: Tom Livesey).

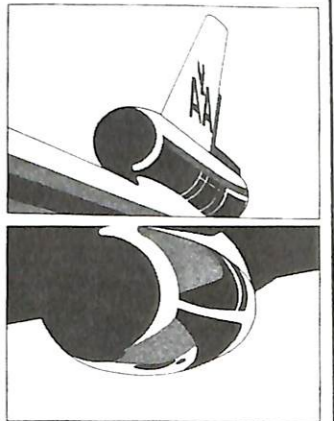


ABOVE: TRANS CARIBBEAN DOUGLAS DC-8-51 OVER OLD SAN JUAN, EL CONDADO AND ISLA GRANDE AIRPORT (Via Bill Demarest).



**American Airlines**

Domestic and International Timetable  
Effective September 13, 1971



American Airlines DC-10 Luxury Liner  
The newest member of our Luxury Liner fleet.  
Now between Chicago and Los Angeles.

ONE OF FIRST AA TIMETABLES TO FEATURE DC-10'S ON COVER (George Cearley Collection).

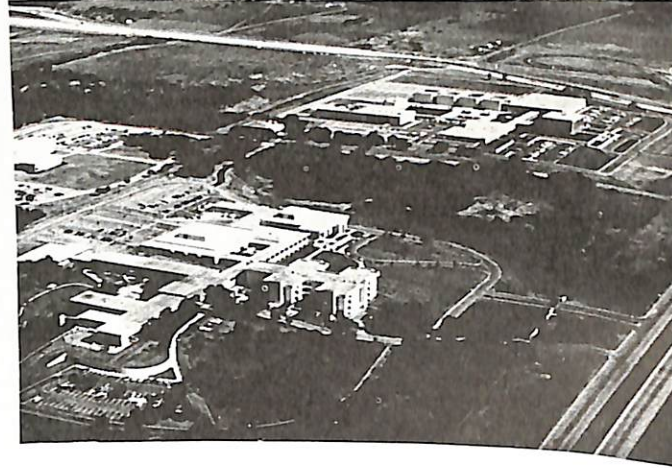
**AMERICAN AIRLINES FLIGHT ACADEMY**

The American Airlines Flight Academy is located just south of the major portion of D/FW Airport and adjacent to the Learning Center, new Reservations Center, and future headquarters complex. At the Academy, flight crews can go through numerous types of ground and flight school courses, which include flight engineer training, refresher courses, and upgrade training for cockpit crews to higher flight deck positions. The Flight Academy has also been involved in training flight crews and maintenance personnel of the U.S. Government, numerous private corporations, other U. S. airlines, and over fifty foreign nations.

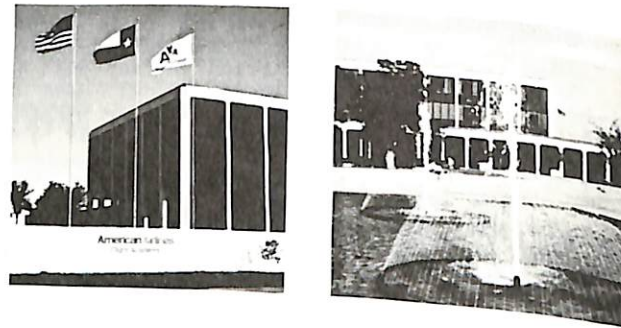
Classroom teaching makes extensive usage of audiovisual media, and students learn under self-paced modes of instruction with individualized training geared to each student's needs.

After completing given portions of study programs, the student at the Academy receives practical training in a mock-up of the system he has just completed studying. Once each system is learned, he or she then advances to a Cockpit Procedures Trainer (CPT). The student is next ready for the Flight Simulator. Flight simulators are or have been available for the 707-120, 707-320, 727-100, 727-200, 747, and DC-10. Each simulator can reproduce all necessary performance and handling characteristics under all sorts of potential flying conditions.

Serving the Flight Academy and Learning Center is an area for emergency procedures training equipped with full-scale cabin mock-ups of all AA aircraft. The facility is designed to give personnel training and experience with over-water ditching procedures, evacuations under various conditions of landing gear failure, situations in which the passenger cabin is filled with smoke, and proper fire-fighting techniques using carbon dioxide and water-type extinguishers.



AERIAL VIEW OF TRAINING CENTER AND FLIGHT ACADEMY PRIOR TO CONSTRUCTION OF SOUTHERN RESERVATION CENTER. (Via Paul Kent).



AT RIGHT: AMERICAN AIRLINES FLIGHT ACADEMY JUST SOUTH OF DFW AIRPORT (Via Paul Kent).

**AMERICAN AIRLINES ROUTE EXCHANGE WITH PAN AMERICAN WORLD AIRWAYS - 1974**

Service to all points beyond Honolulu was terminated in March, 1974. American petitioned the CAB for a route exchange with Pan American World Airways and this arrangement was approved by the Board in June, 1975. American exchanged its South Pacific routes for Pan American's routes between New York-Dominican Republic (Santo Domingo), New York-Bermuda (Hamilton), and New York-Barbados. The only exception to this agreement was the Boston-St. Louis-Honolulu route, and American filed with the CAB for suspension of this route in November, 1977. In March, 1978, this suspension was approved.

**RECENT DOMESTIC AND INTERNATIONAL ROUTE AWARDS LATE 1970'S AND EARLY 1980'S**

Des Moines\*, Iowa, and Omaha\*, Nebraska, joined AA's route system in early 1976. In 1977 new international service was added in the early part of the year - Montreal (January), Jamaica (March), Guadeloupe and Martinique (April).

As a result of the Airline Deregulation Act of 1978, airlines were allowed to apply to the CAB to establish service on routes left dormant by other carriers. American was a successful bidder in several markets. On January 20, 1979, American inaugurated service to nine new destinations over 19 new routes, including Albuquerque, Las Vegas, Reno, New Orleans, Minneapolis/St. Paul, Tampa-St. Petersburg, Miami, and St. Maarten, with Nassau being added to the system February 15, 1979. Later in 1979, Puerto Vallarta, Guadalajara, Mazatlan, LaPaz\* (Mexico), and San Jose del Cabo were added to AA's route structure.

Beginning December 17, 1980, service was inaugurated between Honolulu and Los Angeles. Also early in June, 1981, daily non-stop service began between Dallas and Honolulu.

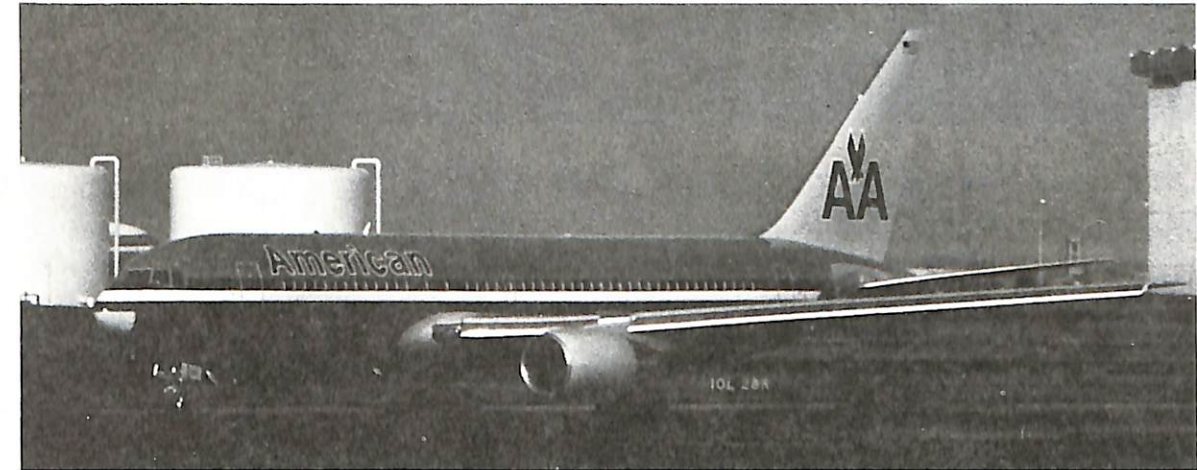
On June 11, 1981, American started service between Dallas/Fort Worth and Amarillo, Austin, Corpus Christi, Lubbock, Midland/Odessa, Baton Rouge, Shreveport, Birmingham, Jackson, Orlando, and Portland, Oregon.

**BOEING 767**

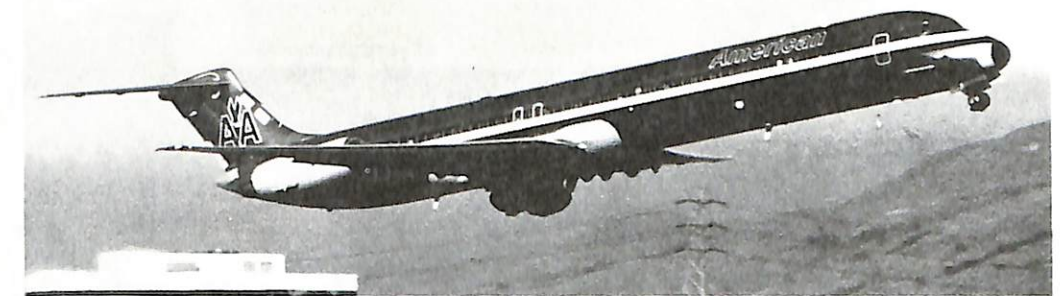
Thirty Boeing 767-223's were ordered by American in November, 1978, for scheduled delivery over a two year period beginning in September, 1982. The aircraft when originally ordered was projected to take over routes and markets handled by the Boeing 707 which was phased out of service in 1981. The wide body aircraft carries 200 passengers in mixed first and coach class configuration in a cabin with two aisles. The aircraft are powered by two 48,000 lb. thrust General Electric CF6-80A turbofan engines. Fuselage length is 159'4", height 52'5", cruising speed 550 mph, and range 3,200 miles.

The first of the 30 Boeing 767's were delivered to American Airlines in 1982. The aircraft were initially placed in service in the New York-San Francisco market. In early 1983 the delivery period of the 767's was extended beyond the two year time frame, from 1982-1984 originally planned. At this time orders for Boeing 757's (originally scheduled for initial delivery in late 1984) were cancelled.

BELOW: BOEING 767-223, N302AA, AT SAN FRANCISCO JANUARY 4, 1983, SHORTLY AFTER INAUGURATION OF 767 SERVICE IN THE SAN FRANCISCO-NEW YORK MARKET IN NOVEMBER 1982. (Photo: Tom Livesey) TIMETABLES AT RIGHT SHOW NEW AIRCRAFT ADDED IN 1982-1983, 767-223, NOVEMBER 1982, AND DC-9-82 (MD80, SUPER 80), SPRING 1983. (George Cearley Collection)



**Super 80**  
American Airlines



DOUGLAS DC-9-82'S (MD80'S) ON TAKEOFF (ABOVE) AND ON TAXIWAY (BELOW), BOTH AT SAN JOSE. (Photos: Tom Livesey)



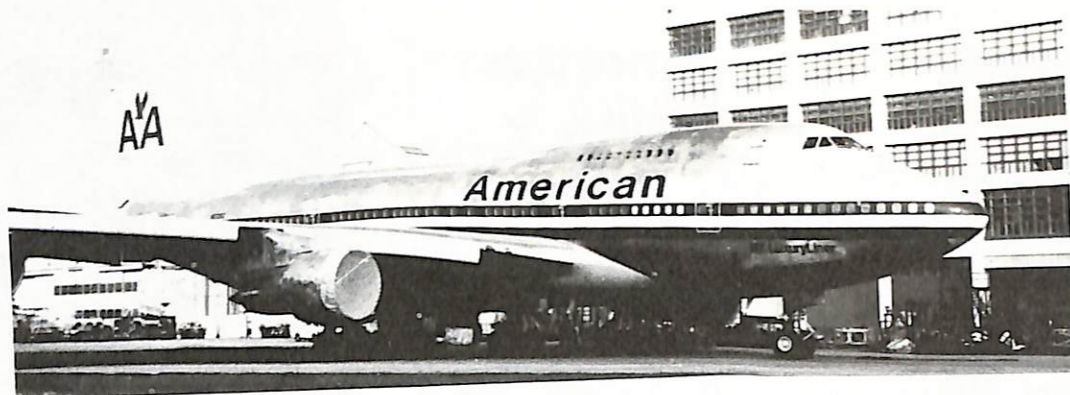
ON MAY 19, 1982, AMERICAN BEGAN SERVICE TO LONDON ON A ROUTE FORMERLY OPERATED BY BRANIFF AIRWAYS OUT OF DFW TO GATWICK. SHOWN ABOVE IS PARADE OF SCOTS GUARD AT WELLINGTON BARRACKS (Photo: George Cearley).

**American Airlines**  
Domestic and international timetable effective November 1, 1982

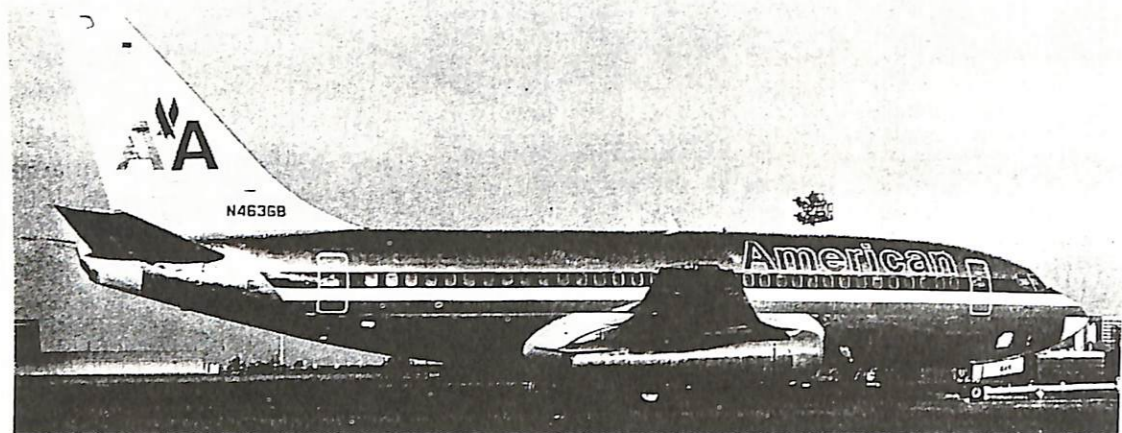
**American Airlines**  
**767**

**American Airlines**  
Domestic and International timetable effective June 9, 1983

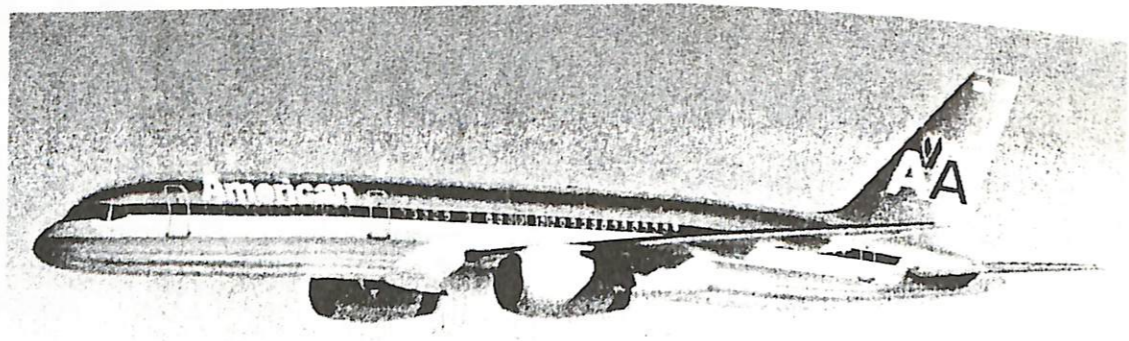
The latest addition to American's fleet...  
**THE SUPER 80s**



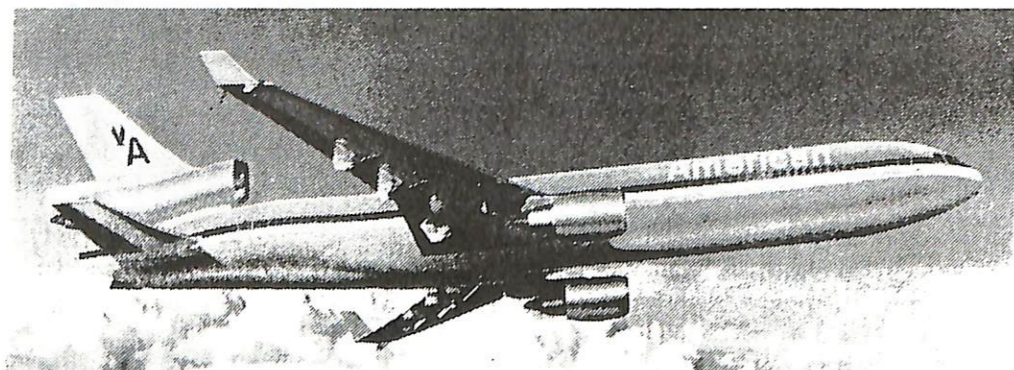
AT LEFT: ONE OF TWO 747SP-31'S ACQUIRED FOR NEW ROUTE TO TOKYO SPRING, 1987. PLANE WAS N57202 OF TWA AND IS TO BE N601AA, SHIP 601. IT IS SHOWN HERE AT HAECO IN HONG KONG WHERE PLANE WAS OVERHAULED AND REFURBISHED FOR AA. (Milo Raub Photo via Jon Proctor)



AIRCAL 737s OPERATED WITH AA ONLY FOR A SHORT TIME BEFORE BEING SOLD OFF. N463GB SEEN AT LAX IN THE SUMMER OF 1988 (JOHN KITCHEN PHOTO)



ALTHOUGH AN EARLIER ORDER FOR THE BOEING 757 WAS CANCELLED, AMERICAN NOW HAS 50 SERIES 200 MODELS ON ORDER. DELIVERY STARTED THIS SUMMER AND THE FLEET WILL BE EQUIPPED WITH TACAS II (TRAFFIC AND COLLISION AVOIDANCE SYSTEM) EQUIPMENT. (BOEING PHOTO)



AMERICAN'S ORDER FOR 50 MD-11s (8 FIRM ORDERS AND 42 OPTIONS) SECURED THE AIRCRAFT'S FUTURE. DELIVERIES ARE ANTICIPATED TO BEGIN IN 1990. EARLY DELIVERY POSITIONS WERE SECURED WHEN AA TOOK OVER SOME OF THOSE ORIGINALLY ORDERED BY BRITISH CALEDONIAN AND CANCELLED WHEN THAT CARRIER MERGED INTO BRITISH AIRWAYS. (MCDONNELL DOUGLAS PHOTO)

# AROUND THE WORLD

## of Airline Schedules

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George Walker Cearley, Jr.

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### QUICK REFERENCE SCHEDULES

TABLE 64 Between Boston and New York  
JET ONE WAY—(First Class) \$18.09—(Coach)—\$15.24—(Plus Tax)

Flight No.	Service Change Dates	Leave BOSTON	Arrive NEW YORK	Freq- uency	Stops	Type Aircraft	Class	Meals	Flight No.	Leave NEW YORK	Arrive BOSTON	Freq- uency	Stops	Type Aircraft	Class	Meals
255		7 15a	8 07a Kennedy	Ex Su	NS	B-727	F/Y	B/S	518	7 30a LaGuardia	8 17a	Ex Su	NS	BAC-400	F/Y	S
7371		7 30a	8 16a LaGuardia	Ex Su	NS	B-727	F/Y	S	524	8 30a LaGuardia	9 22a	Daily	NS	BAC-400	F/Y	S
557	*4/3	8 00a	8 54a LaGuardia	Ex Su	NS	BAC-400	F/Y	S	530	9 30a LaGuardia	10 17a	Daily	NS	BAC-400	F/Y	S
643		8 30a	9 22a LaGuardia	Daily	NS	BAC-400	F/Y	S	542	10 30a LaGuardia	11 17a	Daily	NS	BAC-400	F/Y	S
645		9 30a	10 22a LaGuardia	Daily	NS	BAC-400	F/Y	S	550	11 30a LaGuardia	12 17a	Daily	NS	BAC-400	F/Y	S
647		10 30a	11 22a LaGuardia	Daily	NS	BAC-400	F/Y	S	560	12 30a LaGuardia	1 15p	Daily	NS	BAC-400	F/Y	S
649		11 30a	12 22a LaGuardia	Daily	NS	BAC-400	F/Y	S	564	1 30p LaGuardia	2 15p	Daily	NS	BAC-400	F/Y	S
551		12 30a	1 22p LaGuardia	Daily	NS	BAC-400	F/Y	S	566	2 30p LaGuardia	3 15p	Daily	NS	BAC-400	F/Y	S
553		1 30p	2 24p LaGuardia	Daily	NS	BAC-400	F/Y	S	568	3 30p LaGuardia	4 15p	Daily	NS	BAC-400	F/Y	S
561		2 30p	3 21p LaGuardia	Daily	NS	BAC-400	F/Y	S	410	4 30p LaGuardia	5 15p	Daily	NS	BAC-400	F/Y	S
411		3 30p	4 23p LaGuardia	Daily	NS	BAC-400	F/Y	S	562	5 30p LaGuardia	6 15p	Daily	NS	BAC-400	F/Y	S
555		4 30p	5 25p LaGuardia	Daily	NS	BAC-400	F/Y	S	566	6 30p LaGuardia	7 15p	Daily	NS	BAC-400	F/Y	S
559		5 30p	6 25a LaGuardia	Daily	NS	BAC-400	F/Y	S	568	7 30p LaGuardia	8 15p	Daily	NS	BAC-400	F/Y	S
563		6 30p	7 22p LaGuardia	Daily	NS	BAC-400	F/Y	S	570	8 30p LaGuardia	9 15p	Daily	NS	BAC-400	F/Y	S
565		7 30p	8 22p LaGuardia	Daily	NS	BAC-400	F/Y	S	572	9 30p LaGuardia	10 15p	Daily	NS	BAC-400	F/Y	S
567		8 30p	9 22p LaGuardia	Daily	NS	BAC-400	F/Y	S	574	10 30p LaGuardia	11 15p	Ex Sa	NS	BAC-400	F/Y	S
571		9 30p	10 20p LaGuardia	Ex Sa	NS	BAC-400	F/Y	S	564	11 30p LaGuardia	12 15a	Ex Sa	NS	BAC-400	F/Y	S
529		9 45p	10 33a Kennedy	Ex Sa	NS	B-727	F/Y	S								
735		10 30p	11 20p LaGuardia	Ex Sa	NS	BAC-400	F/Y	S								

ABOVE: 1967 SCHEDULES SHOWING JET EXPRESS SCHEDULES BETWEEN NEW YORK AND BOSTON. THIS SERVICE LATER OPERATED BETWEEN NEW YORK-WASHINGTON AND NEW YORK-CHICAGO. AA INITIALLY USED BAC-111'S AND LATER LARGER CAPACITY 727'S ON THESE ROUTES. AT RIGHT: A UNIQUE TIMETABLE COVER DESIGN (AND VARIATION ON THAT INTRODUCED IN 1962) APPEARED ON THIS APRIL 30, 1967, ISSUE. (Both George Cearley Collection)

AMERICAN  
COMPLETE SCHEDULES FOR U.S.A., MEXICO AND CANADA  
SYSTEM TIMETABLE EFFECTIVE APRIL 30, 1967



ASTROJETS



American Airlines

Effective April 27 1969



American Airlines

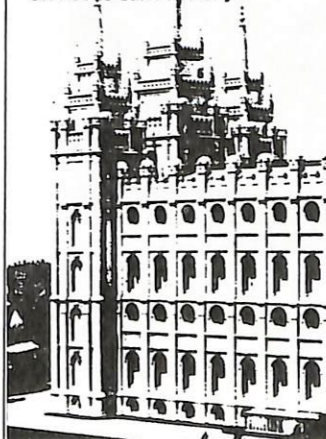
Effective August 3 1969



American Airlines

Effective October 25 1970

American inaugurates Astrojet service to Salt Lake City

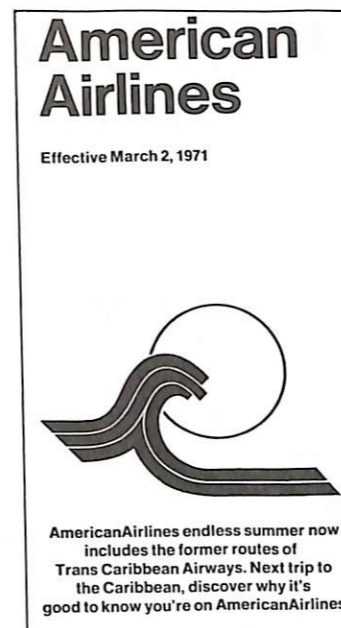


CENTER LEFT: APRIL 28, 1969, TIMETABLE PROMOTES "AMERICANA" SERVICE ON TRANSCONTINENTAL FLIGHTS. IT FEATURED EXPEDITED RESERVATIONS AND BAGGAGE HANDLING, STEWARDESSES "DRESSED IN THE SPIRIT OF THE AMERICAN REVOLUTION", AND AMERICAN STYLE DISHES COOKED EN ROUTE - AS STUFFED NEW ENGLAND CHICKEN, BOSTON BEEF BRISKET, AND STUFFED CHICKEN NEW ENGLANDER. MIDDLE: AUGUST 3, 1969, TIMETABLE SHOWS STYLIZED FLAG AND SLOGAN OF PERIOD, "FLY THE AMERICAN WAY". RIGHT: THIS OCTOBER 25, 1970, TIMETABLE FEATURES THE LDS (MORMON) TEMPLE AT SALT LAKE CITY, WHICH WAS ONE OF SEVERAL DOMESTIC DESTINATIONS ADDED IN LATE 1960'S AND EARLY 1970'S. (All George Cearley Collection)

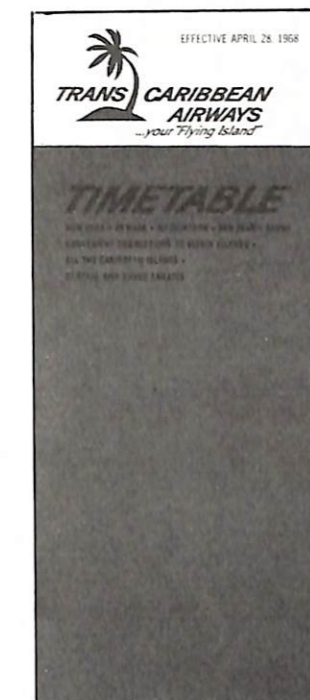
THE ENTIRE SCHEDULE COLUMN IN THIS ISSUE OF THE CAPTAIN'S LOG IS DEVOTED TO TIMETABLES OF AMERICAN AIRLINES FROM THE LATE 1960'S THROUGH THE 1980'S.



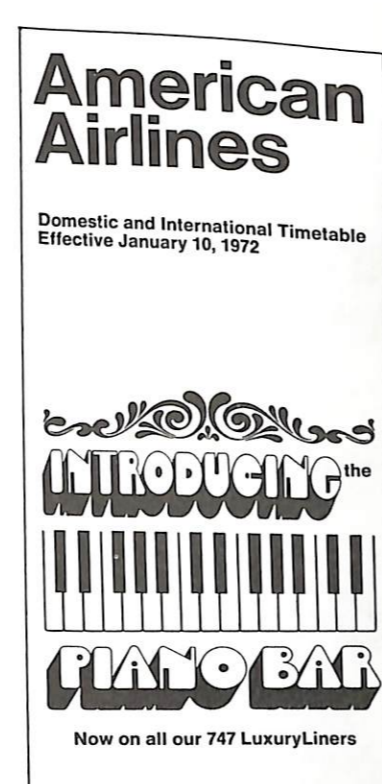
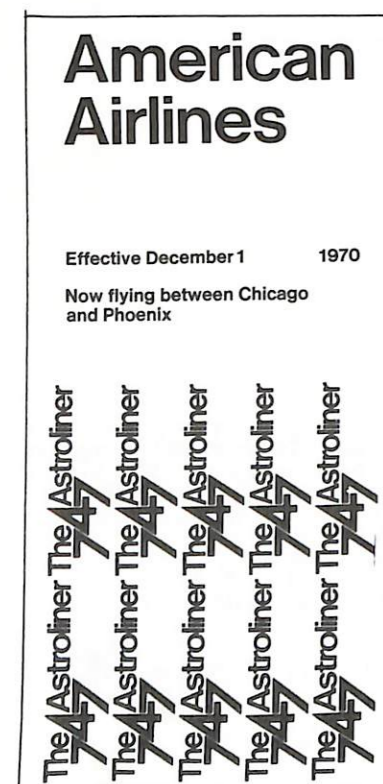
AT LEFT: PRE INAUGURAL (JULY 1), INAUGURAL (AUGUST 1) AND EARLY PACIFIC SERVICE (SEPTEMBER 14) 1970 TIMETABLES. (George Cearley Collection). ABOVE: SOUTH PACIFIC SERVICE MARK LABEL FROM 1969. (George Cearley Collection - Originally from Don Thomas)



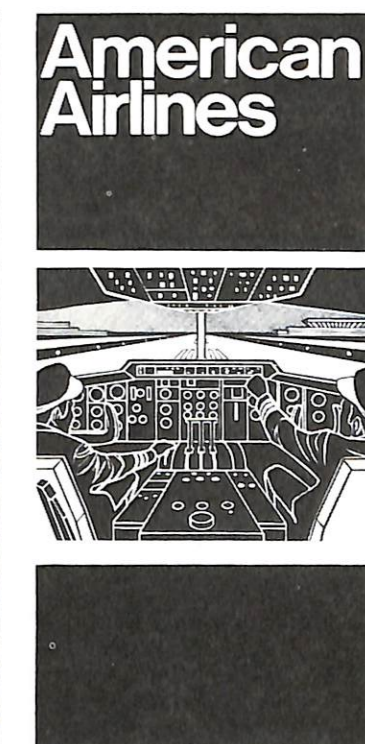
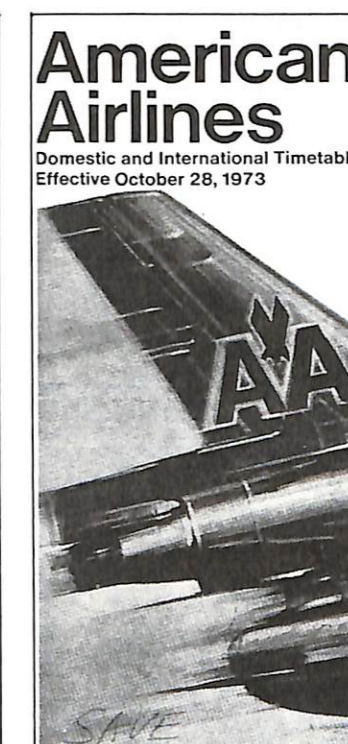
AT LEFT: TRANS CARIBBEAN MERGER TIMETABLE, EFFECTIVE MARCH 2, 1971 (George Cearley Collection).



TIMETABLE, MAP, AND LOGO FROM 1968 SHOWING UPDATED "FLYING ISLAND" PAINT SCHEME AND LOGO (George Cearley Collection).



TIMETABLES FROM 1970, 1971, AND 1972, FEATURING THE 747 ASTROLINER, AFT COACH LOUNGE (ALSO IN PHOTO AT MIDDLE LEFT) AND WURLITZER PIANO BAR. (George Cearley Collection).



TIMETABLES FROM EARLY 1970'S SHOWING DC-10 ON TAKEOFF (LEFT); DC-10/707 & 747 (CENTER LEFT), DC-10 (CENTER LEFT), COCKPIT CAMERAS ON DC-10'S (RIGHT). (All George Cearley Collection)

**American Airlines New 747 LuxuryLiner**  
The Plane With No Competition



# American Airlines

Domestic and international timetable effective August 1, 1975

Fly With Us To Our Sunny Islands  
Aruba, Curacao, Haiti, Puerto Rico, St. Croix, St. Thomas

And Starting September 8th  
Bermuda  
Barbados  
Santo Domingo

# American Airlines

Our 727 LuxuryJet. So comfortable and spacious, maybe we should call it the 728.

NEW COACH SEATING: when you're sitting in a new coach seat, you'll find it's more comfortable than ever before. It's wider, deeper, and has more legroom.

NEW CARRY ON BAGGAGE: you can now carry on up to 40 lbs. of baggage. That's more than ever before. And it's easier to get in and out of the overhead bin.

NEW OVERHEAD BINS: at 17 inches wide, they'll hold more than ever before. And they're easier to get in and out of.

# American Airlines

Domestic and international timetable effective January 11, 1977.

American now serves Montréal

# American Airlines

Domestic and international timetable effective February 11, 1977

Now brings you 3 more pleasure islands

Jamaica STARTING March 2

Guadeloupe STARTING April 2

Martinique STARTING April 2

# American Airlines

Domestic and International timetable effective April 11, 1985

Ooo-la-la! Oom-pah-pah!

New service to Paris and Frankfurt!

# American Airlines

Domestic and International timetable effective May 1, 1985

The American way to the CAROLINAS

RALEIGH • DURHAM  
CHARLESTON • COLUMBIA  
FAYETTEVILLE • CHARLOTTE  
GREENVILLE • SPARTANBURG  
WINSTON-SALEM

# American Airlines

Domestic and International Timetable Effective August 31, 1986

LONDON  
MANCHESTER  
PARIS  
FRANKFURT  
MUNICH  
DÜSSELDORF

# American Airlines

Domestic and International Timetable Effective November 1, 1986

AMERICAN'S CARIBBEAN

ANNOUNCING MORE SERVICE TO MORE ISLANDS.

TIMETABLES ABOVE SHOW NEW DESTINATIONS ADDED IN THE 1970'S AS WELL AS 727 WIDE BODY INTERIOR. (George Cearley Collection)

TIMETABLE COVERS SHOW NEW INTERNATIONAL ROUTES AND DOMESTIC HUBS OF THE MIDDLE 1980'S. (George Cearley and Jim Watt Collections)

# American Airlines

Domestic and international timetable effective January 20, 1979

Announcing New Service to

MINNEAPOLIS/ST. PAUL  
TAMPA  
MIAMI-FT. LAUDERDALE  
ALBUQUERQUE  
RENO  
LAS VEGAS  
NEW ORLEANS  
ST. MAARTEN  
NASSAU

Check this timetable for details

# American Airlines

Domestic and international timetable effective June 12, 1980

New York-Los Angeles ALL-747 Nonstop Service

We're American Airlines. Doing what we do best.

# American Airlines

Domestic and international timetable effective April 26, 1981

#1 makes more of America American

- Amarillo, TX
- Austin, TX
- Corpus Christi, TX
- Lubbock, TX
- Midland/Odessa, TX
- Baton Rouge, LA
- Shreveport, LA
- Birmingham, AL
- Jackson/Vicksburg, MS
- Orlando, FL
- Portland, OR

Nonstop service starts June 11 between these cities and Dallas/Fort Worth, with convenient connections to other points throughout our system.

We're American Airlines. Doing what we do best.

# American Airlines

Domestic and international timetable effective June 11, 1981

HAWAII

747s AND NOTHING BUT 747s

# AIRCAL SYSTEM TIMETABLE

Effective May 1, 1987

Joining the American Airlines family...

Something Special in the West!

Includes American Airlines Chicago O'Hare Connection Supplement

# American Airlines

Domestic and International timetable effective April 2, 1989

Introducing more of Europe

LYON  
FRANCE  
BRUSSELS  
BELGIUM  
STOCKHOLM  
SWEDEN  
HAMBURG  
GERMANY

Starting May 1989

TIMETABLES ABOVE SHOW POST DEREGULATION DESTINATIONS AND SERVICES 1979-1981. TIMETABLE AT LEFT SHOWS NINE NEW DESTINATIONS ADDED INITIALLY WITH DEREGULATION; TIMETABLE SECOND FROM RIGHT SHOWS ADDITIONAL DESTINATIONS ADDED DURING SPRING 1981; AND TIMETABLE AT RIGHT FEATURES HAWAII, TO WHICH SERVICE WAS BEGUN FROM DALLAS THAT JUNE AND LOS ANGELES THE PREVIOUS DECEMBER. (George Cearley Collection)

# AIRLINE PROFILE

by JOOP GERRITSMa



Douglas DC-2 #26 of CNAC at Kai Tak Airport, Hong Kong. The Chinese writing on fuselage and wing is the Chinese character for the post office, or mail service. The letters CNAC are painted on top of the fuselage. Identification of individual aircraft from photos is difficult because China did not use a conventional aircraft registration system in the 1930s.

By early 1936 CNAC was still operating basically the same network it did three years earlier: from Shanghai north to Peiping, south along the coast to Canton, and west along the Yangtze River to Chungking and Chenqtu. Plans in 1934 to extend the Chenqtu service 1,000 miles (1,600 km) west to Lhasa in Tibet had not materialized.

But service had been vastly improved with the introduction of Ford Trimotors and DC-2. Once established in service, these aircraft cut travel times in half on all routes.

The first of two DC-2s was delivered to Shanghai in late MAR 35 and went in service on the Peiping route in May, operating daily express services, while the Stinsons and/or Dolphins served intermediate points. On other routes the DC-2 operated every other day with the older types operating the other days.

The two Ford Trimotors, like the DC-2s bought through PAA, in early 1935. The first one made a survey flight from Shanghai, via Chungking, to Keiyang in Kweichow province) and to Kunming (in Yunnan province) in March of that year. Regular service to Kweichow started in April and to Kunming in July. The three-hour flight from Chungking to Kunming

took the place of a 24-day overland trek by sedan chair! A third Ford was acquired also, probably from the ruler of Mongolia, Chang Hsueh-liang, the "Young Marshal."

In MAR 36 two Fords crashed, fortunately without loss of life, but Kweichow-Kunming service was suspended in September for lack of aircraft.

Kunming was an important city because it was the terminus of the French railroad from Hanoi and Haiphong, French Indo-China.

When the French gave China landing rights in Hanoi in NOV 35, the route was awarded to CNAC. But two attempts in FEB 36 to begin service, failed. In the first attempt, on 14 FEB 36, bad weather forced the aircraft back at Fort Bayard. The second try, on 27 FEB, failed when authorities in Canton, in their long-running dispute with Nanking, refused to permit the Douglas Dolphin to depart for Hanoi after Southwestern had complained CNAC was operating in its "territory". CNAC then gave up its plans for the Hanoi service until Nanking and Canton had resolved their dispute. A post office stamp on a first flight

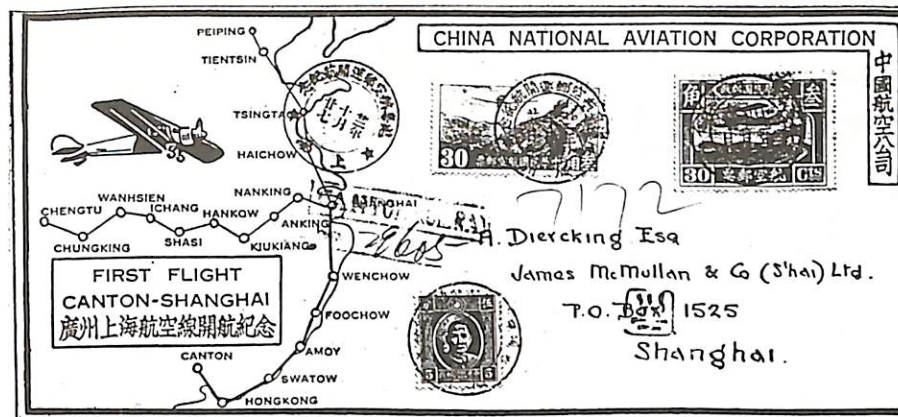
WE CONTINUE OUR STUDY  
OF THE HISTORY OF CNAC  
UP TO THE  
SINO-JAPANESE WAR OF 1937

Part 3

# CHINA

cover for that inaugural shows the mail was "forwarded by steamer to avoid delay". Nanking withdrew the award from CNAC and gave it to SAC. The airline inaugurated Canton-Hanoi service on 09 JUL 36. At Hanoi the mail was transferred to Air France for onward service to Europe and beyond. Post office cancellations on a first flight cover from that inaugural show it arrived in Marseilles, France, on 19 JUL and in Rio de Janeiro, Brazil, on the 27th. When SAC ceased operations in 1938, the route went back to CNAC, which used the DC-2 on it.

PAA started regular trans-Pacific service from San Francisco to Manila on 22 NOV 35 with the Martin M130 China Clipper. The British still refused PAA terminal landing rights in Hong Kong unless Imperial Airways would get rights in Shanghai. But, again, the Chinese could not grant these because of the international treaties they were bound by and because of their desire to keep Japan out. The British then gave PAA permission to make only a brief intermediate stop at Hong Kong



to exchange the mail and passengers to and from China. But it could not establish a base there.

Trippe now negotiated with Portugal for landing rights in their colony of Macao, across the bay from and only 40 mi (65 km) west of Hong Kong. He intended to transfer incoming and outgoing China mail between Canton (served by CNAC) and Macao by fast motor boat when regular service to the latter city began. The transfer proved not to be necessary when Britain in NOV 38 gave PAA terminal rights at Hong Kong effective 28 APR 37 and also authorized CNAC to begin service from Shanghai.

There may have been two reasons for the sudden turn around by the British. Imperial Airways had started Hong Kong service on 23 MAR 36 from Penang, Malaya (now Malaysia) as a branch line off the flying boat service from London to Australia. Britain also understandably would not have liked to see Macao develop into a major air travel crossroads in Southeast Asia, eclipsing Hong Kong. The signs were there that it could happen: on 23 OCT 36 PAA's M130 Philippine Clipper had operated a special flight to Macao from Manila and for about a year the M130s used Macao as the terminus of PAA's trans-Pacific service, stopping only briefly at Hong Kong. Once PAA had received terminal rights at Hong Kong, Macao became an irregular stop on the service.

CNAC began thrice-weekly connecting service between Hong Kong and Shanghai on 16 APR 37 with Douglas Dolphins to meet the incoming PAA Clippers, the first of which arrived at Hong Kong on 27 APR. (The discrepancy in dates, 27/28, in various records is probably the result of the time difference between London and Hong Kong - JG)

Mail which had left Shanghai on 26 APR for the inaugural ser-

(Right) Southwestern Aviation Corporation operated its first Canton-Hanoi service, with onward connections to Europe and Rio de Janeiro by Air France, on 09 JUL 36. The type and identity of the aircraft shown on cover unknown. Postage stamps show Eurasia Junkers F.13.

(Both first-flight covers Stan Baumwald collection)

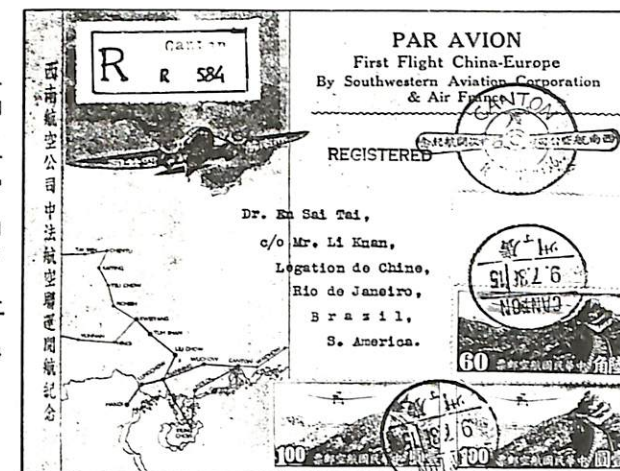
vice, arrived in San Francisco on 07 MAY.

The DC-2 replaced the Dolphin on the Shanghai-Hong Kong service shortly after.

In order to keep the three long-range M130s (two after one crashed in 1938) on a regular two-week round-trip schedule, and also allow for maintenance, PAA turned the large 'boats around at Manila on most flights. The airline used a Sikorsky S-42B to shuttle between Manila and Hong Kong to connect with the CNAC DC-2 service to Shanghai and Peiping. The S-42 was ideal for this shuttle. Its range was not long enough for commercial Pacific crossings, but it was just right for the Manila-Hong Kong route. Originally named "Bermuda Clipper" and later "Alaska Clipper," the S-42 was renamed "Hong Kong Clipper II" for its service on the shuttle.

With the arrival of the DC-2, CNAC/PAA faced a new problem: building proper airports for these modern aircraft. There were no hard-surfaced runways in all of China at that time and with financial assistance from the city, the airline decided to modernize its base, the Lunghwa Airport at Shanghai, first. Two 4,000 ft gravel and stone runways were built, making Lunghwa the finest airport in the country. Modernization of other air-

(Left) First-flight cover for the Canton-Shanghai route of CNAC, operated on 25 OCT 33. The aircraft looks like a free-hand rendition of the airline's Stinsons. It must be noted that the aircraft shown on the postage stamp on the left, is a Junkers F.13 of Eurasia. The biplane on the stamp on the right is of undetermined origin, but it resembles a French Breguet observation aircraft & light bomber. The fledgling Chinese air force used some French aircraft during this period.



ports followed soon, especially on the Peiping route.

In the summer of 1937 CNAC had 18 aircraft in service or on order, including four DC-2s (another one had crashed at Nanking on Christmas Day 1936), a Sikorsky S-43, two Fords, two Dolphins, four of the original Loenings and five Stinsons, also dating back to the early days. Thirty-four pilots and co-pilots were on staff that year.

In 1937 CNAC improved service to Hankow by substituting direct DC-2 service from Shanghai for the multi-stop service along the Yangtze River.

The DC-2 also operated daily direct service to Hong Kong, with the Dolphin operating the coastal route daily and stopping along the way. The DC-2 also operated two days a week to Peiping from Shanghai, with the Stinsons flying the route on the other days.

This was basically the situation at CNAC when war with Japan broke out in the summer of 1937. A war which would spill over into World War 2 and the Communist revolution after that.

TO BE CONTINUED



Seen at Brussels, LAP DC-8-63, ZP-CCH, c/n 46155, is ex-Air Canada C-FTIX. (Photo by Mark Busseniers)

By BILL HOUGH

In South America, more than a quarter of a century ago, a new airline began operations with three Convair CV-240 bought from Aerolineas Argentinas. Today, the airline, Lineas Aereas Paraguayas, S.A., has evolved into an intercontinental operation serving 11 countries on three continents.

LAP was created in 1962 as an international extension of the Transportes Aereo Militar (TAM), the domestic air transport arm of the Fuerza Aerea de Paraguay (Paraguayan Air Force). TAM had been operating the DC-3 on passenger and cargo services from the capital of Asuncion to various cities in the country. Two of the directors of LAP represent the Commander-in-Chief of the armed forces and the other two represent the air force. All four report to the Comandante de Aeronautica Militar (Commander of Military Aeronautics (1)).

LAP started CV-240 service from Asuncion (ASU) to Argentina and Brazil in AUG 63. By FEB 64 the network included twice-weekly flights between ASU and Montevideo (Uruguay), three flights per week to Buenos Aires and a twice-weekly service to Rio de Janeiro. The last one also stopped at Curitiba (Brazil) and Sao Paulo. Curitiba became a flag stop later and by the end of 1964 was dropped entirely.

The route structure remained basically the same during the 1960s, although the ASU-Montevideo service was suspended during the second half of 1965 and the Brazil service was cut back from Rio de Janeiro to Sao Paulo from AUG 65.

Convair ZP-CDP crashed while landing at Ezeiza Airport, Buenos Aires, on 26 MAY 67. The

Note (1): See AIRLINES OF LATIN AMERICA SINCE 1919 by R.E.G. Davies, p.511.

aircraft nosed over and caught fire, but there were no serious injuries to passengers and crew.

Three Lockheed L-188 Electras were acquired from Eastern Air Lines in FEB 69 and were soon in service, including a once-weekly ASU-Rio de Janeiro service from MAY to SEP 69.

In 1971 LAP began once-weekly service between ASU and Santa Cruz in Bolivia with the DC-3. For about a year this flight stopped at Filadelfia in Paraguay on the return trip from Santa Cruz, but this stop was discontinued in 1972.

During the early 1970s LAP also flew a DC-3 service to Resistencia (Argentina) via Pilar in Paraguay. Service to Salta (Argentina) began in mid-1971 with the L-188, but in 1973 the final destination of this service was changed from Salta to Jujuy and in 1974 the it was discontinued, together with the Pilar-Resistencia service.

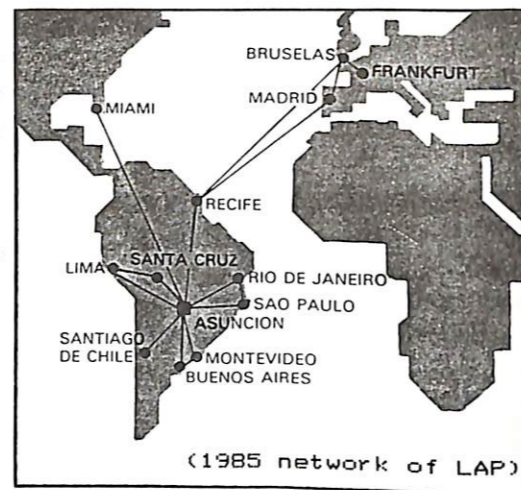


L-188 Electra C ZP-CBY, photographed somewhere in Europe (see SAS DC-9 tail in background). (Photo Joop Gerritsma files)



## AIRLINE PROFILE

# LINEAS AEREAS PARAGUAYAS



ZP-CDD was one of three (or four?) CV-240s flown by LAP. Seen at Asuncion. 1974. (Photo by ALAS/Latin American Photography and Research)



LAP's only DC-3, ZP-CCG, flew domestic services and to Argentina. (Photo via Bill Hough)

Expansion of the network in other areas, however, followed. In 1975 LAP began twice-weekly service to Lima (Peru) and by the end of 1977 the airline had returned to Rio de Janeiro. At the beginning on 1978 LAP operated the following services: daily to Buenos Aires, thrice-weekly to Lima, twice-weekly to Montevideo, five times per week to Sao Paulo and Rio de Janeiro

and once-weekly to Santa Cruz in Bolivia. In JUN 78 twice-weekly Santiago de Chile service began.

LAP entered the jet age in 1978 when it bought two Boeing 707-321B from Pan American. They went on the new twice-weekly service to Miami via Lima, and in FEB 79 they opened LAP's new service to Madrid and Frankfurt. Madrid was served two times a week, with one of the flights continuing to Frankfurt. These were the airline's first services outside South America.

Closer to home, the 707s were also upgraded service to Buenos Aires, Montevideo and Lima.

Expansion continued into the 1980s with the acquisition of a DC-8-63 from Air Canada. While the Electras were taken out of service and replaced by the 707s and DC-8, they were not sold.

In the past few years LAP has added Brussels to its European service and during 1986-87 the airline also operated to Mexico City. An extension of the Lima service to Panama City was inaugurated in OCT 87. It was discontinued the following year because of low passenger demand.

In order to comply with new European noise regulations, LAP acquired a DC-8-61 from Spantax to give it two hush-kitted aircraft for the services to Europe and the USA. At this time the 707s operate in Latin America only.

Today, using ASU as a hub, LAP connects the major cities of southern South America with North America and Europe. As at many hubs, a greater percentage

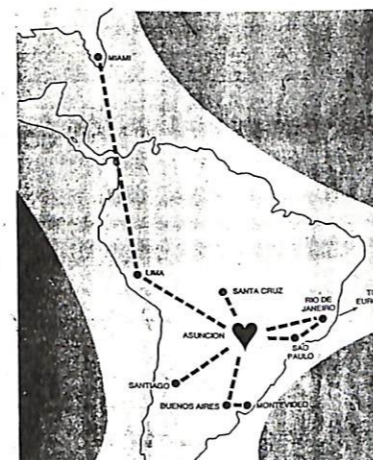
Boeing 707-321B, ZP CCE at ASU, 06 NOV 86. This is ex-PanAm N410PA (Photo by Bill Hough)



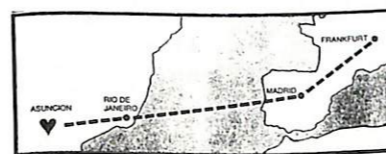
TIMETABLE  
North & South America, Europe

LINEAS AEREAS PARAGUAYAS  
AIR PARAGUAY

Effective April 29, 1979



- ♥ Luxurious wide-body Boeing 707 jet aircraft
- ♥ First class and economy service
- ♥ In-flight movies—10 stereo channels
- ♥ Complimentary cocktails, hot hors d'oeuvres and meals



of passengers through ASU are travelling to an onward destination than are beginning or ending their journey in the Paraguayan capital. With more people discovering South America as a tourist destination, LAP is in a position to continue its expansion into the 1990s and beyond.

The author wishes to thank the following people for their help in the preparation of this article: Daniel Hagedorn for his comments and suggestions and George Farinas for the use of his L-188 slide. The book AIRLINES OF LATIN AMERICA SINCE 1919 by R.E.G. Davies was a valuable source of information, as were clippings from several magazines and newspapers.

LAP fleet list since 1962:

(\* denotes currently in fleet)

CONVAIR CV-240  
-----  
(All are ex-Aerolineas Argentinas)  
\*ZP-CDN ex-LV-ADN "Carlos Antonio Lopez"  
\*ZP-CDD ex-LV-ADD "General Bernardino Caballero"  
\*ZP-CDP ex-LV-ADP "Jose Gaspar Rodriguez de France"  
W/O Buenos Aires, 26 MAY 67

DOUGLAS DC-3 (R4D-1)  
-----  
\*ZP-CCG ex-NC91028 ex-Airflite

LOCKHEED L-188 ELECTRA  
-----  
(All are ex-Eastern Air Lines)  
\*ZP-CBX ex-N5521 (Stored at ASU)  
\*ZP-CBY ex-N5538 (Stored at ASU)  
\*ZP-CBZ ex-N5539

BOEING 707-321B  
-----  
(All are ex-PanAmerican)  
\*ZP-CCE ex-N410PA  
\*ZP-CCF ex-N415PA  
\*ZP-CCG ex-N419PA

MCDONNELL DOUGLAS DC-8  
-----  
Series -61, ex-Spantax:  
\*ZP-CCR ex-EC-DVB  
Series -63, ex-Canada:  
\*ZP-CCH ex-C-FTIX  
Series -62:  
N810BN Aircraft was seen and photographed at Miami with a hybrid LAP Cargo/LACSA paint scheme. I have no further details.

Unconfirmed sightings:  
-----  
\*ZP-CDM Convair CV-240  
\*ZP-CAB & CP-CAR(?) Curtiss C-46 in 1961  
(These are ZP-CAB & -CAP of Lloyd Aero Paraguayo -LAPSA- which is NOT connected with LAP -JG)  
\*ZP-CBT Vickers Viscount, circa 1968

# REPORT FROM THE FIELD

By JOHN CHIVERS  
(with additional material  
by JOOP GERITSMA)

## BRISBANE

During 1988 Australia celebrated its bicentennial. For the east coast city of Brisbane, the capital of the state of Queensland, 1988 also marked the opening of its new international airport.

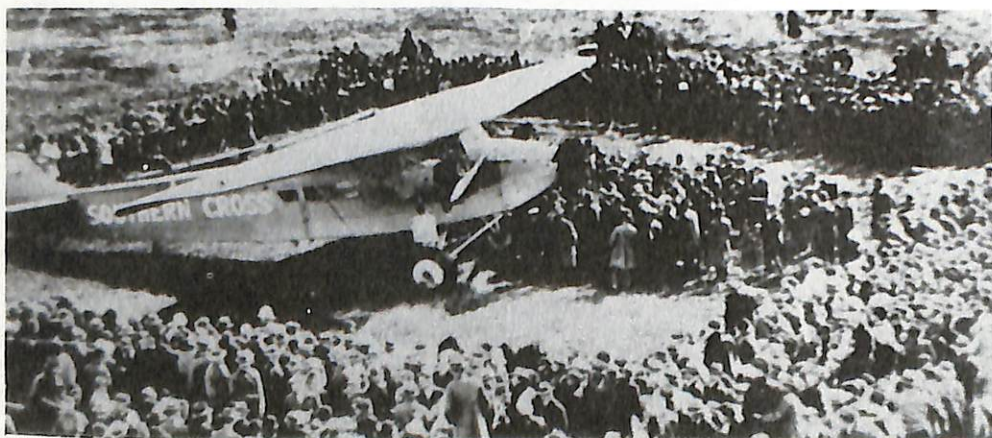
The new Brisbane Airport, officially opened on 20 MAR 88, inherited a rich history, because it is located near what once was Eagle Farm Aerodrome, an 80-acre pasture, where the city's aviation history began.

It was late December, 1922, in the middle of the Australian summer, when former World War 1 pilot Jack Treacy dropped his Sunbeam-powered AVRO training biplane onto the bumpy surface of the farm owned by a Mr. Wilson. There was no one to greet him but grazing dairy cattle.

It would be 1925, however, before the L-shaped piece of pasture land northwest of the city would officially be designated an "aerodrome", a misnomer considering the services - none - it had to offer aviators of the day. However, the site was destined to become one of Australia's most-important pioneer airfields and during World War 2 it became a vital and safe fortress in the Allied war effort in the southwest Pacific.

Following Treacy's first

A large crowd gathered at Eagle Farm on 09 JUN 28 when Kingsford Smith and crew arrived in their "Southern Cross" after a flight from Oakland, CA, across the Pacific.



Brisbane Airport as it is today. Control tower and administration building in foreground, and domestic terminal in background at right. (From: 21 MAR 88 ed. of Brisbane Courier-Mail)

landing there was some sporadic flying at the field, mostly barnstorming and sight-seeing flights. But in MAR 27 Queensland and Northern Territory Aerial Services (Qantas) started the Brisbane Flying School at the field, by now called Eagle

Farm. And on 09 MAY 28 Qantas started daily service to Toowoomba, the centre of a rich wheat-growing area, 82 mi (130 km) west of Brisbane. It was the first daily air service in Australia and operated for seven months. By then the novelty had worn off and passenger demand slumped.

On 09 JUN 28, Brisbane became a household world all over the world when the Fokker F.VIIb/3M "Southern Cross" landed at Eagle Farm after a flight from Oakland California, via Honolulu and Fiji. It was the first aerial crossing of the Pacific from the USA to Australia.

The "Southern Cross," under command of Charles Kingsford Smith and with co-pilot Charles Ulm, navigator Harry Lyon and radio operator James Warner, had left Oakland on 31 MAY and reached Brisbane after a flying time of 83 hours 42 minutes, covering 7,094 mi (11,414 km). Today, the same flight on a Boeing 747 takes 16 hours 20



minutes of flying time on a routing from San Francisco via Honolulu and Fiji.

Following several other record flights and some years of airline service, the "Southern Cross" was preserved in a special building at Eagle Farm Airport. It was transferred to a new display building at the new Brisbane Airport upon its opening.

After Kingsford Smith, record-breakers came thick and fast to Brisbane's Eagle Farm. Bert Hinkler arrived from England in his Avro Avian, Amy Johnson followed in her DH Moth. Others included Captain Lancaster and Chubby Miller, as well as Queensland's own Mrs. Bonnev.

Qantas once again began service to Toowoomba on 17 APR 29, but this time as a stop on a once-weekly Brisbane-Charleville mail service. The following year the company moved its head office from Longreach to Brisbane.

Kingsford Smith and Ulm founded the original Australian National Airways and began operations from Brisbane south to Sydney and Melbourne 01 JAN 30. ANA also built a hangar at the airfield.

Meanwhile, the man who had started it all, Jack Treacy, started Queensland Air Navigation and began twice-weekly passenger service from Brisbane to Townsville, 1,000 mi (1,600 km) northwest along the coast and three times a week to Grafton, 150 mi (240 km) south, around the beginning of April that same year. ANA and QAN had almost identical fleets. ANA had four Avro Tens (licence-built Fokker F.VIIb/3m) and the original "Southern Cross", while QAN's flew two Tens and an Avro Five (a smaller version of the

Qantas built four DH-50J passenger airliners in 1928 and operated them from Eagle Farm in late 1928 for mail and charter work in inland Queensland. Capt. Lester J. Brain stands in front of G-AUHE (later VH-UHE) "Atalanta". (Qantas photo)

pression and of competition by the recently-completed Brisbane-Sydney rail service. The crash of one of its Avro Tens, the "Southern Cloud," in the Snowy Mountains near Melbourne on 21 MAR 31 sealed the airline's fate. It ceased operations three months later. (Incidentally, the wreckage of the "Southern Cloud" was not found until 26 OCT 58)

The 500 mi (800 km) Brisbane-Sydney service resumed a few months later when New England Airways started operations with two ex-QAN Avro Tens and from ANA. By SEP 32 NEA increased the frequency on the route to six days a week in each direction. The one-way flight took four to six hours, depending on the



Qantas opened a weekly Brisbane-Charleville service on 07 APR 29 with the DH-61 G-AUJB "Apollo". (Qantas photo)

Ten). And QAN also built a hangar at the airport.

By 1929 Eagle Farm was falling into disfavor with the airlines because the field was boggy in some areas and after a heavy rainfall could not support the weight of many airliners of those days. Under certain wind directions, the aircraft did not have enough runway length for takeoff.

In 1931 airline operations were transferred to Archerfield, south of the city. From here, airliners were soon fanning out on several routes along the east coast. Jack Treacy's Queensland Air Navigation at first was one of them, but the airline was under heavy financial strain. It went under in JAN 31, after one of its Avros had crashed at Maryborough (north of Brisbane).

Other familiar sights at Archerfield in these years were the large single-engined DH-61 Giant Moths of Qantas and the Avians, Wacos and a Hawk Moth of Ron Adair's Aircrafts Pty Limited. The latter was also operating to Toowoomba.

ANA also got into financial trouble, the result of the De-

weather. In 1934 NEA began service to Toowoomba. Townsville was added the following year. But the airline did not survive and in OCT 35 its assets were taken over by the British Pacific Trust and it was renamed Airlines of Australia.

On 28 APR 31 the first experimental air mail service from England to Australia staged through Brisbane's Archerfield when Qantas Capt. R.B. Tapp arrived from Darwin in his DH-61. At Brisbane the mail was transferred to ANA for the onward flight to Sydney. The mail had left London on 04 APR. It had been delayed at Koebang, Timor, when the Imperial Airways DH-66 crashed upon its arrival. It was picked up at Koebang by Kingsford Smith in the "Southern Cross" and transferred to a special Qantas flight at Darwin. The Australia-London mail meanwhile had left Sydney on 24 APR and left Brisbane for Darwin the next day. The mail reached London on 14 MAY, a marked improvement over the four-week journey by sea.

In the years that followed, Brisbane became a crossroads of

east coast air services by Qantas and other airlines, including ANA, Aircrafts Pty, NEA/Airlines of Australia, Rockhampton Aerial Services and Burnett Air Navigation. Among them, they served most of the major cities and towns along the country's east coast.

Brisbane was also a transfer point for Qantas Empire Airways, the joint venture formed by Qantas and Imperial Airways to operate the Singapore-Brisbane section of the England-Australia route. Regular service began on 10 DEC 34. The first load of air mail for England was so big, it took two Qantas aircraft, a DH-61 and a smaller DH-50, to carry it all on the first stage from Brisbane to Darwin. A few months later, the larger, four-engined DH-86 went into service on the route.

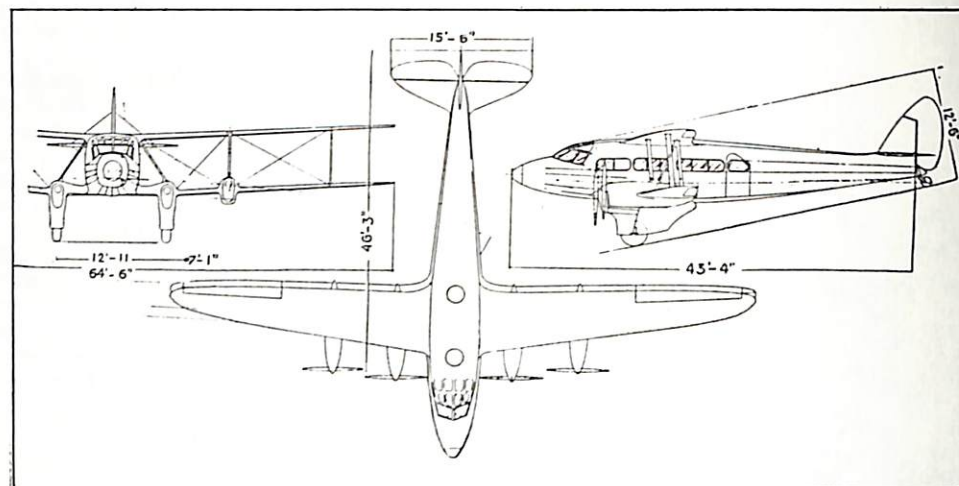
The DH-86 was one of a new generation of airliners which were rapidly replacing the old Avro/Fokker trimotors and the single-engined, biplane DeHavillands in the fleets of the major airlines at Brisbane. Other new aircraft were the DH-84 Dragon and the low-wing bimotor Monospars, both twin-engined.

It must be noted here that until the mid-1930s, Australian government policy prohibited the importation of airliners from countries other than Britain. ANA was allowed to buy the aircraft of its choice, the Fokker F.VIIb/3m, only because it ordered the version built under licence in Britain, the Avro Ten, which was considered British.

This "Buy British only" policy did not change until the mid-1930s, when the advanced U.S. airliners such as the DC-2 and L.10 arrived on the scene. Airlines of Australia even acquired a pair of low-wing Stinson "A" trimotors second-hand.

It has been lost to time when the first Douglas DC-2 arrived at Brisbane, but the new ANA inaugurated DC-2 service on its Perth-Adelaide transcontinental route on 20 DEC 36, followed by the DC-3 in DEC 37. It is known that Airlines of Australia began DC-3 service between Sydney and Brisbane on 29 MAY 39. This was also the first night service in Australia.

In mid-1938 Brisbane lost its direct link with the mail service to England when both Qantas and Imperial Airways introduced the large Short C-class flying boat on the route, by-passing the city. But Qantas re-opened



Although still a biplane, the four-engined deHavilland DH-86 of 1934 was a major step forward from the single-engined biplanes still in operation with Qantas and other Australian airlines in the early 1930s. The DH-86 was designed to a specification issued in 1933 by the Australian government for a high-performance mail and passenger airplane for Qantas on the Singapore-Australia section of the proposed Empire air mail service.

the inland Brisbane-Darwin route with L-10 Electras on 03 JUL 41.

After the move by the airlines to Archerfield, Eagle Farm had become a centre for gliding clubs throughout the 1930s. But that changed in a hurry in 1942.

On 07 DEC 41 Japanese naval forces attacked and virtually destroyed the entire U.S. Pacific fleet at anchor in Pearl Harbor, Hawaii. Literally overnight, the US found itself without its major military base in the Pacific from which to strike back. Australia was the obvious alternate and before the end of the month, the first American troops arrived in Brisbane from their garrisons in the Philippines. They established an aircraft assembly, service and repair depot at near-dormant Eagle Farm. The American Corps of Engineers quickly drained the boggy areas, built two hard-surfaced runways and erected hangars, based on a forecast of 4,000 to 5,000 aircraft annually coming through. A high percentage of U.S. fighter, medium bomber and attack aircraft used in the S.W. Pacific were assembled and tested at Eagle Farm.

With the front moving closer to Japan, most U.S. servicemen left Eagle Farm in 1944 and on cessation of hostilities the Australian Civil Aviation Department designated Eagle Farm to be Brisbane's major civil airport once again.

Something had changed, however. The airlines now had

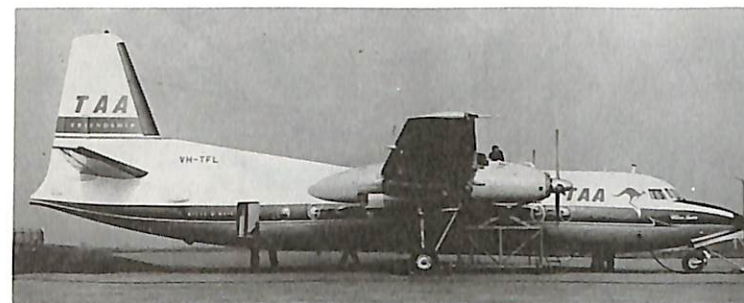
longer-range aircraft available, including the DC-4, which did not need to stop as frequently on long routes. Even stop-gap types such as the British Lancaster and York and the American Liberator Transport, could easily fly nonstop from Sydney and Melbourne to the northern reaches of the country, bypassing Brisbane. The city therefore could not hope to play a major role again in intercontinental air transport.

However, Qantas did use the city as a stop on a new Sydney - Fiji flying boat service, which also landed at Noumea. This passenger service was started at the request of the Fiji and Australian governments to free up space on ships for the carriage of cargo.

Brisbane again became a major regional air travel centre. Both Qantas, ANA and the newly-formed state airline Trans-Australia Airlines soon established DC-3 feeder networks across Australia and Brisbane was included.

In APR 49 TAA took over the Qantas routes in West-Queensland and the Northern Territory. Most of these were based on Brisbane. More and more new airliners started calling on Brisbane's eagle farm. TAA introduced the Convair on its Melbourne-Sydney-Brisbane route on 18 OCT 48 and began direct Melbourne-Brisbane CV-240 "Rocket service" two years later. Even the DC-4 began to fly into Brisbane on some transcontinental flights.

Thanks to the introduction of these new aircraft as they be-



In the 1950s and '60s both Ansett-ANA and Trans-Australia introduced fleets of Viscounts and F.27 Friendships on their domestic services based on Brisbane and other major Australian cities. Top: Ansett-ANA Viscount V.832 (Ansett ph. via John Chivers) bottom: TAA F-27 (Fokker ph. via Joop Gerritsma)

came available, Brisbane maintained its position as the major air travel crossroads centre in Queensland in the 1950s and 60s.

Larger aircraft and an Australian propensity for air travel meant Eagle Farm Airport was quickly becoming too small in the 1960s. This became particularly apparent with the introduction of jets on domestic and international flights. A new international terminal, completed in 1975, handled up to 1,500 passengers an hour at times. By the end of JUN 77, more than 279,000 international passengers were passing through, plus two million domestic passengers. In 1970 plans were taken in hand for a massive expansion of the airport. Land acquisition was approved in 1973 and the total project was given the go-ahead by the federal parliament in 1977. Construction began in 1978.

To minimize the noise impact on neighboring communities, the new airport was built 2 mi (3 km) northeast of Eagle Farm.

In 1987, before completion of the new airport, Eagle Farm had 6,500 international aircraft movements and 695,000 passenger movements. Domestic traffic numbered 36,900 aircraft movements and 3,110,000 passenger movements. Commuter traffic added 17,100 aircraft movements and 170,000 passenger movements to the totals, with general aviation contributing another 48,100 aircraft movements.

Today, the new Brisbane International Airport, operated by the Federal Airports Corporation, boasts a total area of (6,665 acres (2,700 hectares).

It has an 11,875 ft (3,620 m) NNE-SSW runway, designed to handle aircraft up to the Boeing 747, and a 5,775 ft (1,720 m) NE-SW secondary runway able to handle aircraft up to the size and weight of the Fokker F.28. The rated capacity is 183,000 aircraft movements per year, with a maximum of 60 per hour.

The new curved, two-storey, 1,970 ft (600 m) long domestic terminal with its three circular remote satellites has 20 gates equipped with aerobridges. It can handle 5,000 passengers an hour, with 10,000 possible at peak times. A new international terminal is scheduled for construction in the 1990s. Its capacity will be 1,800 passengers an hour and double that in peak times. Until then, international flights will continue to use the old international terminal.

The new airport's mono-pulse secondary radar installation for terminal area control is the most-modern in Australia. It is expected to be only the first in

a chain between Brisbane and Cairns on Queensland's northeast coast to improve radar coverage of air traffic in this high-density traffic area of the state. The new traffic control tower, 230 ft (71 m) tall, has already become a landmark in the area.

A new two-level operations and administration building, curved in an Z-shape, has also been part of the total renewal of what was once Eagle Farm, a boggy cattle pasture.

It has been quite a transformation in the past 67 years, from a boggy cow pasture with a timber mill and a railway line at one end and a tree swamp at the other, to a world-class airport. Located only 8 mi (13 km) northeast of the city's central business district, the new Brisbane Airport is ready for the 21st Century.

Besides Australia's own major and several smaller international and domestic airlines, Brisbane is also served by many overseas airlines. Despite being 500 air miles (800 km) north of Sydney, 600 mi (960 km) north of the federal capital of Canberra and 830 mi (1,325 km) north of Melbourne, Brisbane Airport has one major advantage over Sydney's International Airport: it does not have a curfew on operations at night. This gives many overseas airlines, especially on trans-Pacific services, the opportunity to call on Brisbane in the small hours of the morning after a night flight, before continuing to Sydney and arriving shortly after its curfew is lifted at 6 a.m.

There are fears the nightflying may not last. Residents of the south side of the city have protested against the noise from jets flying over their homes. They have called for an immediate and total ban of the older jets (DC-9 and 727) and they want the old Eagle Farm curfew applied to the new airport.

Air side of the present (old) international terminal.



(John Chivers photo)

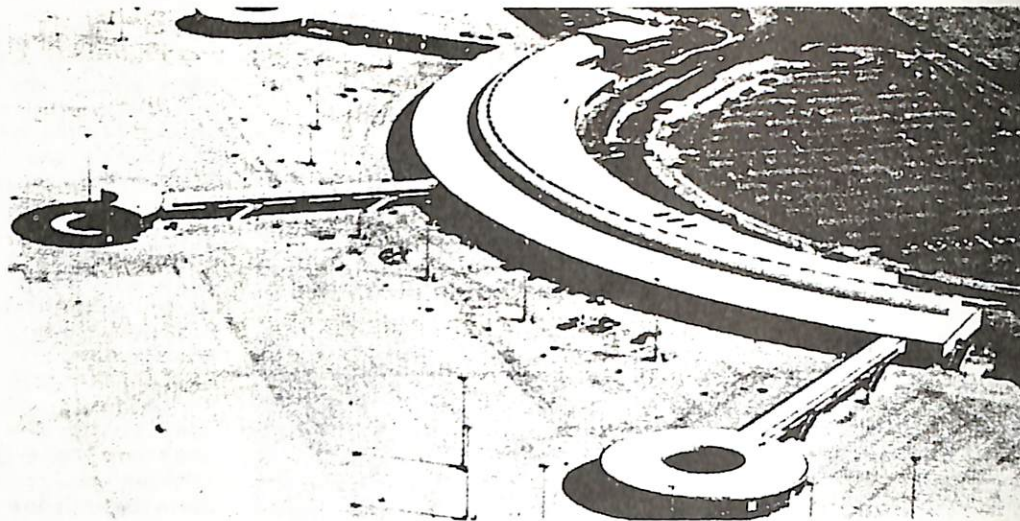
The following airlines now operate to and from Brisbane:

**OVERSEAS AIRLINES:** Air Caledonie, Air New Zealand, Air Niugini, Air Pacific, British Airways, Cathay Pacific, Japan Air Lines, Norfolk Airlines, Philippine Air Lines, Qantas, Singapore Airlines, Thai International.

**DOMESTIC AIRLINES:** Ansett Airlines, Australian Airlines, East-West Airlines, Eastern Airlines, Flight West Airlines, Oxley Airlines, Sunstate Airlines, Tantalooma Air Taxi.

**CARGO AIRLINES:** IPEC Air Cargo.

**CORPORATE aircraft** (based at Brisbane): Bougainville Copper.



(Top) New domestic terminal with three satellites (Brisbane Courier-Mail, 21 MAR 88).

ON THE RAMP AT BRISBANE, 1989:

Sunstate flies commuter services from BNE with 20-strong fleet, including one Shorts 330 (VH-KNQ, c/n SH.3073 above) and four 360 (left). At center left is IPEC cargo Airlines Armstrong Withworth Argosy 222 VH-IPA c/n 6803, one of only a few remaining. Ansett 727-277 Adv VH-RMY, c/n 20978 is at bottom left.

The author and the CAPTAIN'S LOG would like to thank the following people at Brisbane Airport for their kind assistance in the preparation of this article: Carmel Garry (Federal Airports Corporation), Basil Forsythe (F.A.C. manager, international terminal), Len Cruickshank (Ansett Airlines terminal manager), Bob Horner (Australian Airlines terminal manager).

Use has also been made of clippings from various Brisbane and area newspapers, including the special Airport 88 edition of the Brisbane Courier-Mail of 21 MAR 88.

The editor also acknowledges the use of the following books for research and verification, and to add material:

"Flying the Royal Mail. The History of Australia's Airlines", by Samuel Brimson (Dreamweaver Books, Sydney, Australia, 1984 and 1986).

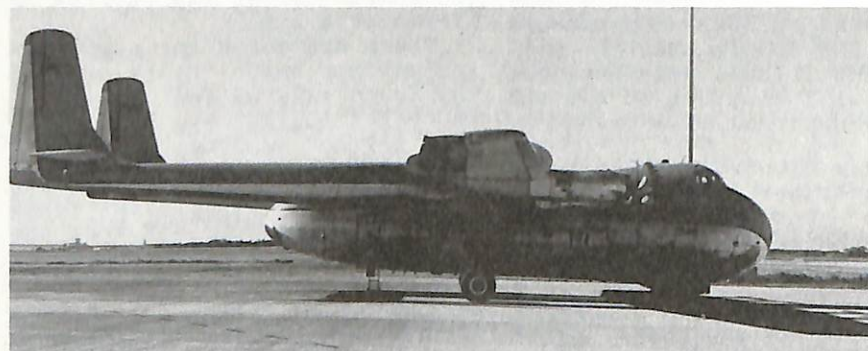
"The defeat of Distance, Qantas 1919-1939" by John Gunn (University of Queensland Press, St. Lucia, Queensland, Australia, 1985).

"A History of the World's Airlines" by R.E.G. Davies (Oxford University Press, London, England, 1964).

"Annals of British and Commonwealth Air Transport 1919-1960" by John Stroud (Putnam, London, England, 1962).

Also, article "New England Airways" by David Daw (Air-Britain Digest, MAY-JUN 80).

Aircraft photos this page by John Chivers



## THE SLIDE COLLECTOR

By JOOP GERRITSA

In this issue we have slides showing the new Northwest Airlines livery and a new (already abandoned) Braniff livery.

The Northwest slides are by WAHS member Terry Love of Lakeville, MN taken on the day the livery was introduced to the world on a 747 and two DC-9s.

The new image "represents the new Northwest," company chairman & chief executive officer Steve Rothmeier said at the unveiling on May 23.

The bold look includes colors of red, gray, blue and white.

Northwest's traditional "red tail" was enhanced by a new logo and by extending the red forward along the entire top of the fuselage. The new logo shows an N and a compass arrow pointing to the northwest, in a circle.

The fuselage below the red to just under the windows, is gray. The bottom is white, as are the airline's name, logo and aircraft civil registration.

Repainting the entire fleet will take three years.

The Northwest employee magazine "Passages" of 01 JUN says the new look took more than three years of research and preparation with the assistance of Landor Associates, an international corporate design firm.

New baggage tags have already been introduced on some services. (See Don Thomas' Sticker Chatter in this issue.)

Since the compass arrow will always point to the northwest, it will point toward the nose of the aircraft on the port (left) side and to the tail on the starboard (right) side. By combining the "N" with the compass arrow, they become a "W".

At the time of writing (early August), several more aircraft



New livery on Northwest Boeing 747-251B N622US, c/n 21704 (top) and McDonnell Douglas DC-9-31, c/n 47347 (bottom left) (Terry Love photos). Experimental Braniff scheme (bottom right) on Boeing 737-293, c/n 19713 (Matt McPhee photo).

had been repainted since these first three, including at least one DC-10, flying the route to Paris, France. The A320 had also been seen in the new colors

The Braniff photo comes from WAHS member Matt McPhee of Kansas City, MO. It shows an ex-American Airlines (ex-AirCal) 737 in what employees said looks like a flying tennis shoe. They UNANIMOUSLY voted it down, says Matt. They called the two 737s and two (Air Midwest) SF-340s in these colors the "Reeboks". The colors are a white fuselage top, red cheatline and diagonals and light-blue bottom, sweeping up to the vertical tail surfaces. All lettering and the logo are white. The pattern and colors remind one of the British Ensign shown on the outside of boxes for Reebok shoes.

The "Reebok" livery has been rejected and, says Matt, Braniff

will return to the "Flying Colors" of pre-bankruptcy. The colors selected are deep blue, deep green and burgundy. The seventh Airbus A320 for BN is the first aircraft in the new colors. WAHS member Jeff Magnet of Cambridge, MA, has seen it at Airbus in Toulouse France, on his trip to that country in July.

Matt said Braniff had by early August not yet decided on a new logo. The logo shown on the 737 tail will not necessarily be adopted.

Braniff has started to retire its 18 One-Elevens, says Matt. The first three went on 01, 15 and 20 SEP, coinciding with the delivery of three more A320s. Former One-Eleven routes will be upgraded with 737-200s, he said. So, if you don't have slides or photographs of Braniff One-Elevens yet, better hurry.

Our thanks to both Terry Love and Matt McPhee.



# POST CARD CORNER

by WILLIAM DEMAREST

As you can see in the following pages, a bumper crop of new airliner cards has come forth in the past few months. Many thanks to all of you who have written me with details of these issues.

If you are a publisher of airliner postcards and am reading this, I am asking you to please send me a listing of your upcoming releases, so I can include it in future issues of the CAPTAIN'S LOG. There's no charge for this. You'll find my address on the inside front cover of this and every issue of the CAPTAIN'S LOG.

By the time this issue of the CAPTAIN'S LOG goes to press, the Airliners International '89 will be a fond memory. I trust that everyone who attended, has found lots of new postcards for their collections. I can't wait for next year's convention in Boeacountry - Seattle.

Most of us do our postcard trading through the mail. Quite often the postcards will arrive in a damaged condition due to improper packaging. When sending postcards through the mail, I strongly suggest packing them in a plastic sleeve with a cardboard backing. This will prevent the cards from being bent and/or water damaged in transit. You would not want to receive damaged postcards, would you? Neither do other collectors.

This issue's "Golden Oldies" consists of a quartet of prop-liners, including an airline issue of a Russian airliner, and two cards of unique jets. Enjoy!

With the airlines ordering aircraft at a record pace, we should be seeing lots of new postcards in the future. A few new ones have already surfaced. The Canarias MD-83, Austrian A310 and Adria A320 are just a few. Please keep me informed of any new issues from your part of the world.

One alert collector found two identical DIT (West-Germany) F-27 postcards, or fl. co. However, they have different registrations: D-BAKI and D-BAKU !!!

If you have any topics you would like me to discuss here, please feel free to write me - my address is on the inside front cover.



Adria Airways Airbus A320



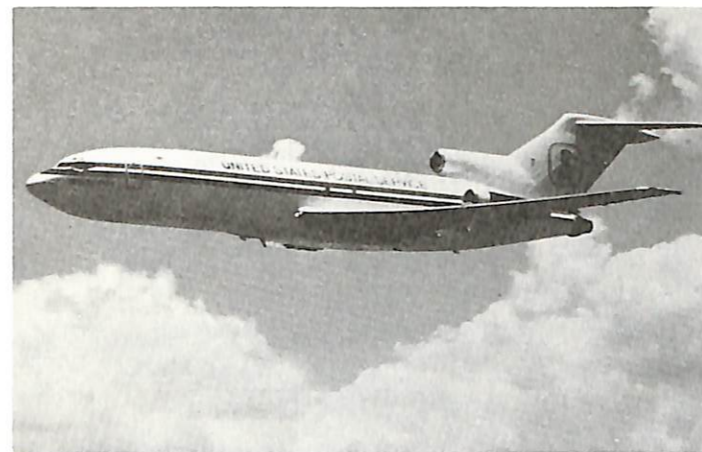
TACA Airlines Boeing 767



Lineas Aereas Canarias MD-83



Asahi Airlines EMB-110P



U.S. Postal Service/Evergreen Boeing 727-100F



TAP Air Portugal Airbus A310-300



Austrian Airlines Airbus A310-324

## CODE KEY:

ai - artist's impression  
co - continental size  
fl - facing left  
fr - facing right  
gr - on the ground  
if - in flight  
md - model  
nc - new colors  
oc - old colors  
os - oversized card  
sv - side view

## AIRLINE ISSUES

Adria A320 head-on nose view, if  
DC-9-30 head-on nose view, oc  
DC-9-30 nc qr fr co  
Aero Asahi Bell 206P over city if fr co  
AS-332L over coastline if fl co  
helicopter over oil rig if fl co  
Air America L-1011 qr fr os  
Air Europe 757 if fl co  
Air France, "The Fine Art of Flying"  
Series 1988:  
#1 SOTO. Linear Movement  
#2 PAVLOS. The Magic Table  
#3 KOLAR. Je suis La Beaute, Paris  
#4 MONORY. F.B.V.F.A (Painting of  
Concorde)  
These four cards are quite impressive looking.

Air Holland 757-200 if fl co  
Air Mauritius 767-200ER if fl co  
Air UK Leisure 737-400 if fr Dennis Card  
C.079656L

American Airl A300 if fr co  
Asahi Airlines:  
EMB-110P over coastline if fr co  
EMB-110P if fr co  
EMB-110P cockpit view  
Austrian A310 if fl co  
A310 qr fr co

## British Island:

BAC1-11/409 if fr co  
MD-83 if fr co  
Busy Bee Norway Fokker 50 if fr co  
Canarias MD-83 over clouds if fr co  
Cathay Pacific:  
747 3-view tail shots, co  
747 3-view takeoff sequence, co  
Delta Air SF-340 if fr os sv over town  
Finnaviation SP340 qr fl co  
Interflug A310 if fr co  
Japan Air Lines: 747-400 md nc if fl  
767 fr qr co nc  
DC-10-40 oc to fl co  
Japan Asia AW 747-300 if fr co sv  
LOT Poland 767-200, from above tail,  
md if fl  
NFD (W-Germany) ATR 42 if fr co  
Sabena 737-200 to fr co  
737-300 if fr co  
DC-10, engine view, qr fr co  
Singapore 747-300 if fr co ai  
747-300 to fr co ai  
Sud-Avia Beech 1900 qr fr co  
TACA 767-200 if fr co  
TAP Air Portugal A310 if fr  
U.S. Postal Service/Evergreen  
727-100F if fl co

## MANUFACTURER'S ISSUES

ATR-42 Manuf. demonstr. if fr co  
Dornier Do-228 Air Martinique if fl co

With special thanks to William Fain,  
Pratap Kriplaney, Pat McCollam, Rick  
Neyland, Jon Proctor, Guillaume de Syon  
and Allan Van Wickler.

## COMMERCIAL PUBLISHERS

AEROGEM AIRLINERS SERIES  
(all card numbers prefixed AL)

041 American Bae 146-200A  
042 American 737-3A4  
043 American 727-95  
044 American A300B4-605R  
045 American 747SP-31  
046 Pan Am 727-227  
047 Pan Am 747-121

## AIRBORNE POSTCARDS

(See under U.S. Publications)

## AIR PICTORIALS INTERNATIONAL

API 071 America West 757-200

AVIMAGE  
49 Air UK Bae 146-200  
50 DHL CV-580  
51 BEA Airtours 707-465  
53 Japan Air System A300B2K  
54 Air Charter 737-2L9  
56 Unifly Exdpress MD-83  
57 BEA Airtours Comet 4B  
58 TAROM 707-3K1C new clrs.  
59 Aeromartime 737-33A  
60 Air Algerie Caravelle 3  
61 Air Martinique ATR-42  
62 Air Reunion Bae HS748  
63 Aviaco F.27-600  
64 Bakhtar Afghan YAK-40  
65 DETA 737-2B1  
66 Kenya Airways DC-8-71  
67 TAME L-188A  
68 Aeromartime DC-10-30  
69 Air Afrique Caravelle 10B  
70 Air Atlantique Bae HS748  
71 Air Inter Mercure 100 new clrs.  
72 Air Djibouti DC-9-32  
73 Alisarda F.27-100  
74 Ethiopian Airlines ATR-42  
75 Europe Aero Service Herald 210  
76 TAP Air Portugal A310-304  
77 Trado DC-6A/B

BUChair Cards  
 6601 Air Madagascar 707-328B  
 6602 Iran Air 727-22  
 6603 British United Br.170 Mk.32  
 6604 Lloyd Int'l Br. Britannia 312P  
 6605 Martin's Air Charter CV-340  
 6606 Lebanese Int'l CV-990A  
 6607 Tor-Air C-46C Commando  
 6608 BOAC Comet 4  
 6609 Saudi Arabian DC-3C  
 6610 Trans Mediterranean DC-4  
 6611 Adria DC-6B  
 6612 KLM DC-7C/F  
 6613 SAS DC-8-30  
 6614 Lufthansa F.27  
 6615 Globe Air Dart Herald 210  
 6616 Kuwait Airways Trident 1E  
 6617 BKS Transport HS 748  
 6618 CSA IL-14-32  
 6619 Air France L-1049G  
 6620 National L-188A  
 6621 Air Inter Nord 260  
 6622 MEA Caravelle 6N  
 6623 Aeroflot TU-104A  
 6624 Interflug TU-124  
 6625 Airtastic Vickers Viking  
 6626 LOT Poland Viscount 804  
 6627 Ghana Airways VC-10

8801 Finnair ATR42-300  
 8802 Syrianair Caravelle 10B3  
 8803 China Airlines A300B4  
 8804 Kuwait Airways A300C-620  
 8805 THY (Turkey) A310-203  
 8806 Air India A310-304  
 8807 CAAC AN-24  
 8808 Sud-Avia Beech 1900  
 8809 Elilario Bell 412  
 8810 TAMPA 707-321C  
 8811 Ladeco 727-95  
 8812 Australian 727-276 Adv.  
 8813 Air Madagascar 737-2B2  
 8814 Lauda Air 737-329  
 8815 Aer Lincus 747-148  
 8816 Cathay Pacific 747-236F  
 8817 Thai Airways 747-3D7  
 8818 Royal Air Maroc 747SP=44  
 8819 LTU 757-2G5  
 8820 Air New Zealand 767-219ER  
 8821 Delta 767-332  
 8822 L.A. Canarias Viscount 806  
 8823 Dan Air BAC1-11/518  
 8824 Airline of the Marshall Islands BAE 748  
 8825 British Midland BAE ATP  
 8826 Air Engadina Jetstream 31  
 8827 CAAC BAE 146-100  
 8828 Merpati Nusantara CN-235  
 8829 ERA Jet Alaska CV-580  
 8830 Everts Air Fuel C-46F  
 8831 Scenic Airlines DHC-6-300  
 8832 Continental Express DHC-7-102  
 8833 Horizon Air DHC-8-101  
 8834 Sunshine Av'n Do228-201  
 8835 Skywest Airl. EMB 120  
 8836 Aviacco F.27-600  
 8837 DLT Fokker 50  
 8838 Air France/TAT F.28-1000  
 8839 Elan Air Herald 401  
 8840 Interflug IL-18D  
 8841 Chosonminhang Korean Airways IL-62M

8842 Winky's Fish L-1049B  
 8843 LTU L-1011-385  
 8844 Sudan Airways L-1011-385  
 8845 Air North DC-3C  
 8846 Air Atlantique DC-6A/B  
 8847 E.A.S. Cargo DC-8-55F  
 8848 Aeronaves de Peru DC-8-61F  
 8849 UPS DC-8-73C  
 8850 Aeromexico DC-9-32  
 8851 Austrian Airlines MD-87  
 8852 Aeropostal MD-83  
 8853 Mexican DC-10-15  
 8854 North Cariboo Fl.Sv. BN-2A  
 8855 Golden Pacific Piper PA-31T3

8856 Air France/Europe Air SF-340A  
 8857 Philippines SD-360-300  
 8858 TAT Metro II  
 8859 Aeroflot TU-134A  
 8860 Bakhtar Afghan TU-154M  
 8861 Swissair A310-221  
 8862 Swissair A310-322  
 8863 Swissair DC-10-30  
 8864 Balair DC-6B  
 8865 Balair CV-990A  
 8866 Balair DC-8-55F  
 8867 Balair DC-8-63PF  
 8868 Balair MD-82  
 8869 Air France A320-110  
 8870 Swissair Fokker 100  
 8871 CTA MD-87  
 8872 Finnair MD-87

EDITIONS P.I.  
 543 Aeromexico DC-10-30  
 544 Cathay Pacific 747-300  
 545 Air Liberte MD-83  
 546 Bogazici (Turkey) DC-10-10  
 547 Air Transat L-1011  
 548 Mexicana DC-10-15  
 549 APA International DC-6B/F  
 550 Garuda A300B4  
 551 El Al 757  
 552 Air Mauritius 767-200ER  
 553 Air Seychelles A300B4  
 554 Air Reunion F.28-1000  
 555 Air Algerie 727-200 new clrs.  
 556 Europe Aero Service 727-200  
 557 Air Atlantique DC-3  
 (There are several duplicate card numbers in the following. Take note when ordering)  
 558 Air Charter A300  
 558 Delta Air Lines L-1011  
 559 Air Inter A320  
 560 Manx Airlines BAE 146-100  
 560 Minerve DC-8-73  
 561 Alitalia DC-9-30  
 561 Continental Airlines 747  
 562 Monarch Airlines 737-300  
 562 Pakistan Int'l 747  
 563 MEA 707-Q new colors  
 564 Canafica MD-83  
 564 Jersey European F.27  
 565 Aerolineas Argentinas 747  
 565 British Midland F.27  
 566 American Trans Air L-1011  
 567 Air UK Leisure 737-200  
 568 Aer Lincus 737-200  
 569 British Airways A320-110  
 571 Virgin Atlantic Viscount 806  
 572 Avioqenex 737-2K3  
 573 Air Malta 727-247

FRED HEMS POSTCARDS  
 (all card numbers prefixed FH)  
 03 British Airways A320  
 04 British Airways DC-10-30  
 05 GB Airways Viscount 807  
 06 Gambia Air Shuttle Viscount 814  
 07 West Africa Air Cargo Viscount  
 08 Royal Nepal Airl. HS 748

IMPACT NORTHWEST  
 737-300 in Boeing clrs. if fr co

J.J. POSTCARDS  
 17 Air Afrique DC-8-53  
 18 British Midland 737-208  
 19 North African Av'n DC-9-51  
 20 Friendly Islands AW CASA 212  
 21 Novair DC-10-10  
 22 DFD W-Germany 737-35B  
 23 Saudia Royal Fleet 707-368C  
 24 Arow Air DC-10-10  
 25 Pan Adria CV-440  
 26 Carolux CL-44  
 27 Australian A300B4 new clrs.  
 28 Air Algerie A310-203  
 29 La Urraca Columbia DC-3

30 Carqosur DC-8-62AF  
 31 Flying Tigers DC-8-73CF  
 32 Corse Air 747-156B

PLANE VIEWS  
 (all card numbers prefixed PV)  
 007 Pan Am/Omniflight Westland 30-300  
 008 Piedmont 737-400 red clrs.  
 009 USAir BAE 146-200A PS colors  
 010 USAir BAE 146-200A US colors  
 011 United 737-291 new clrs.  
 012 United Express/Westair EMB-110

SKYLINER CARDS  
 37 Pennsylvania-Central Stinson A  
 38 Aer Lincus Commuter Fokker 50  
 39 Sudan Airways Fokker 50  
 40 Birmingham European AW Fokker 50  
 41 Cimber Air Fokker F.28-3000  
 42 Air Gabon Fokker F.28-2000

THE AVIATION HOBBY SHOP  
 (all card numbers prefixed AHS)  
 124 Wardair DC-10-30  
 125 Saudia 747-168B  
 126 Korean Air 747-2B5B new clrs.  
 127 Finnair DC-10-30  
 128 Lloyd Int'l Britannia 307F  
 129 Derby Airways Carqo DC-3  
 130 Gulf Air 767-3P6ER  
 131 Cyprus Airways A320-230  
 132 Aerolineas Argentinas Comet 4  
 133 Condor 747-230B

THE AVIATION SOCIETY (T.A.S.) SHOP  
 016 Ryanair BAC1-11/525FT  
 021 MAS DC-10-30CF  
 026 Air Canada 767-233ER  
 027 Lionair 747-121, Caribbean AW titles  
 028 Lionair 747-121, Orionair titles  
 029 Air Berlin 737-300  
 030 American Airlines 767-223ER  
 031 British Airways BAE 748-287  
 032 British Airways BAC1-11/510 nc  
 033 Condor 737-330  
 034 Lufthansa 737-330 old clrs.  
 035 Aeromaritime Super Guppy  
 036 PLUNA 707-387B  
 037 Iberia DC-10-30  
 038 VARIG DC-10-30  
 039 Iberia A300B4  
 040 Egyptair A300C-620

U.S. PUBLICATIONS/AIRBORNE POSTCARDS  
 126 Holidayair DC-8-52  
 127 Majestic Air 727-51  
 128 Baltic Airlines Caravelle 10B  
 129 Vacationair 737-2A9A  
 130 LAN Chile 747-130  
 131 NWT Air 737-210C  
 132 Odyssey Int'l 757-2A8  
 133 Aviateca 727-173C  
 134 Ladeco Carqo 707-327C  
 135 Gulf Air 767-3P6  
 136 Air Niugini A310-324  
 137 Southwest Airl. (U.S.) 737-3H4  
 138 Lufthansa A310-304 yellow/white  
 139 Lufthansa 737-230 yellow/white clrs.  
 140 Calm Air HS 748  
 141 Inter-Canadien F.28-1000  
 142 Austin Airways BAE HS748  
 143 Airways Int'l Cvmru 737-308  
 144 Paramount MD-83  
 145 Mediterranean Express 1-11/476F  
 146 Garuda A300B4 new colors  
 147 Royal Brunei 767-231ER  
 148 Nesu Air 727-269  
 149 Air Seychelles 707-324C  
 150 Points of Call Canada DC-8-52  
 151 GB Airways 737-283  
 152 Spantax MD82  
 153 USAir 737-3B7 experimental colors  
 154 USAir BAE146-200 experimental clrs.  
 155 Air de Colonne L-188AF  
 156 Linjeflyg F.28-4000 landscape clrs.  
 157 Alinord F.28-1000

# Golden



TOP: Northeast Airlines Convair CV-240-13 N91237, c/n 149  
 ABOVE: QANTAS DC-4-1009 VH-EBM, c/n 42918  
 BELOW: Air Siam Airbus A300B2 HS-VGD.



# Oldies



ABOVE: REAL Convair CV-340-62 PP-YRA, c/n 189.  
 BELOW: Air Mali IL-18.  
 BOTTOM: China Airlines DC-10.



## AIRLINERS '89 POSTCARD CONTEST WINNERS



- Total entries: (4 entries all categories)
- (1) AIRCRAFT (1 entry)  
1st-Bruce Charkow, Toronto, Ont  
THE STORY OF CANADAIR
  - (2) AIRLINE (2 entries)  
1st-Bryan Cameron, Dorval, Que.  
QUEBEAIR  
2nd-Stephen Emmins, Mississauga  
Ont.: AIRLINES OF THE WORLD
  - (3) AIRPORT (1 entry)  
1st-David Laschinger, Dallas, TX  
DALLAS LOVE FIELD, Roaring 60s
  - (4) MISCELLANEOUS (no entries)
  - (5) JUDGES' BEST OF SHOW (all entries eligible)  
1st-David Laschinger, Dallas, TX  
DALLAS LOVE FIELD, Roaring 60s



# WINGS & THINGS

by RICHARD KORAN

Twenty years ago, on 20 JUL 69, we heard the words: "Houston ... the Eagle has landed!", spoken by Neil Armstrong, the Apollo 11 commander.

Armstrong and Edwin (Buzz) Aldrin had cast off from the mother ship Columbia, controlled by Michael Collins in lunar orbit, and had landed on the Sea of Tranquility in the Lunar Module, the Eagle.

Armstrong was the first man to step on the moon, giving all of us goose-bumps and memories we'll never forget. They were rekindled by the recent anniversary of the landing.

Back on earth another "Eagle" landed in 1988. On Course commentary in the NOV 88 issue of Commuter Air magazine, entitled The Eagle Has Landed, said: "Having already spent at least \$158 million acquiring its American Eagle commuter partners, American Airlines is moving closer to organizing a national proprietary feeder network that signals a deepening trend for the entire air transport industry."

"During the past year (1988), AMR Corp., parent company of American Airlines, has purchased the assets of Air Midwest at Nashville, the assets of a bankrupt AVAir, Command Airways, Wings West and, most recently, Simmons Airlines. Although the management teams at Wings West, Simmons and Command will stay mainly intact, American has dispatched to each of these carriers an executive vice-president 'who understands the culture of American Airlines and can help smooth the transition into the American system.' ..."

The article Integration of American's Eagles in Commuter Air by Special Assignment Editor David Massey, delves into an overview of the Eagle operation, describing the management teams and their goals. Massey also discusses the evolution of individual carriers which make up the Eagle, and long-range growth plans related to hub development where short-haul feed is necessary. He also mentions that the eyes of AMR Corp. are on a few areas of the U.S. where Eagle service is absent. If you can find any issue of Commuter Air, it makes for very good reading regardless of the airline being covered.

With all this in mind, I will attempt to give you some words regarding the wings and badges these Eagles wear, along with some additional comments. A few of the wings were covered in LOG 15/2, so readers may have to refer to the column and photos in that issue.

Wings West began when a small Santa Monica, CA, fixed-base operator launched service with a couple of Cessna 402s in 1979. Two years later, in mid-1981, after some financial maneuvering, the small FBO was re-incorporated as Wings West Airlines. Later that same year, when Swift Aire collapsed, Wings West entered several of the former Swift Aire routes.

Today, Wings West has exclusive rights to operate American Eagle services in the states of Arizona, California, Idaho, Nevada, Oregon, Utah and Washington. The carrier flies a mixed bag of aircraft, including Metros, Beeches, Convair 580s, Jetstream 31s and BAe ATPs.

As mentioned in LOG 15/2, AMR Corp. purchased the Air Midwest assets at Nashville, together with the former feed assets of AVAir at Raleigh/Durham to form the Nashville Eagle.



Wings West, the Eagle on the west coast, began service back in 1979 and expanded two years later when it entered several of the markets served by Swift Aire before its collapse. The Wings West wing is silver with a medium green enamel logo.



Air Midwest's Eagle operation was the first to be acquired by AMR Corp., American's parent. Together with Eagle AVAir, Air Midwest formed the Nashville Eagle. Air Midwest's pilot wing overall gold with a flat finish.



Air Virginia, once a regional airline out of Lynchburg, Virginia, provided service in the eastern states. The airline became AVAir. The Air Virginia wing has flat silver surfaces and logo at the top, with silver raised letters on a black surface along the bottom of the badge.



AVAir, formerly Air Virginia, had entered bankruptcy in 1988 and sold its assets to American's AMR Corp. AVAir then became part of the Nashville Eagle operation. The wing is silver with the AVAir logo centered on a black background.

Air Midwest has been designated the American Eagle carrier out of AA's new Nashville hub in 1986.

Command Airways, the New York-based American Eagle, was one of three carriers acquired by AMR Corp. in 1988. Command flew its first single route in 1968 between Poughkeepsie and JFK Airport.

Today, Command flies numerous routes with its Shorts 330s and the newer ATR 42s as an



Command Airways, the New York-based American Eagle, began flying 20 years ago on a single route between Poughkeepsie, N.Y., and JFK Airport. During their operational history, the airline introduced the Shorts 330 and the ATR 42 into service in the United States. The Command wing is overall silver with the "C" at the top in red enamel. Two small silver arrows help to form the "C" (top) and "A" (bottom).



Simmons became an exclusive Eagle in 1988, operating out of Chicago's O'Hare International and using ramp space along the G concourse. The pilot wing is the basic "United" style without a logo in the center. Simmons has a very nice lapel pin and it was suggested at one time that the pin be placed on the wing to enhance its appearance. Crew members are now wearing the new Eagle uniform as they become available.



American Eagle Metroflight pilot wing. Metroflight is the oldest of the operators housed under the Dallas-based Metro and has been around for some 21 years. The wings are gold-finished with a light-blue center and a white "bird" logo. Metroflight now operates the Saab 340A which has replaced their aging Convair CV-580s.



Eagle, even though loyal passengers still call for reservations on Command! Autonomy will prevail!

Simmons used to have hubs at both Chicago and Detroit, but recent events have placed the Eagle at Chicago's O'Hare International Airport. Flying ATR 42s and Shorts 360s, Simmons' Eagle occupy the G concourse just across from American's H gates. Aircrews are now seen wearing the new Eagle uniform and insignia as they become available to the individual crew members.

As you probably know, Simmons was also a Northwest Airlin affiliate with services at Detroit and Minneapolis. These Airlin operations have been transferred to Mesaba Airlines.

Also, when you stand along the G concourse looking at the Simmons operations, it is interesting to remember that in 1980 they were flying two Piper Navajo Chieftains between Marquette and Lansing, Michigan.

"By now, the Convairs are gone, all of them. In a move prompted by competition that demanded greater frequency than was feasible with the former Frontier Convairs, Dallas-based American Eagle carrier Metroflight is operating with a fleet of 16 new Saab 340s," says Commuter Air magazine of JUN 88. Metroflight is the oldest airline subsidiary of holding company Metro Airlines, founded in 1967. Metro corporate headquarters houses Metro, Metroflight, Chaparral and Metro Express II, which recently merged into Chaparral. Some of us can remember, perhaps, when Metro was called Houston Metro Airlines and flew numerous daily flights from the NASA Space Center to Houston Intercontinental Airport. The "old" wing survived - a white "bird" on a light-blue enamel center.

The Space Center-IAH operations were sold to Royale Airlines in 1985. Royale has since left the scene too. After the route sale, Metro became a holding company with facilities to just monitor the operations of the subsidiaries.

Chaparral Airlines was formed in 1975 and flew regular service to five points in Texas. Some of us may recall seeing their CASA 212s, painted yellow and brown, with a roadrunner on the side of the fuselage, "running" for take off. No whiley Coyote, though!

Some controversy is noted with regard to Metro Express II when it started operations in 1984. It seems MXII was put together to compete with Rio Airways, a Delta Connection carrier at the time. It seems that Metroflight pilots were in contract negotiations and ALPA, the union representatives for Metroflight pilots, claimed MXII was formed as an "alter ego" airline to evade the union battle. Since then, as mentioned before, MXII has merged into Chaparral. Their crew wings appeared in my column in LOG 15/2.

"In the not-so-distant past, voyaging through the Caribbean aboard a commuter airline raised shudders of horror from most travelers. The mental image of being shoehorned

American Eagle magnet illustrating the red and blue Eagle logo along with the names of the commuter partners, on a white background. "Something special in your hometown" and the Eagle network signals a trend in the airline industry.

into an old Heron or DC-3 left passengers with the feeling they were flying on aircraft that were recently scrapped in the United States," wrote Jay Selman in his MAR 89 Commuter Air story about American Airlines' newest Eagle, Executive Air Charter (EAC) in San Juan, Puerto Rico.

Selman's article, Success In The Caribbean, says, "The sad fact is that air travel in the Caribbean has always been perceived as being years behind the mainland's air transport industry" and that "for the consumer, perception is reality." Executive Air Charter hopes to alter that perception with its fleet of CASA 212s and ATR 42s feeding passengers to AA's San Juan hub as an American Eagle.

Within 300 miles of San Juan, EAC is able to serve the Dominican Republic, British Virgin Islands, Dutch Antilles, Leeward Islands and Guadeloupe. EAC has been able to fill the void when long-dominant regional carrier Prinair went bankrupt in 1985.

No wing, yet, from EAC. I have been trying to get them for publication in the CAPTAIN'S LOG, but they have yet to arrive in my mailbox. With some luck, I hope to show them in the next issue, 15/4.

Since we are still on the subject of American Airlines, I found another tid-bit from Ed Young's glorious years. The name of Ed Burton rises again and again ... the Ed Burton of DC-3 "fame".

"The world's airlines trusted Ed Burton. Hence, he was Douglas' best, practically sole, airliner salesman. Legend worth documenting has it that on one more extended fuselage version of the DC-6, this one with new engines, labeled DC-6C or -D or thereabouts, American Airlines said that they wouldn't be interested in yet another version of the same old airplane that all their competitors had. They wanted a newer model. Burton, as Santa Monica Douglas Chief Engineer, took his pen, scratched out 'DC-6C' on his sales brochure, wrote in 'DC-7' and said, 'Gentlemen, let me show you our new DC-7 airplane!'" Thanks again, Ed.

In the many years I have been flying around this country of ours, I have flown frequently between the Dallas-Ft. Worth area and El Paso. Near El Paso, there stands a towering peak, historically connected to American Airlines and the early aviation pioneers. I'd like to quote from one of the Grey Eagle publications:

"In West Texas, towering Guadalupe Peak is the highest, the most majestic, and the most formidable eminence in the Lone Star State. This lofty, 8,749 feet summit is separated only by a precipice from its anchoring companion, El Capitan; and from the base of this lower bastion, the terrain blends rapidly into a mesquite- and chaparral-covered plateau.

"Few weather hazards compare to the violence of a West Texas storm. With all the fury and malevolence of one of these gales whipping through and across the sharp promontory known as Guadalupe Pass, the pioneer pilot, pitting his low-performance aircraft against the elements, was in double jeopardy.

"Mostly, our industry has been too preoccupied making history to pause and reverently mark, by stone or cross, the passing of those who dared and lost; or by word, an enduring tribute to those who challenged and won. There is one memorable exception.

"In September of 1958, on the very apex of Guadalupe Peak, a monument was erected and ded-



Chaparral Airlines, one of the American Eagles operating out of D/FW Airport, does so independently of the Metroflight system although both divisions are part of the Dallas-based Metro. Metro Express II (MXII) has been merged into Chaparral. The wing is gold with fine feathering in the wing pattern together with the "CA" logo.



Chaparral's new American Eagle wing is a recent addition to that airline's uniform and is, as you can see, different from the current Eagle wing. This wing is overall silver with a finely-feathered pattern along with the "AE" logo in the center. The wing surfaces are polished silver and the background a flat finish.



Chaparral's new Eagle hat badge is also a new addition and is quite large. The aircrews will wear the new wing and hat badge until the Eagle uniform takes over in the near future. This new "AE" hat badge is overall silver with dull surfaces between the wreath and letters.

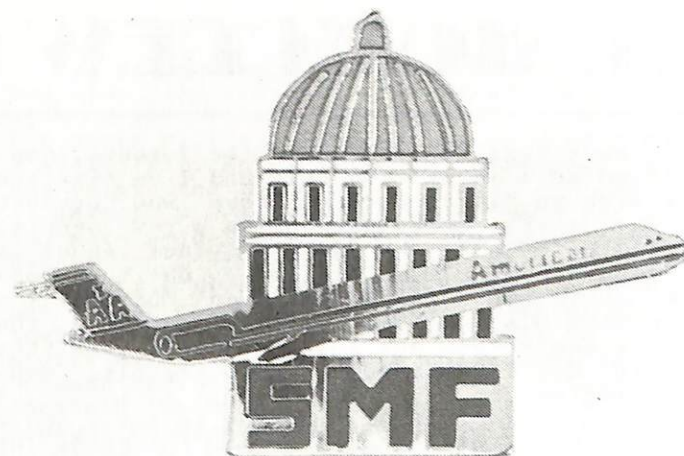
icated to the heroic contributions of these few to the enduring foundation of American's present system.

"Conceived by Mr. C.R. Smith, and implemented by the Guadalupe Pilots Memorial Committee of American Airlines, the six-foot high stainless-steel triangular pyramid commemorates the Post Office Department, American Airlines, and the pioneer pilots of AA.

"The Dedication reads: Dedicated to the Airmen who, like the stage drivers before them, challenged the elements through this pass with a pioneer spirit which resulted in a vast system of airline transport known as 'American Airlines'."



Grey Eagles blazer badge worn by retired AA pilots and current pilots aged 50 or older. Grey Eagles are a unique group of pilots who keep busy with a multitude of projects. The silver bullion Eagle and scroll are on a black background and "The Grey Eagles" is in red thread across the bottom of the badge, which is worn on the left pocket of a blue blazer. Grey Eagles also participate in an annual convention, moving around the countryside much like they did when they were still flying.



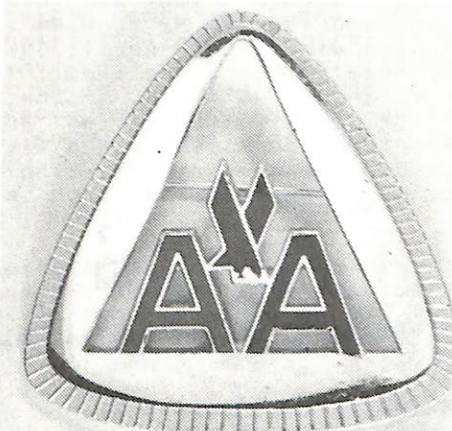
Sacramento, California (SMF) station pin with the AA MD-80 "flying" past the state capital building. Produced only for a short while to commemorate the arrival of MD-80 service in and out of Sacramento.



American Airlines flight engineer check-airman wing. This wing is worn by a pilot-qualified individual who is performing check-airman duties, supervising the initial on-line experience of pilot-qualified FEs as they become part of the three-man flight deck aircrew on both the 727 and DC-10. The wing is silver with just the wreath over the wings of the AA eagle.



American Airlines wing for chief pilots and supervisory pilots. Pilots wearing this silver wing with a star and wreath over the eagle's wings are either in the office as part of the AA management team, or are performing check airman duties, supervising the initial or continuing on-line experience of captains and first officers. These pilots are also part of the team working in the AA simulators at the Flight Academy and are out on the line, conducting annual flight checks for the captains and FOs. The chief pilot's wreath on this wing has special significance for them as it represents their "dreaming" of when they did a lot of real flying, as opposed to the "flight" time behind a desk.



Passenger service at Airport on the agent's badge worn AA main ticket in the early 1970s counter. The badge by my wife, Diane, is silver with the when she was work- red and blue American Airlines logo in the O'Hare International center.



American Airlines wing worn by the professional flight engineers in the three-man cockpit. This silver wing has a turbojet engine suspended from the eagle's claws, replacing the engine cowl and prop of the gold FE wing shown in the previous issue, 15/2. There are about 200 professional FEs still flying with AA throughout the system.

# JUNIOR CREW INSIGNIA

by STAN BAUMWALD

I have just returned from the Toronto convention as I am writing this and I am starting off with an "Atta Boy" for those who brought us this event. There were quite a few people, including myself, who had misgivings about a show outside the U.S., primarily due to problems anticipated with Canadian Customs and then with U.S. Customs when re-entering the U.S. I don't know how the convention committee did it, but I had absolutely no trouble. Congratulations on a job well done.

Having said that, I am happy to say I had a great time. I picked up four new postcards of Northwest Airlines aircraft for my collection, several pilot wings, some kiddie wings and I renewed old friendships and made new friends. What a great formula for a great convention.

Among the kiddie wings I obtained were one from Iberia (#1) and one from Aviaco (#2), both airlines from Spain and obviously made by the same manufacturer. My problem is in describing these wings, but until someone corrects me, here is how I see them. The Iberia item has gold-colored wings, a blue background for the "IB" logo, which is red and yellow. The Aviaco item has silver wings with a blue logo extending to the left into the wing. Both wings are of cloth material with a peel-off back.

I also picked up a new SAS kiddie wing (#3). This issue is very similar to SAS-6 listed in the Junior Crew Member book but it leaves off the word "Hostess" and it has a black background, instead of a blue one.

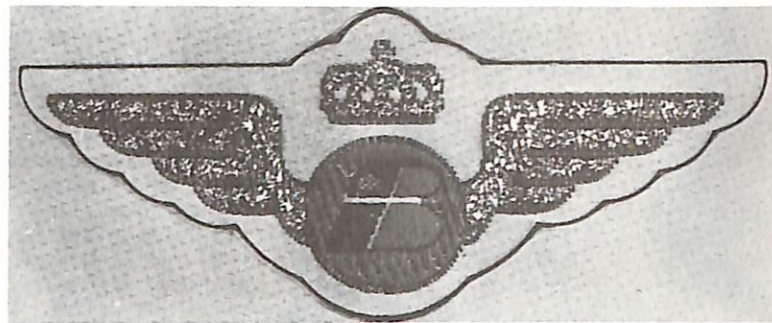
Then, and only because I cannot remember if I have mentioned this before, there is a new British Airways Flightrider badge (#4). This is a paper issue with a peel-off back and it has the familiar red, white and blue colors, and gold wings.

The final airline issue, and certainly the best one I found in Toronto, was a TAA kiddie wing (#5). I checked my own collection and the wings shown in the kiddie wing book and as best as I can tell, this is a new find. The wing is made of metal, has a solid gold color and all lettering is raised. It is almost the same as TAA-3, but that one is colored and the lettering is flat.

Perhaps the greatest advantage of attending shows like Airliners International is that one can find new items such as this.

The Atlanta local of the WAHS has issued its own wing to commemorate its local shows. They have issued an Expo kiddie wing in blue and silver for their most-recent show (#6). John Joiner told me the club will issue a similar wing for the next show, but that one will be in blue and gold.

Dick Koran reminded me of the origin of a wing I had displayed and which I had forgotten all about. The Santa Bear wing (#7) was issued by the Dayton-Hudson department store, Detroit



#1. Iberia, Spain.



#2. Aviaco, Spain.



#3. SAS Scandinavian Airlines System.



#4. British Airways.



#5. Trans-Australia Airlines.



#6. Atlanta local, WAHS.



#7. Dayton-Hudson "Santa Bear".



#8. Lee Bird Airport, North Platte.



#9. "News Air Cadet", origin unknown.



#10. Oregon Journal, Portland, OR.



#11. Northwest Airlines "Silver Wings Ball".

in 1987 as a give-away for children. This wing is red and green on white.

Now on to some more really nice miscellaneous wing finds. First is a rather small metal wing of silver color and with the text "Wings For North Platte - Dedication Lee Bird Airport - 1941" (#8). No explanation necessary about its origin and purpose.

Next is a really small wing, made of metal and with gold wings. It has the text "News Air Cadet" on a green background (#9).

Wing #10 would really have been a mystery had it not been for the reverse. It shows the letters "JJ" inside an "O". It is a really pretty metal wing in brass color. The back has "Oregon Journal Juniors" stamped on it. I understand the wing is/was issued by the Oregon Journal newspaper, of Portland, Oregon.

On one of my flea market sojourns I came across two wings which I really like to show here. One is a replica of the Northwest Airlines pilot wing in metal with a silver color (#11). It appropriately says "Silver Wings Ball". The other one is also in metal, but it is quite a bit larger. This gold-colored item with the words "American Aviator" on a badge in the centre, has military-type wings (#12).

Dave Cherkis sent me three photos. They show Southwest Airlines Shamu (#13), Linjeflyg (#14) and Mexicana (#15) items. I doubt whether or not these are kiddie wings, but nobody seems to know. They just showed up and they have pins, so who knows for what they were used. HELP, PLEASE!

#13. Southwest "Shamu".



#15. Mexicana.



#14. Linjeflyg Sweden.

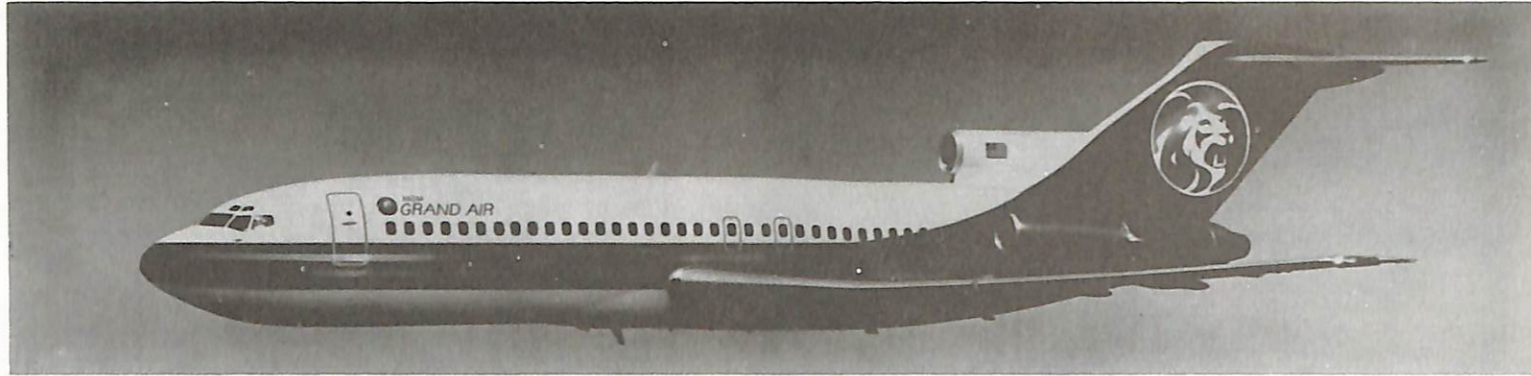


#12. "American Aviator".



# AIRLINE DINNERWARE

by RICHARD W. LUCKIN



Boeing 727-100 of MGM Grand Air.

Want to fly SUPER First Class from Los Angeles to New York? "You can!" says MGM Grand Air. In fact, they call their service "Grand Class."

Just what does "Grand Class" offer?

For starters, each Boeing 727-100 (#1) has a custom-designed interior, configured for 33 seats, including private compartments.

The aircraft is divided into three sections. The front section offers nine individual service seats of leather and velour (#2). The middle section features a bar and buffet, an area used for food preparation, along with a fully functional bar.

In the aft section, guests can enjoy the privacy of seating in one of four sections of oversized stationary seats, facing the buffet.

Speaking of food, each flight serves brunch, lunch or dinner, using a beautiful white & cobalt-blue china which is trimmed in gold. Photo #3 shows MGM Grand Air's first pattern and #4 shows the current ware. Menus match the elegant china in preparation and presentation.

MGM Grand Air provides private "club-like" terminals (#5) at LAX (Los Angeles) and JFK (New York). This deluxe-service airline was founded in SEP 87 and the company acquired its aircraft from Regent Air. The airline is a subsidiary of MGM Grand Incorporated, which owns the popular Desert Inn Hotel and Casino in Las Vegas.

Now we move on to another first-class service, not as luxurious as MGM Grand Air's, but still of high quality: that of British Airways.

Last September Royal Doulton of England was producing a new china pattern for first class British Air service (#6). It is best described as blotted cobalt blue with two pinstripes flanking the band. There are approximately 10 pieces for various place settings and each piece is back-stamped "British Air" with a part number listed.

Moving back in the cabin, there is a new Club Class china too (#7 & 8). Also produced by Royal Doulton, china is white with gray dots. I am not sure what these dots signify. Even some advertisements appearing in business magazines mention the Royal Doulton china.

What's on tap next time? Look for patterns used by American Airlines, including the new ware used on the DFW - Tokyo service.

Happy Collecting!



#3. First china pattern.

#2. Luxurious cabin with leather and velour seats.



#5



#5 (Right). MGM Grand Air operates "club-like" terminals at LAX and JFK.

(Below)  
#4. Current MGM china ware pattern.

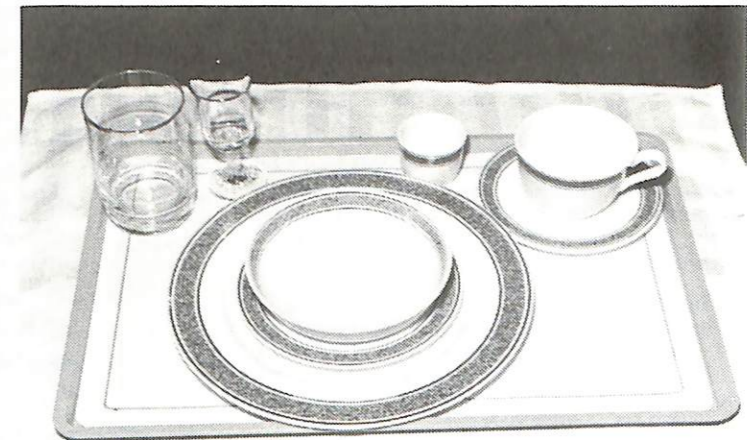
#6. British Airways first-class place setting.

#7 & 8. Club Class china of British Airways.

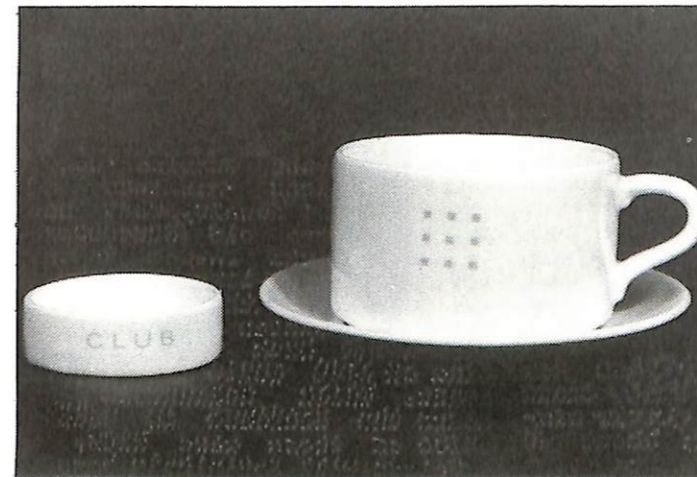
#4



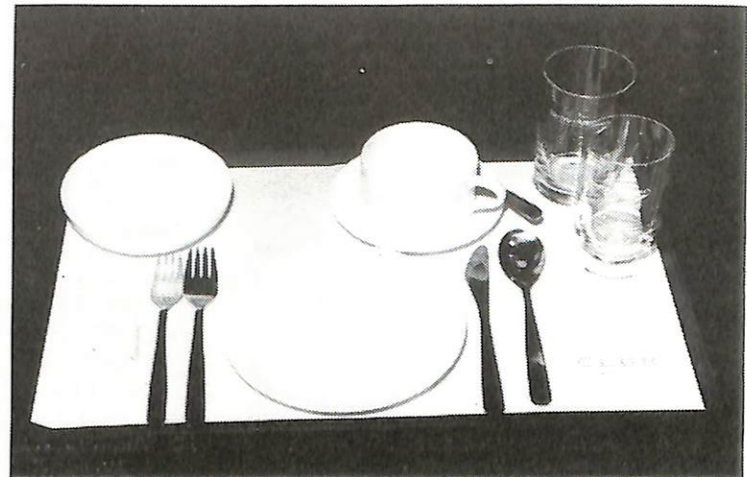
#6



#7



#8



# AIRLINE PLAYING CARDS

by THOMAS DRAGGES

Where have all the playing cards gone??? With all the airline mergers going on, there are not too many decks of cards flying around these days.

The airlines which do have cards, don't seem to change the design much anymore. The only difference is when they change manufacturers and when there is a color variation.

No one has reported to me seeing any new decks since my previous column, two issues ago. I urgently ask all readers of the CAPTAIN'S LOG to drop me a line whenever they find a new airline playing card design. Send me a deck, a sample card, a Xerox or even a simple description, please. Anything is better than nothing at all.

For instance, are there any new decks in the TWA movie series issued recently? How about any of the international (non-U.S.) airlines? I am sure some of them must have issued new decks in the past year or so. As I have said before, I am not out on the airport anymore and therefore I can no longer check these things out on my own. I need YOUR HELP, PLEASE!

I have learned about the following decks because friends of mine have taken trips in the past few months and have brought these cards back to me:

Hawaiian Airlines has issued a new deck (#1) with an all-white background with their logo in the usual red, dark pink and purple colors. Hawaiian is in purple and "The Colors of Paradise" in red print.

Garuda Indonesia has come out with two new decks. One comes in a white box and the other in a blue one. The white box has dark blue printing on it which reads "Garuda Indonesia", along with the slogan "Proud to Welcome You Aboard" at the bottom. Above the name Garuda is the airline logo in dark-blue and turquoise. The cards have a white background with blue logo (#2).

I'd like to draw your attention to the Joker in this deck (#2a). The design is quite different from the jokers we usually see on cards.

The dark-blue box has the same wording but the printing is in white. I do not have an open box of this deck so I am not sure what the cards look like. If anyone has a single card from

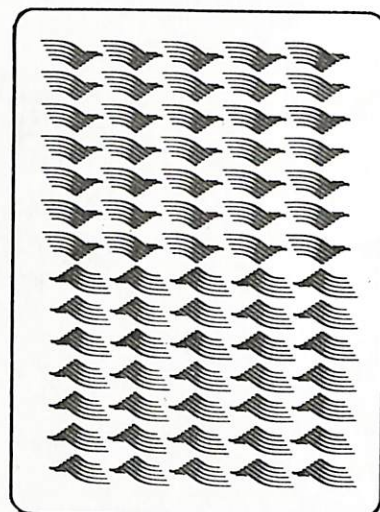
this deck and would like to send it to me, I'd really appreciate it. My guess is that the card may have a dark-blue background with white logos, the reverse of the card shown here.

The final new deck I can feature here is from Cathay Pacific Airlines (#3). The deck is dark-blue with silver text, logo and silver line half an inch from the border.

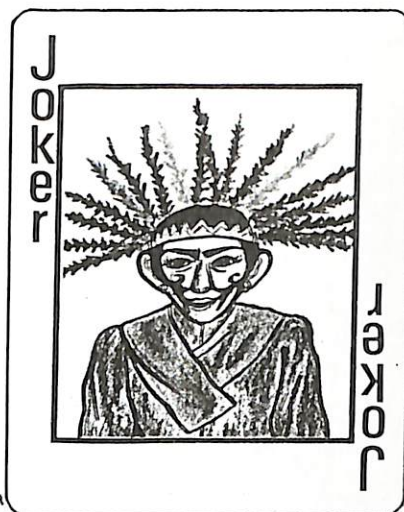
That is all for this hand. May all your hands be winning hands. Happy collecting and remember to let me know about new cards. Until the next time.



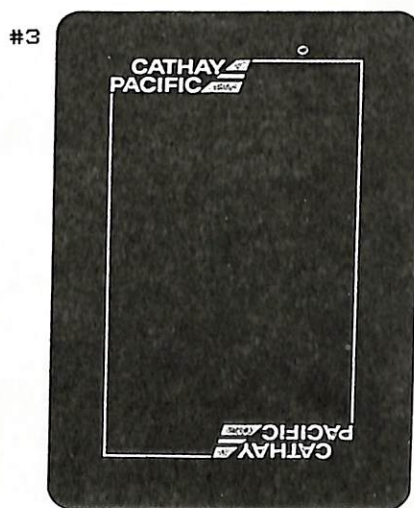
#1 #1a



#2

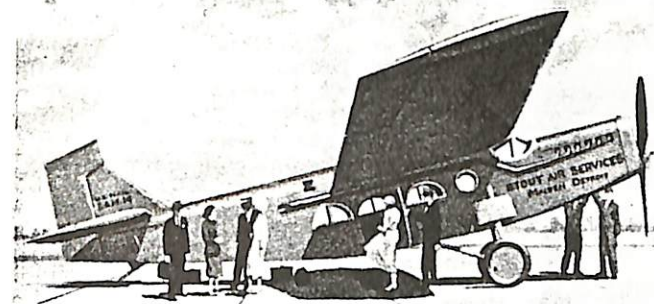


#2a

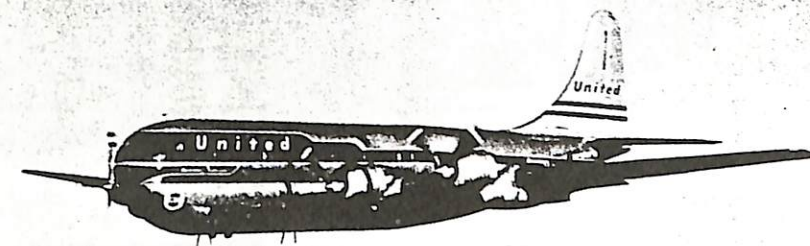


#3

# BOOKCASE



All reviews in this issue by Jood Gerritsma



Rare Ford 2AT of Stout Air Services (left) and United's beautiful Boeing Stratocruiser (right). (Both from "UNITED" by Cearley)

## UNITED. The Main Line Airway

Author & Publisher: George W. Cearley, Jr., P.O. Box 12312, Dallas, TX 75225, USA, 1989. 104 pages, more than 475 photos and other illustrations. Price: U.S. \$17 (USA), \$19 (Canada), \$25 (Overseas).

In this 12th airline history book of his, the author presents us with a comprehensive history of United Air Lines.

United started as a management company for a number of pioneer airlines in the USA, of which National Air Transport and Boeing Air Transport were the best-known. But it also took in the airlines formed and run by the legendary Walter Varney (Varney Air Lines) and Vern C. Gorst (Pacific Air Transport), as well as Stout Air Services of William Stout.

Boeing Air Transport was a division of the Boeing Airplane Company. In 1929 Boeing and engine maker Pratt & Whitney formed United Aircraft and Transportation Corporation. The management company which administered the various - still separate - airlines in United A&T became known as United Air Lines. On 01JUL 31 UAL was officially organized as an operating airline to take over all airline interests of the group.

United will forever be remembered as the airline which sponsored the first modern airliner, the Boeing 247. But it will also be remembered for tying up the production line exclusively for itself for a year. This sent TWA to Douglas and we all know what happened next.

Mr. Cearley gives us a wealth of photographs of aircraft from these early years of "The Main Street of the Skyways" as a 1931 advertising slogan said. Especially those interested in the 247

get their money's worth.

The book also looks at LAMSA, United's the Mexican operations, its co-sponsorship of the DC-4E and the rapid rebuilding after WW2.

In 1955 United became the first domestic airline in the USA to order pure jets (the DC-8). It introduced the Boeing 720 into service in 1960, followed one year later by the Caravelle. Photos of these, and of United's 1940s and '50s prop-liners abound. There are many firsts, innovations and records, recorded, but you'll have to read those for yourself.

This book is coming onto the market at a time when United is the subject of a number of take-over attempts. The story related by Mr. Cearley stops just short of this.

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## BOEING 747 The first twenty years

Author: Jim Lucas.  
Publisher: Browcom, London, England, 1988.  
208 pages, 48 B&W photos, 32 color photos.  
Price: Approx. U.S.\$40.

This is an updated edition of a book with the same main title (but subtitled "The first ten years in service") by the same author, published in 1981.

The first 19 pages contain a pocket history of Boeing as a builder of airliners, from the Model 40 to the 707. Mr. Lucas then launches into a detailed technical description of the construction of the 747, its airline service since 1970 and its many variants. The different makes of engines have their own chapter. A detailed list of all operators includes a short description of their operations and

175

a complete fleet list. The book concludes with a complete production list, but one with a twist. Rather than listing the aircraft in the order of the constructor's or manufacturer's serial number, the author lists them by line number because, he says, this gives a more accurate picture of when each aircraft was built and completed. The unusual arrangement first confused me because it is different from all other production lists I have, but now that I know how it works, I can find my way in it.

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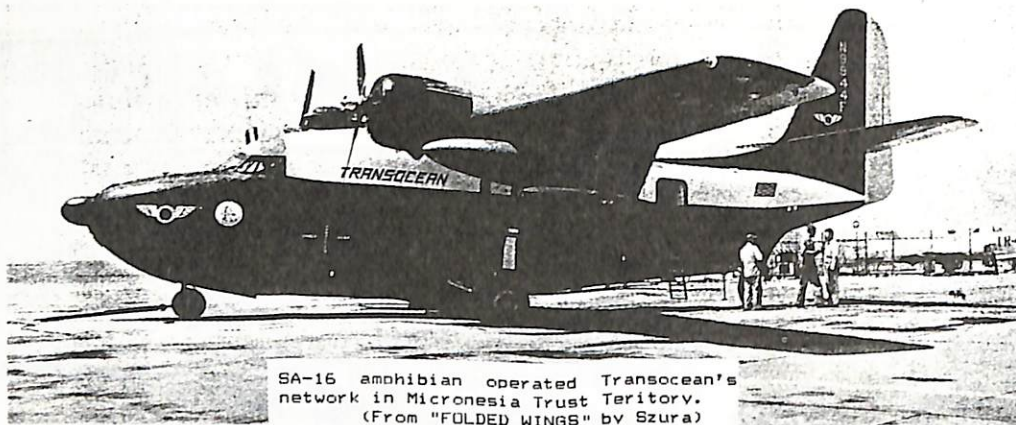


## FOLDED WINGS A History of Transocean Air Lines

Author: Arue Szura.  
Publisher: Pictorial Histories Publishing Company, 713 South Third West, Missoula, Montana 59801, USA, 1989.  
161 pages, numerous photos, maps (by Ron Davies), time tables and other illustrations

It seems Stan Cohen, owner of Pictorial Histories Publishing, is trying to catch up with George Cearley when it comes to publishing airline history books, except that he doesn't write them all himself. This is his sixth, I believe. (I am not sure I have them all!)

The author is a former secretary of Transocean airlines (MAR



SA-16 amphibian operated Transocean's network in Micronesia Trust Territory. (From "FOLDED WINGS" by Szura)

48 to AUG 53) and then worked for the Transocean's Council 130 of ALPA.

Ron Davies, curator of the aviation and space division of the Smithsonian and a world-renowned airline historian himself, sets the tone for this book in his forward:

"Orvis Nelson was possibly the greatest of all airline promoters who never reaped the just rewards of his enterprise, innovation and determination," he writes.

Szura relates in great detail how Orvis Nelson, a pre-WW2 United Air Lines pilot and WW2 Air Transport Command pilot, formed Transocean Air Lines in 1946 with a dream to establish a globe-circling airline. He flew war refugees, emigrants, pilgrims, tourists and war brides and lots of freight, across the Atlantic and Pacific, by the planeload. Transocean crews never knew where they'd be the next day, as contracts were often found along the way in the fine old maritime tradition of roaming trampo steamers.

Nelson also helped a number of small and war-ravaged nations throughout Asia, the Middle East and Africa set up their own national airlines after WW2. The airline also started scheduled services in Micronesia, first with Catalinas, then with Grumman SA-16 amphibians.

Transocean operated mainly converted war-weary C-54 Sky-masters, but it also had smaller aircraft such as the Dakota and C-46 Commando, Catalina and more modern types such as the Martin 2-0-2 and Super Constellation. Nelson briefly even flew scheduled services across the Pacific with a Boeing Stratocruiser and he tried to strike a deal with Boeing to buy three 707s ordered but cancelled by Cubana.

However, Transocean was obstructed at every step of the way by the establishment of airlines, government officials and the aircraft industry. Szura

says Boeing refused to sell the 707s to Transocean after pressure from another airline which threatened it would not buy any aircraft from Boeing if the company sold Transocean the jets.

Transocean finally went under in 1960, forced into bankruptcy by never-ending court challenges and government refusals to grant it the licences it so desperately needed to survive.

Szura records all these events in great and sordid detail, but she passes no judgment. This made Ron Davies conclude, "I have, therefore, only one reservation about Arue's book, and that is to wonder how she could have been so forgiving toward those whose jealousies brought Orvis to heel at the bitter end."

The author and publisher have unquestionably done all who are interested in aviation history, a great service by recording Transocean's short but tumultuous history and the numerous photos of 'planes and people.

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**BOEING 747**  
"How they work" series

Author: Frank Vann.  
Publisher Brian Trodd Publishing House, 27 Swinton Street, London, England, 1988.  
46 pages, 50 photos and other illustrations.  
Price: £3.95 in England.

There is no denying this is a book for the young reader who is at the start of his interest in aircraft. Using the 747 as an example, Mr. Vann explains in easy-to-understand language the functions of the various components of a modern airliner and why they are built or positioned the way they are ("The wings of the 747 are not horizontal, like those of most aircraft, but are inclined upwards at a dihedral angle of 7 degrees" and "Aluminium is a podu-

lar material for building airplanes because it is very light.")

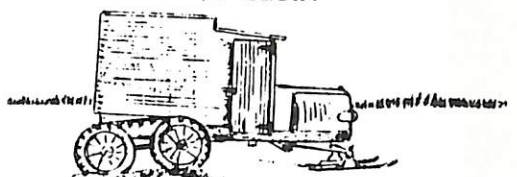
Having said this, more-knowledgeable readers are offered an interesting variety of detail photographs, drawings and diagrams. One photo is a dramatic frontal shot of the main undercarriage legs, another shows how the inboard flaps are installed on their tracks, two others are of an engine with its thrust reverser closed and open respectively. The location of the fuel tanks in the wings, the cabin ventilation air flow, the air supply duct system throughout the aircraft, and other details are shown in clear diagrams.

I imagine model builders too will find something of interest and value in the illustrations. It may be intended for young aviation enthusiasts, but even "veterans" may find the illustrations an excuse for getting rid of those four or five dollars which are burning a hole in their pockets.

++++

**IMPERIAL AIRWAYS  
STARRATT AIRWAYS  
THE ATLANTIC OCEAN AND THE  
LINDBERG FABLE**

Author and Publisher: Bill Dunphy, 50 Haliburton Ave., Islington, Ont., Canada, M9B 4Y4, all are undated.  
Price: Can. \$5 each.



Winter taxi at Red Lake, 1938. Built on a Model T Ford chassis using tongue and groove boards. Plywood was unavailable. (From: STARRATT AIRWAYS, Dunphy)

Bill Dunphy is a retired air engineer who can look back on a varied and colorful career in England and Canada, both in peacetime and during WW2.

These three booklets of 32-40 pages were home-produced on a typewriter, Xeroxed and stapled together. No photographs, but there are a number of pictures hand-drawn by the author.

Each title contains in anecdotal fashion Mr. Dunphy's personal "musings" about how things were, all related in a "fireside chat" manner. In the first two he talks about what it was like working for airlines in the 1920s and '30s, Imperial AW and Starratt respectively, the conditions under which they operated and those under which

(Continued on p.180)

# STICKER CHATTER

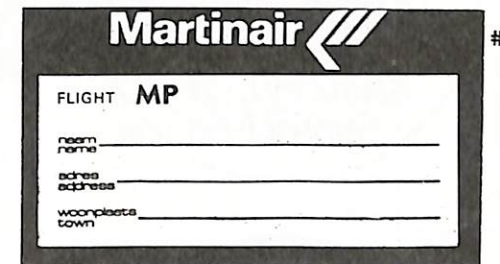
by DON THOMAS

I have received quite a few new labels, stickers and BILs since the previous issue of the LOG was published, and I am sharing these with you here.

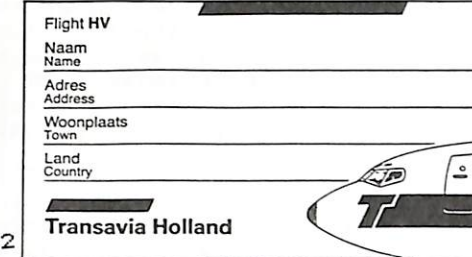
Two new Dutch BILs came in from DICK KORAN, one from Martinair (#1) and one from Transavia (#2).

JOE WOLF of Michigan sent in an LTU sticker from their Los Angeles office. "Fly to the heart of Europe," it says (#3), meaning Germany, no doubt. The color is white on red. Similar stickers came from DAVE CHERKIS, "Steal the heart of Europe" and "Nix wie weg hier" (#4).

Dave also sent a new Air France bicentennial sticker (#5) and a Malaysia BIL (shown in the previous LOG, p.100, #30), and five big Maersk Air labels from Denmark, showing their Boeing 737-200, 737-300, Fokker 50, Shorts 360 widebody and a Super Puma of their off-shore division (#6).



#1



#2



#3



#4



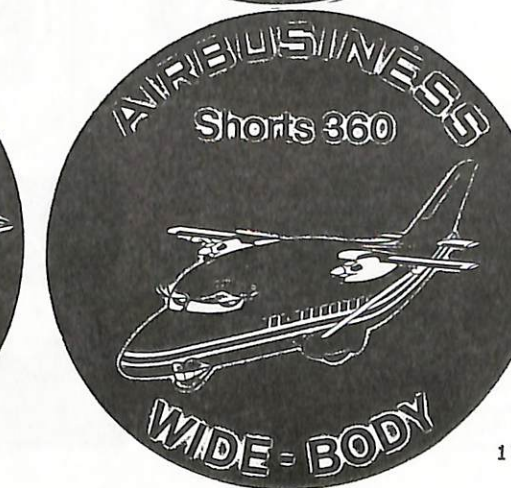
#4



#6



#5



177



Delta Air Lines continues to issue new labels occasionally, but I am lucky if anyone sends me a sample. Two from last year are illustrated: the Official Airline of the Kentucky Derby Festival 1988 (#7) and San Juan, now Delta Non-stop (#8). The latter two were picked up at the Denver convention. The San Juan label is dark blue and orange. R.J. WILMOTH of Texas sent in a nice Delta label, Delta's Short Cut - DFW (#9). It is the only one I have seen.

DAVID WILCOX of Texas also sent in some material, including BILs from Air 1 (#10) and Metro Airlines (#11), a cardboard BIL from Emerald Air (#12) and cargo stickers from Air Canada (#13) and Pan Am (#14).

BOB KOPITZKE, curator of the History of Aviation collection of the University of Texas in Dallas, has discovered a "new" old label in a collection he recently bought. This Standard Airlines label (#15), gummed on the front, is probably a car windshield sticker. It was unknown to me until I received a Xerox from Bob. Standard operated in the Southwest from 1927 to 1930 on a route from Los Angeles to El Paso via San Diego, El Centro, Phoenix and Tucson, "The fair weather route".

BILL GAWCHIK of New York sent in the new Royal Jordanian 25th anniversary label (#16), which comes in two sizes. The Luxair label "Vacances plus reisen" (#17) also came from Bill.



CS-0265-05-83

**Air 1**

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP CODE \_\_\_\_\_

TELEPHONE \_\_\_\_\_



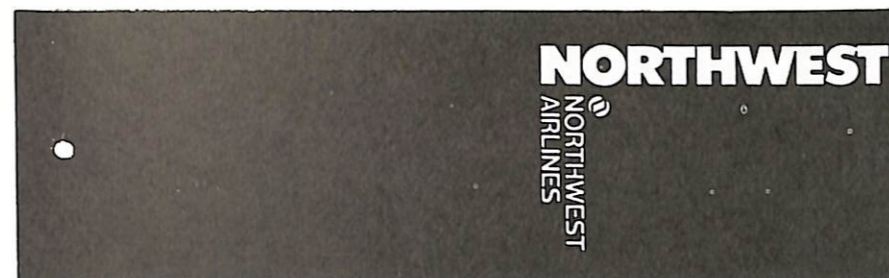
**METRO AIRLINES**

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

Zip \_\_\_\_\_ Phone \_\_\_\_\_



935-6649

**لاتنس**

لكي تحافظ على أمتعتك ننصحك بما يلي

١ أحكم إغلاق جميع أمتعتك وضع اللاصقة من الداخل والخارج

٢ تقدم لوزن أمتعتك قبل الإقلاع بوقت كاف

٣ أنقل النقود والوثائق الرسمية وكذلك المفاتيح والأشياء الثمينة الأخرى الى حقيقتك اليدوية وتجنب حمل الأدوات المخطورة

٤ ابلغ موظف «السعودية» فوراً عن أي مشكلات تتعلق بأمتعتك استخدام اللاصقة أصبح قانوناً ملزماً

**DON'T FORGET SAFEGUARD YOUR BAGGAGE**

1 Lock and label your baggage inside and out

2 Check-in your baggage ON TIME

3 Remove money, documents, valuables, medicines, keys and avoid carriage of restricted articles.

4 Report immediately any baggage problems

**YOU MUST LABEL IT**

#18

#20

**IDENTIFICACION DE EQUIPAJE**

NOMBRE: \_\_\_\_\_

DOMICILIO: \_\_\_\_\_

TEL: \_\_\_\_\_

CIUDAD: \_\_\_\_\_

ESTADO: \_\_\_\_\_

Forma OS-021

FRANK BLUMENTHAL, editor of the Airpost Journal for the past 15 years or so, sent in a Saudia BIL (#18) from their counter at Dulles. He also sent in the new Northwest cardboard BIL (#19), which is in white on red. Frank is retiring as APJ editor and the American Airmail Society is looking for a new editor to take over. Is anyone interested in this opportunity?

PAT McCOLLAM of American Airlines sent the Aero California BIL (#20) in Spanish, black on green, and the Markair (Alaska) BIL (#21), brown on white.

From PETER RENTZSCH came another batch of nice items: three new Royal Jordanian labels, one of which is illustrated (#22); Condor's yellow "Fly with us" label in German (#23); an Euro-berlin France label (#24); an Interflug (East Germany) label with golden border and showing their new Airbus (#25); Dan Air's "20th anniversary in Berlin" label (#26) in white on dark blue; several LTU labels

**MARKAIR**

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY/STATE-ZIP \_\_\_\_\_

TELEPHONE FL 0003 \_\_\_\_\_

**BAGGAGE IDENTIFICATION**

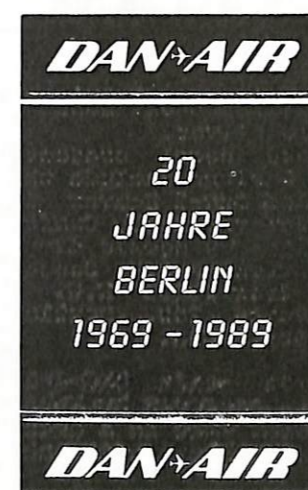
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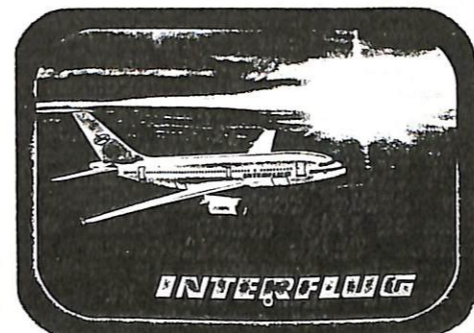
#22



#23



#26



#25



#24



#27



#28



#29



#30



(LEFT) Sticker showing the Dash 8 Series 300. Issued by Boeing Canada, deHavilland Division. Picked up at the AI'89 in Toronto in July -JG

## BOOKCASE

(Continued from p.176)

tor could be one of the coldest jobs. The body had little reason to move and encourage blood circulation while the cold spray whipped up by the tractor belts could find its way through the smallest opening in a man's clothing" - Starratt Airways.)

The Lindbergh (NOT Lindbera, as the author says!) title is an essay about the aircraft and pilots who made it across the Atlantic before Lindbergh made his famous nonstop crossing to Paris in 1927. Mr. Dunphy subtitles this booklet "A clarification of a common misconception." the misconception that Lindbergh's

was the first human flight across the Atlantic. Actually, it was the 110th!

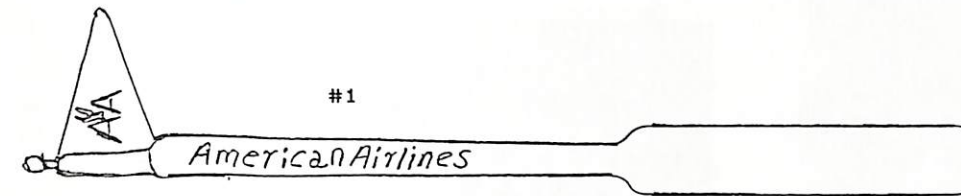
There are also a number of military titles in this series, including one called "Hitler's Last Five," about the five new jet- and rocket-powered aircraft on which Hitler placed his last hopes for victory in WW2.

These are charming musings by a man who was there. But I am sorry to say they do not contribute a lot to our knowledge of aviation history. Perhaps they were not intended for that.

In my view, the Imperial AW and Starratt booklets would have been much more valuable had they contained complete fleet lists for the subject airlines. Both can be had, with some research.

# AIRLINE HAPPY HOUR

by AL S. TASCA



Here are some more American Airlines sticks. Most of these are the most-common ones used by the airline, and probably everybody who collects sticks, has them. But they are still worth listing, especially for younger collectors who are just entering the hobby.

Fig. 1. This two-sided stick is 6.24 in (15.8 cm) long and is all flat with raised writing on the shank, banner edge and logo. Both sides of this stick are identical. There is a small ball on the top of the banner. The manufacturer's name, SPIR-IT U.S.A., is just forward of the wide end, and can be read when the banner is to the left and facing down. Known colors are dark blue, red and white.

Fig. 2. Another common stick is this 6 inch (15.2 cm) one with a round top, tapered shank and bubble end. Both sides of the stick are identical. The writing on the shank, the logo and the edge of the round top are raised. SPIR-IT U.S.A. is just forward of the bubble end when viewed with the top on the right side. Known colors of this one are the same as for Fig. 1, dark blue, red, white.

Fig. 3. Another stick which is 6.25 in (15.8 cm) long. However, it has the current AA logo at the top. The shaded areas in the logo are cut out, and the text on the shank and the logo is raised. The name SPIR-IT U.S.A. is in the same area as on the banner-top stick of Fig. 1 and can be viewed the same way. Known colors are not only the regular dark blue, red, white, but I also have one in light orange. I do not know where this one came from, or whether or not it comes in any other colors.

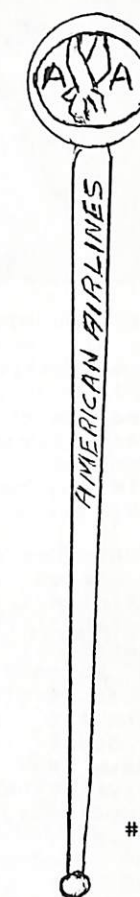
Fig. 4. This stick also has two identical sides, is flat and measures 5.5 in (14 cm) long. The writing and logo are raised with the name SPIR-IT U.S.A. just forward of the rectangular

end. The colors are again dark blue, red and white, with the only variations I have seen being a greyish white one with no manufacturer's name on it and dark blue and red ones with "ZOO-PICKS" over "DALLAS" where SPIR-IT U.S.A. appears on the other sticks. It is a good possibility that this manufacturer now makes all sticks for AA.

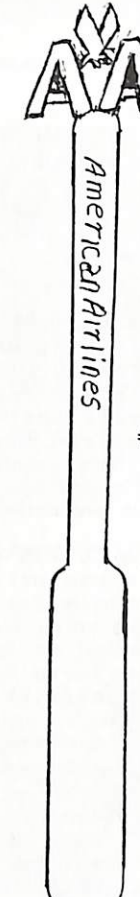
Fig. 5. This 5.75 in (14.6 cm) one-sided stick has the logo horizontally on the end, with the shaded areas around the eagle cut out. This flat stick has a bubble end and has raised writing on the shank. The manufacturer's name, SPIR-IT U.S.A., is on the reverse side, just forward of the end. The colors, once again, are dark blue, red and white. There is also an off-white one.

Fig. 6. Identical to the stick in Fig. 5 with the exception of the raised text on the shank. The manufacturer and the colors are also the same, but there is no off-white one.

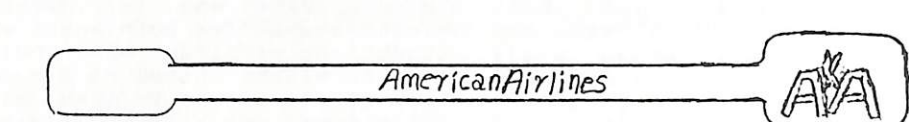
Fig. 7. This white stick with dark-blue text is shaped like an actual ski. The manufacturer is SPIR-IT U.S.A. and this name appears on the reverse at the flat end inside a groove which runs most of the length of the stick. The flat text on the front says "NOW YOU CAN SKI AA TO SLC - RNO - ABQ (SLC is Salt Lake City, RNO Reno and ABQ Albuquerque)."



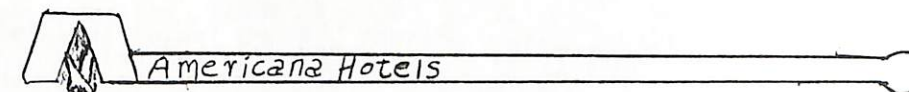
#2



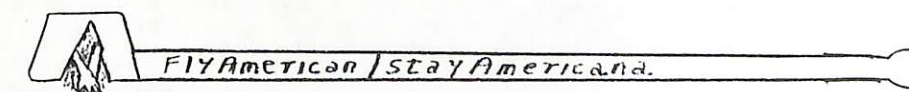
#3



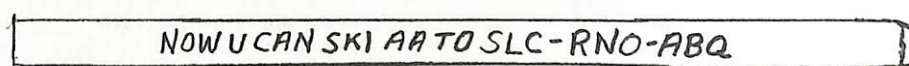
#4



#5



#6



#7



# AIRLINE MODELING

by GERRY COLE

While a number of you were enjoying Airliners International 89 in Toronto, I was in San Diego for the IPMS National Convention. In addition to excellent photo opportunities at Lindbergh Field (my first chance to photograph Southwest's Shamu 737 in person), there were Navy tours, modeling seminars and a model contest with more than 1,400 entries. The contest included two classes specifically for airliners. Photos of some of the models in San Diego will appear in this column in the next issue. The 1990 IPMS Nationals will be held in Miami, FL on 17-22 JUL. Gaston Bernal from the sponsoring IPMS group is making an effort to get many WAHS model builders to attend. I hope to see you there.

## NEW PRODUCTS

AA/ATP have produced a resin fuselage top conversion to model the Boeing 747 Stretched Upper Deck (SUD) in 1/144 scale, using the Revell 747 kit. A window decal is provided, as the resin part is solid. Also new is a set of 4 CFM-56 engines to convert the Revell DC-8-61 to a -71/-73. The very complete instruction sheet also includes information on building a military Boeing 707 tanker conversion.

Convair prop lovers finally have a 1/144 scale twin turbo-prop -580 model. Sasquatch Scale Models, 6881 S.E. Alberta, Portland, OR 97206, have a low-pressure molded styrene and resin fuselage kit that retails at \$14. (All prices in this article are in U.S. dollars.)

Remember the vacuform conversion produced a few years back to make a Boeing 307 Stratoliner from a 1/144 scale Crown B-17? Sasquatch has announced a resin conversion fuselage for \$6.50. They also have a 1/200 scale Boeing 747-SP conversion kit for use with the Hasegawa 747. It includes both a new resin fuselage and the larger horizontal stabilizers. The price of this conversion kit is \$10. No decals are provided in any of these Sasquatch kits mentioned above.

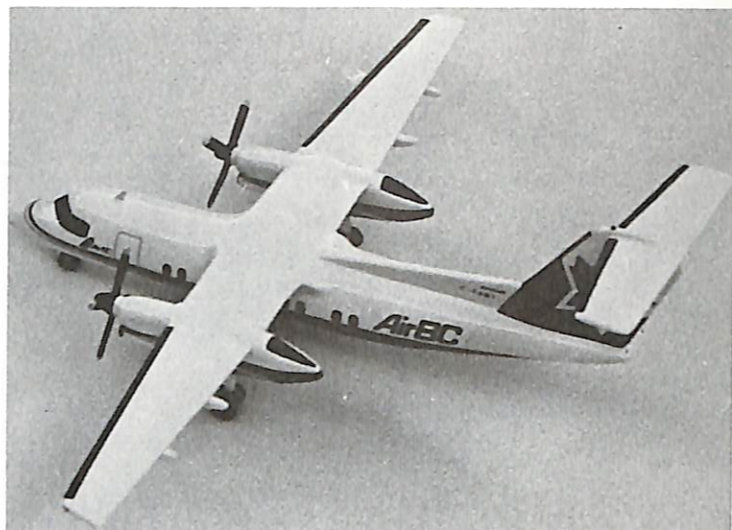
Sasquatch has re-packaged their Air BC Dash-8 kit with new Flight Design decals for either Eastern Metro Express or America West. All three kits list for \$15 each. In addition, their three different Boeing 757 kits in 1/200 scale are now available

All photos in this column show AI'89 model contest winners.

(Photos by Joop Gerritsma)

(Right) Air BC Dash 8 by Rick Guibault, Detroit, MI:

BEST THEME MODEL



in appropriate Eastern, Republic or Northwest decals at \$15 each.

With all these combinations of kits and decals, I suggest you write Sasquatch and ask them to send you their latest flyer. Tell them you read about the kits in the CAPTAIN'S LOG. Please enclose an SSAE.

Jim Childs of Flight Design decals has produced a series of new decals for the Metroliner in 1/144 scale, using either the Sasquatch or Rare Liners kits. The subjects include Northwest Orient Airliner, American Eagle, Trans World Express and Air Canada Connector. Each decal includes stripes, windows and a selection of registrations. These decals have applications beyond just the Metroliner. Flight Designs has also produced a very complete decal for the red and white Air BC Twin Otter in both 1/144 and 1/72 scale. Registrations for both wheel and floatplane versions are included. Excellent photos of Air BC Twin Otters appear in the all-color Osprey book "Bush Flying" by David Oliver.

Future decal projects from Flight Designs include the DHC-3 Otter and DHC-2 Beaver in 1/72 scale for the Hobby Craft kits. Flight Design decals may be purchased from AA/ATP, Sasquatch or direct from 13563 N.W. Cornell Road, Suite 205, Portland, OR 97229-5892, USA.

A 1/72 scale DHC-8-100 kit has been produced by Hobby Craft of Canada. This is a fairly simple Dash-8 kit, with about 40 parts molded in white plastic. The cockpit is detailed, but

there is nothing but air in the passenger cabin. The wheel wells are very shallow and surface detailing is confined to engraved control surfaces, doors and emergency exits. For some strange reason, the passenger door has a raised outline. All this would be fine in 1/144 scale, but the moldings look rather plain in 1/72, especially when the modeler is faced with a \$19 retail price. Two large sheets of Air Ontario and Henson Piedmont Regional Airline decals are provided, including de-icer boots and a single registration for each aircraft. The decals have never been a strong point with Hobby Craft. They tend to break up in water. I sincerely hope these are usable. More on this model next time.

## DEPARTURE LOUNGE

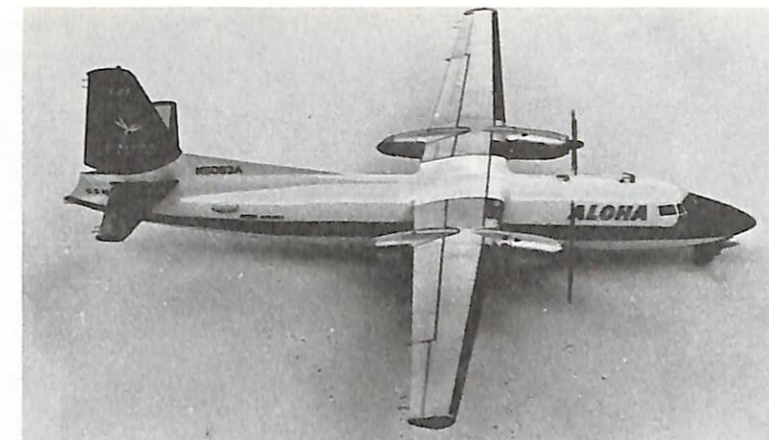
There appear to be a number of attempts to bring back some of the older model kits, including airliners. Glencoe Models has announced plans to release the old Hawk Viscount with Capital and BEA Scalemaster decals, as well as the Curtiss Condor with American Airlines and Argentine (?) decals. They have purchased the old Strombecker molds with the intent to re-release their line. Monogram will re-release their 1/48 scale C-47 this winter and Necomisa may bring back the Lindbergh line of 1/48 scale civil aircraft. While collectors may mourn the decrease in selling price of these rare kits, we modelers will definitely benefit from increased availability.

## AIRLINERS '89 MODEL CONTEST WINNERS

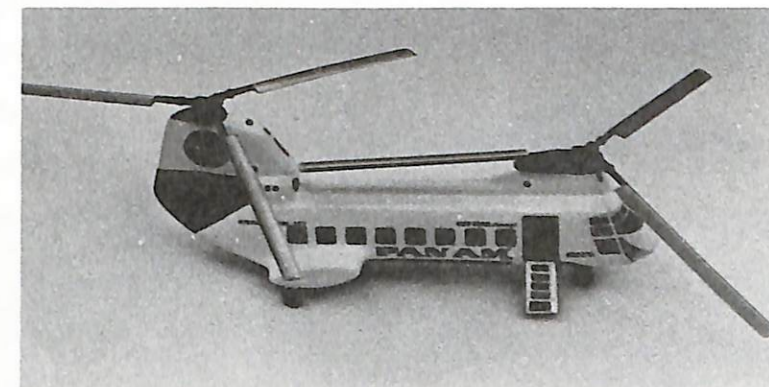


Total entries: 34

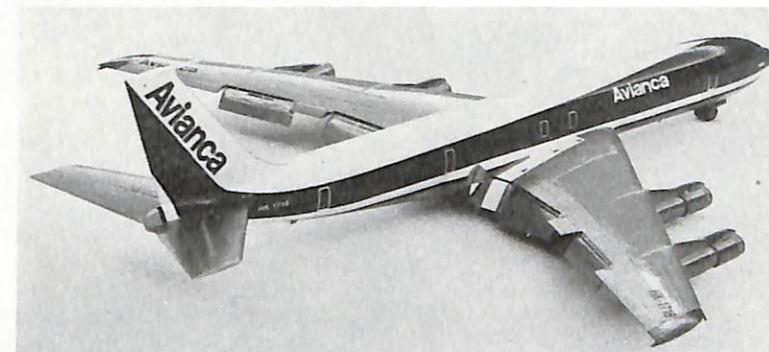
- (1) PROPELLER, 1/99 scale or larger (3 entr.)  
1st - Rick Nevland, El Segundo, CA: ALOHA F.27  
2nd - Ron Kluk, Chicago, IL: ANTONOV AN-14  
3rd - Ron Kluk, Chicago, IL: CHICAGO HELICOPTER S-55
- (2) PROPELLER, 1/100 scale or smaller (8 entr.)  
1st - Randy Auble, Indianapolis, IN: PANAM VERTOL 107  
2nd - Rick Guibault, Detroit MI: AIR BC Dash-8  
3rd - John Mui, Hollywood, FL: Dash-8
- (3) JET, 1/125 or larger (2 entries)  
1st - Tom Kim, Rexdale, Ont.: AVIANCA 707  
2nd - Randy Auble, Indianapolis, IN: TWA DC-9
- (4) JET, 1/126 - 1/149 scale (3 entries)  
1st - John Mui, Hollywood, FL: WARDAIR A310  
2nd - Rick Neibert, Canton, MI: DC-9  
3rd - Greg Stanley, Manassas, VA: PIEDMONT 727-200
- (5) JET, 1/150 scale or smaller (4 entries, all by same person)  
1st - Rick Guibault, Detroit, MI: SAS 767  
2nd - Rick Guibault, Detroit, MI: LOT 767  
3rd - Rick Guibault, Detroit, MI: DC-9
- (6) MAJOR CONVERSION (4 entries, all by the same person)  
1st - Rick Guibault, Detroit, MI: Southwest Boeing 737-300  
2nd - Rick Guibault: American Boeing 737-300  
3rd - Rick Guibault: New York Air 737-300
- (7) VACUFORM & SCRATCHBUILT (2 entries)  
1st - Ron Kluk, Chicago, IL: Twin Pioneer  
2nd - Randy Auble, Indianapolis, IN: TWA Martin 4-0-4
- (8) DIORAMA (2 entries)  
1st place only - M.R. Connell, Keswick, Ont.: HAWAIIAN DC9 at the gate
- (9) DISPLAY model (1 entry)  
1st place only - Randy Auble, Indianapolis IN: USAIR DC-9
- (10) FLIGHTS of fancy (3 entries)  
1st place only - Rick Guibault, Detroit, MI: TWA Boeing 747-400 with winglets
- (11) JUNIOR, 14 years old and under (2 entr.)  
1st - David Avella, Scarborough, Ont.: TWA 747  
2nd - Scott Stanley, Manassas, VA: TDA A300
- (12) BEST THEME MODEL, as selected by the judges (4 eligible from all categories)  
Rick Guibault, Detroit, MI: AIR BC Dash-8
- (13) "AVIATION WORLD" BEST-OF-SHOW, selected by popular vote of convention delegates - all 34 entries eligible  
Greg Stanley, Manassas, VA: Piedmont 727-200



Aloha F.27 by Rick Nevland, El Segundo, CA.



PanAm V.107 by Randy Auble, Indianapolis, IN.



Avianca 707 by Tom Kim, Rexdale, Ont.

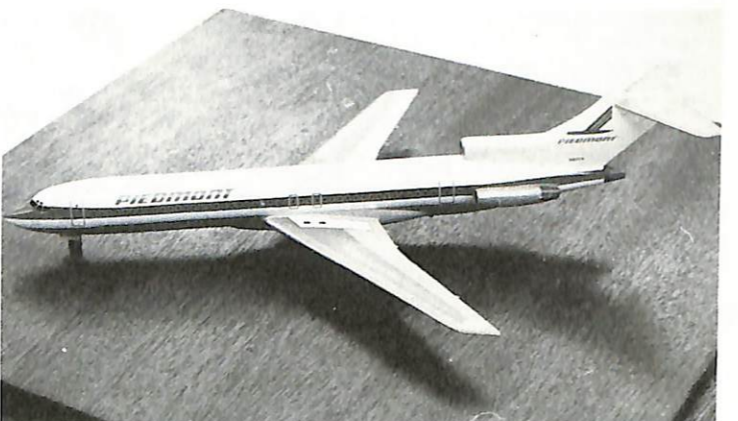
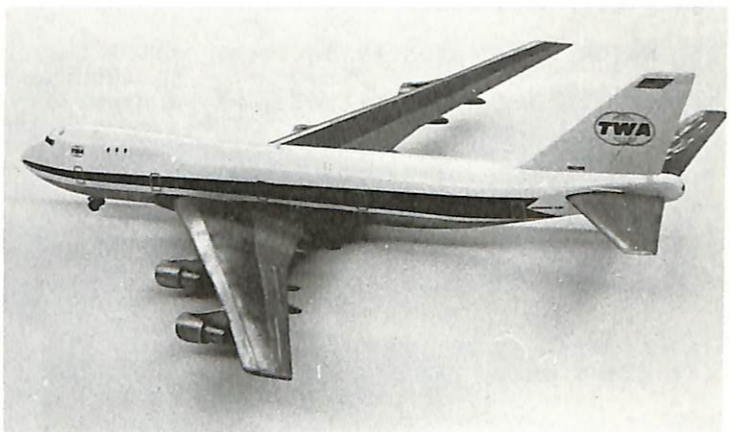
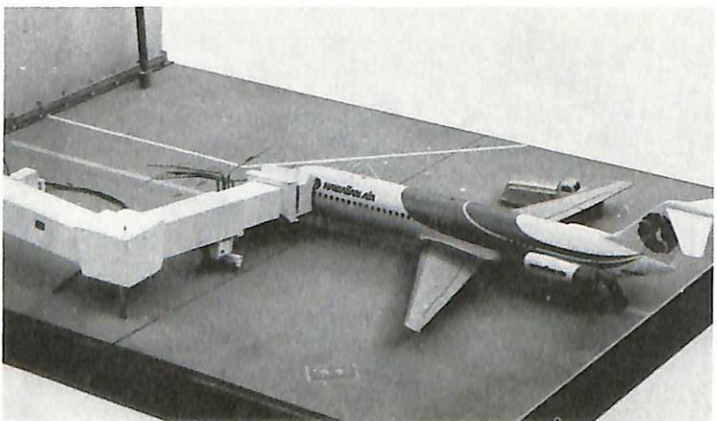
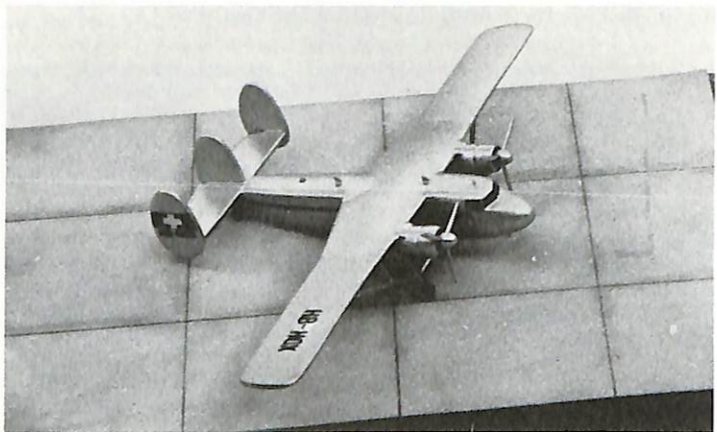
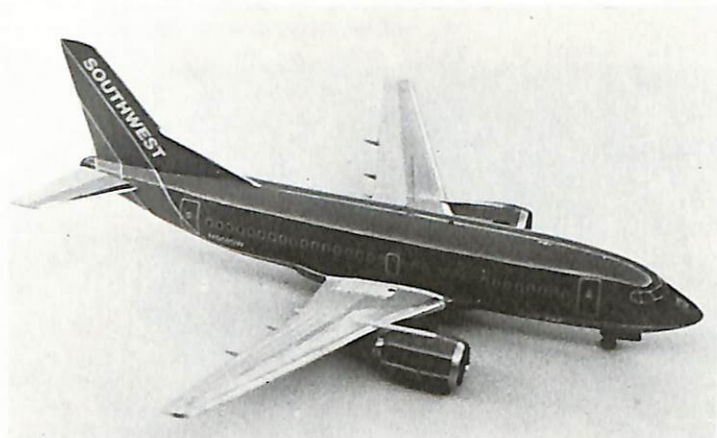


Wardair A310 by John Mui, Hollywood, FL.



(Left, top to bottom):  
 SAS 767 by Rick Guibault, Detroit, MI.  
 Southwest Boeing 737-300 by Rick Guibault,  
 Detroit, MI.  
 Twin Pioneer by Ron Kluk, Chicago, IL.  
 Hawaiian DC9 at the gate by M.R. Connell,  
 Keswick, Ont.

(This column, top to bottom):  
 US Air DC-9 by Randy Auble, Indianapolis IN.  
 TWA 747 by David Avella, Scarborough, Ont.  
 Piedmont 727-200 by Greg Stanley, Manassas VA.



# PHOTO CONTEST WINNERS



Total entries: 99

- (1) COLOR ENLARGEMENT (45 entr.)  
 1st - Dave Campbell, Dover NJ:  
 AMERICAN AIRLINES 727 on t/o.  
 2nd - Bill Hough, New York NY:  
 AIRCAL BAe 146  
 3rd - Jerry Stanick, Conley GA:  
 TRUMP 727 TAIL

- (2) BLACK & WHITE ENLARGEMENT  
 (2 entries)  
 1st place only - John Plunkett  
 Maple, Ont.:  
 ALITALIA 747 landing at YYZ



TOP: American Airlines 727 on takeoff. by Dave Campbell, Dover NJ: 1st place color enlargements.  
 ABOVE: AirCal BAe 146 on finals before touchdown. by Bill Hough, New York, NY: 2nd place color enlargements.  
 BELOW: Eastern 757 by Michael Chew, Belmont, CA: 1st place color slides.



- (3) SLIDES (42 entries):  
 1st - Michael Chew, Belmont CA:  
 EASTERN 757  
 2nd - Brian Gore, Torrance CA:  
 EASTERN 757 in landing  
 3rd - Keith Armes, Miami FL:  
 AMERICAN 767

- (4) Salon Photo (10 entries)  
 1st - Dave Campbell, Dover NJ:  
 UNITED EXPRESS F.27  
 2nd - John Plunkett, Maple, Ont  
 BRITISH AW CONCORDE at YYZ  
 3rd - George Dyson, Columbia MD  
 MID PACIFIC YS-11

- (5) SPIRIT OF FLIGHT (chosen  
 from categories 1, 2 and 3  
 89 entries eligible)  
 1st place only - Michael Bolden  
 Denver CO:  
 UNITED BOEING 767 on takeoff  
 silhouetted against Denver  
 skyline

Eastern 757 in the landing, by Brian Gore, Torrance, CA: 2nd place color slides.



American Airlines 767 by Keith Armes, Miami, FL: 3rd place color slides.



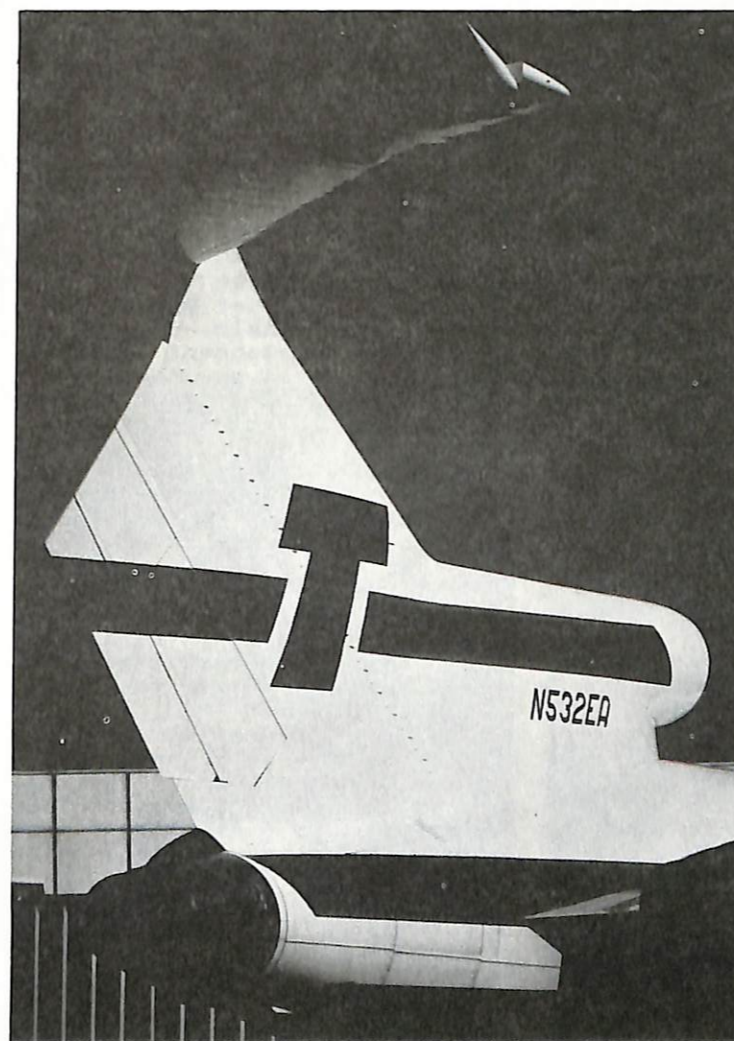
United Express F.27 on climb out, by Dave Campbell, Dover, NJ: 1st place Salon photos



LEFT: United Boeing 767 on takeoff silhouetted against Denver skyline, by Michael Bolden, Denver, CO: Spirit of Flight.

BELOW, LEFT: Trump tail, by Jerry Stanick, Conley, GA: 3rd place Color enlargements.

BELOW, RIGHT: Mid-Pacific YS-11, by George Dyson, Columbia, MD: 3rd place Salon Airliner



# THEY WERE THE BEST OF TIMES

Text and photos by Joop Gerritsma



The annual bash which we in the WAHS call AIRLINERS INTERNATIONAL is over again for another year. Let me say right off the bat that in my books, Mark and Vikki Coles and their crew from the Ontario Aviation Enthusiasts Society did a marvellous job. Thank you, everyone! As I am writing this, in the middle of a hot August, I have not yet come down from the "high" the convention gave me. It was the 13th annual AI, but it was not "unlucky" for me. I came away with several new and old books, and



MARK & VIKKI COLES: Tired but happy CONVENTIONFACESCONVENTIONFACESCONVENTIONFACESCONVE

a stack of photos, including several historic "finds".

The Skyline Airport Hotel certainly offered us meeting and display facilities second-to-none. I live close by Toronto and did not stay overnight, but several people who did, did tell me they were very happy with the accommodation. Thank you, Skyline management and staff.

I am happy to report that the fears of some of our members in the USA about potential problems with customs, both coming into Canada and going back into the USA, did not materialize. I did hear from several people they had no trouble at all.

The extended AI trading hours proved popular and bear repeating. So does the special program for the spouses and children who don't want to roam the trading floor for three days. I was told the programs were a success, but I was too busy trading and buying to notice.

The only tour I took was to de Havilland plant, makers of the successful Dash-8 (and the famous Twin Otter, no longer in production since DEC 88, after 844 had been built). I learned a lot and enjoyed myself tremendously, even though our friendly tour guide Chris Buckley, half-jokingly wondered for a moment about me being a "Fokker spy" (because of my -heavy?!- Dutch accent). Nice try, Chris, and thanks for the compliment. Also my thanks for giving up your Saturday to show us around.

Master of Ceremonies Jeff Ward ran a tight ship at the traditional closing banquet Saturday evening.

The contests, guest speakers and the companionship of fellow enthusiasts are the real reason for attending the banquet for me. I have just one question: where do you, John Weag (Name the Pane contest by the Southern California Airline Enthusiasts) and Ellen Jones (Trivia contest by the Southern Florida Airline Historical Association) find those bloody hard questions? I sweat more trying to answer them than I ever did writing my college and university exams many eons ago. But I do enjoy these contests a whole lot more than my old exams, though.

Banquet quest speakers included Ralph Fraser, director of marketing, North America for the Canadair Regional Jet Division; Tony Pliszka, general manager of American Airlines in Toronto; Tom Lewis, president of Odyssev International Airlines, and Sunjoo Advani.

## RALPH FRASER/CANADAIR

The new Canadair Regional Jet is "one of the most-exciting developments in the regional aircraft business for the 1990s," Mr. Fraser said.

The 50-passenger RJ is expected to restore city-pair services in many markets where it was dropped in favor of hub-and-spoke services, he said, because

today's smallest jetliners are still too big for the traffic in such point-to-point markets.

He showed that even though the RJ is considerably more-expensive to buy than the typical turboprop of similar capacity, its productivity is 70% higher.

The first flight of the RJ is expected in the spring of 1991 and the first production aircraft are scheduled to be delivered to the West-German regional airline DLT one year later.

## TONY PLISZKA/AMERICAN AIRLINES

American Airlines has been in Toronto for 51 years. It operated a DC-3 with airline executives into what was then Malton Airport, Toronto, in 1938, Mr. Pliszka said. The DC-3, N16009, flew company executives to the Canadian National Exhibition.

Scheduled service started in 1941, when AA began three DC-3 return services per day between Toronto and Buffalo.

Postwar development of AA's Toronto services saw the Convair 240 and the DC-4 Airfreighter take over. In time they were followed by the DC-6, Electra and the 707. Today, AA operates 727 and DC-10 services from New York, Chicago and Los Angeles to what is now Lester B. Pearson International Airport.

Next year AA will move out of crowded Terminal 1 into the new Terminal 3, where it will have five dedicated gates, three for the MD-88 and two for the DC-10.

## TOM LEWIS/ODYSSEY INTERNATIONAL

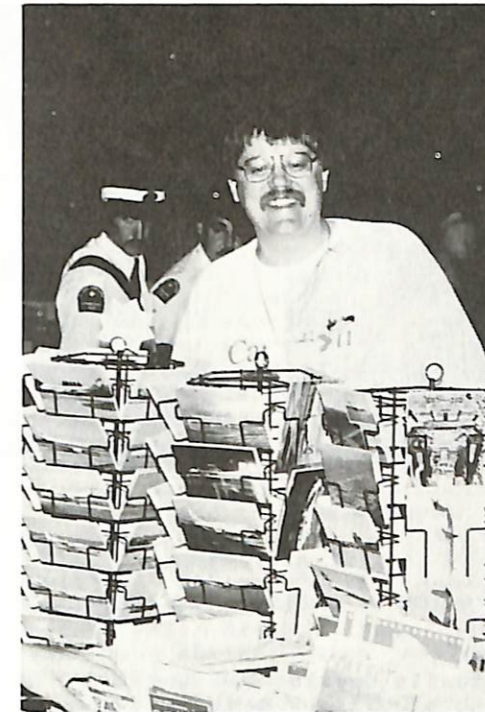
Mr. Lewis gave us a glimpse inside the process going into starting a new airline, from finding the money and selecting a name to acquiring a fleet.

Canadian charter and vacation airline Odyssev International was founded in 1988 when long-time number one Canadian charter airline Wardair began moving into scheduled services.

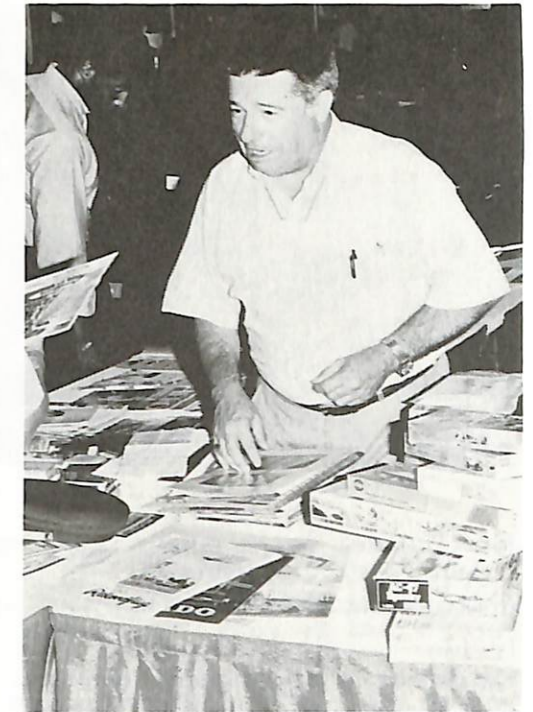
After choosing the name Odvs-



PAUL COLLINS: here we go again, folks!



CHRIS NOTTINGHAM: please buy a card from me.



HECTOR CABEZAS: special offers from Germany!

CONVENTIONFACESCONVENTIONFACESCONVENTIONFACESCONVENTIONFACESCONVENTIONFACESCONVENTIONFACESCONVENTION

sey (a long trip in Greek mythology) the young airline looked at the Boeing 737-300. But it soon became apparent more capacity and flexibility were required than the 737 could offer.

Odyssev then decided on the Boeing 757-200ER. A 757-200 was leased from Air Holland in OCT

88. It operated Odyssev's first flight on 03 NOV and returned to Amsterdam in MAR 89. By then, Odyssev had leased two new 757-200ER from International Lease Finance Corporation.

Despite some problems with the slat-actuating mechanism caused by cold weather ("We had

some fast landings over that period," Mr. Lewis remembered) the 757 has performed well after Boeing had fixed the problem.

Three more 757s from ILFC are coming on stream in 1990 and a sixth one is scheduled for 1993.

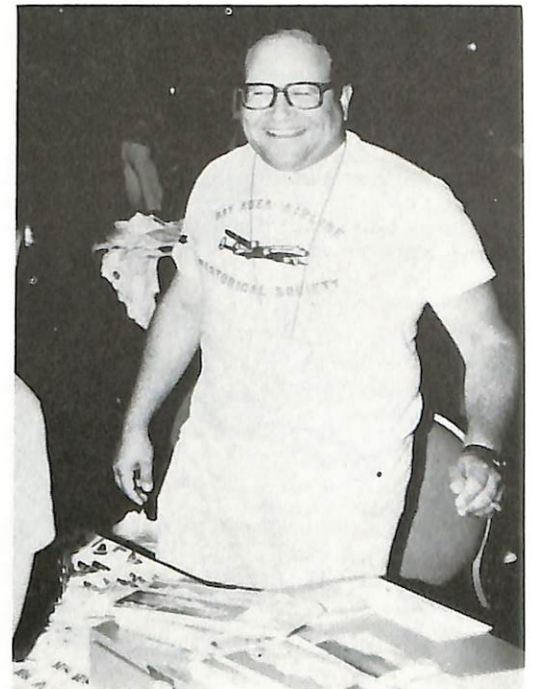
But Odyssev will still operate the Boeing 737. One will be

CONVENTIONFACESCONVENTIONFACESCONVENTIONFACESCONVENTIONFACESCONVENTIONFACESCONVENTIONFACESCONVENTION

DICK KORAN: Detroit in '92, anyone?

STAN BAUMWALD: Are you ready for deals?

HOWARD GRANT: This is a great party!





MARK COLES, BRIAN DUNN & JON PROCTOR:  
high-level discussions



DON THOMAS (rt.) & JOHN DEKKER:  
down-to-earth dealing

CONVENTIONFACESCONVENTIONFACESCONVENTIONFACESCONVENTIONFACESCONVENTIONFACESCONVENTIONFACESCONVENTION

leased from Air Europe from 01 NOV 89 for winter services to Mexico and another will be acquired on a long-term lease from Britain next year.

SUNJOO ADVANI

Through a series of slides, Mr. Advani illustrated and narrated the results of man's dream to fly. Some slides were taken during his recent trip to his native Nepal.

From the wind-swept mountain-side runways of the Himalayas to the concrete expanses of Lester B. Pearson International at Toronto (how does HE get ramp and runway access like that?), Mr. Advani gave a fascinating picture of today's air travel.

While the terminals at some airstrips in Nepal don't even have roofs (and don't need them, because when it rains, the aircraft won't come), international terminals such as YYZ struggle to maintain order while handling traffic at 140% of their design capacity. That alone explained better than anything the dilemma many major airports face today.

SEATTLE '90

Boeing Country! It has been a long time in coming, but in 1990 AIRLINERS INTERNATIONAL is finally going to Boeing Country - one of the few real airliner heavens on earth.

Forgive me for perhaps being a little poetic, but I am really excited about going to the west coast in 1990. I can't help it, after all what Jon Proctor has told us about the AI'90.

For one thing, the convention hotel, the 860-room Red Lion, is located RIGHT AT the airport, with the windows on one side ac-

tually overlooking the ramp. The hotel will be happy to give us those airport-side rooms, said Jon, adding that "Everybody else wants to be away from it."

Better hurry your reservation because those rooms are sure to sell out fast.

AI'90 DATES are 20-21-22 JUN and the room rates will be in the range of \$78 for one to four people per room, including one week before and one week after the convention.



The hotel offers AI a 13,300 sq.ft. display area. I for one just cannot see ever getting bored roaming the display and sale hall at the convention for the three days of the event, but for those who do, there's lots to see and do, aviation-wise, at Seattle, Jon said.

1. The convention committee has preliminary approval for a ramp tour of SEA-TAC.

2. ALASKA AIRLINES is the OFFICIAL AIRLINE for AI'90 and Jon said we probably will tour their maintenance facilities and flight ops training centre.

3. Major regional airline HORIZON AIR at SEA-TAC will be asked to run a scenic flight on the airline's Dash-8 or Fokker F-28 aircraft on Saturday.

4. Lake Union Air operates scenic flights out of the harbor

with DHC Beavers on floats.

5. The Museum of Flight has a wonderful collection of historic aircraft, including a restored DC-3 in contemporary Alaska AL colors, as well as many aviation artifacts.

6. Up the road a bit is Everett with the final assembly line of the Boeing 747 and 767. Tours of this, the world's largest building by cubic feet, will be made on Thursday and/or Friday, since there are no tours given on Saturday. Overflows could go Wednesday for early birds.

7. Also, the Everett Community Colleegethere has a DH-106 Comet in BOAC colors on display.

Your information/registration packages go in the mail in about JAN or FEB 90, Jon said.

The committee will handle all registration and tour assignments by mail next year, in an attempt to speed up check-in. Let's hope for no more long line-ups at the registration table. The only thing you'll have to stand in line for, is the traditional goody bag.

The catch is of course, YOU MUST REMEMBER TO BRING YOUR REGISTRATION PACKAGE.

Paul Collins, our indefatigable WAHS president, has been working on a deal whereby he charters an Amtrak coach for those of us who would like to "ride the rails" to Seattle. The train will leave from Chicago, the trip will take about 48 hours and the fare will be about \$170 one-way. Paul needs about 80 people for us to get our own coach. He promised us further details when he gets them.

INCIDENTLY, the dates for the AI'90 convention DO NOT clash with the annual IPMS Nationals that year. Those are being held from 17 to 22 JUL in Miami.

Text and photos by

Joop Gerritsma

# THE PEOPLE WHO MADE IT WORK

It is a real pleasure to spring some names of people on you here. People who, in one form or another, stood out at the AI'89 convention in Toronto.

First of all, there are the members of the organizing committee.

We all know the two co-hosts, Mark and Vikki Coles. Working with them, often behind the scenes, were Jeffrey Ward, Steve Emmins, Garry Donovan, Marq Bolton, Lori MacIver, Brian Dunn, Andy Cardadeiro, Mary Heins, Neil Wilson and Michael Bell, all of the Ontario Aviation Enthusiasts Society.

The judges for the various AI contests were co-ordinated in their work by Andy Cardadeiro and their names are: (Photo contest) Sheldon Benner, Ray Cormack, Tom Norwood and Ron Sitton; (Model contest) Mario Matarelli, Bill Brown and Paul Roberts; (Postcard contest) Mario Matarelli, Ray Cormack and John Proctor.

To all of them our sincere thanks.

Then there were the people running and those winning the two contests at the Saturday banquet. The Trivia contest was run by Dave and Ellen Jones of the Southern Florida Airline Historical Association. The winners were: Tom Norwood - 1st with eight correct answers (out of 10). Mike Adkins was runner-up, also with eight correct answers. Phil Brooks and Art Smit Roeters also had eight correct answers, but the winners were decided by the two tiebreakers. The table prize for the most correct answers went to the De-Havilland Boeing Canada table with Tom Norwood, Art Smit Roeters Phil Brooks, Anne Adkins, John Adkins, Mike Adkins and Bob Trader.

The Name the Plane contest, run by John Weqq of the Southern California Airline Enthusiasts, was won by Gary Vincent, with 13 correct answers out of 20. He received the Paul Goethe Memorial Trophy. A measure of how difficult this contest was, is that Gary was followed by two people with 13 correct answers and four

others who had 10 or more. Everybody else had fewer than 10 correct answers.

Howard Grant won the door prize of a free registration at the AI'90 in Seattle.

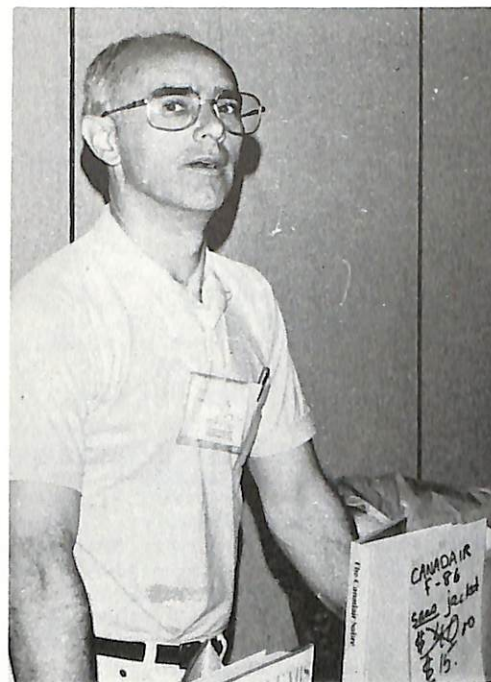
To those who worked so hard to make AI'89 a success: our sincere thanks. To those who won a prize in one of the contests: our congratulation, and to all of those who attended: thanks for coming out and see you next year in Seattle.

Finally, our thanks also go to the two dozen corporations which sponsored the convention. Without them many of the activities would not have been possible and the give-aways would not have been there.



CONVENTIONFACESCONVENTIONFACESCONVENTIONFACESCONVENTIONFACESCONVENTIONFACESCONVENTIONFACESCONVENTION

LARRY MILBERRY:  
The bookman from Canada



THE SEARCH GOES ON:  
Something for everyone



NIEK VERMEULEN:  
Air sickness bag champion



# MEETINGS & CONVENTIONS

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

## 30 SEP 89 (Saturday) Burlingame, CA.

Airline collectibles show & sale  
Sheraton Airport Hotel, 1177  
Airport Blvd, Burlingame, CA.  
Admission \$3, children under 12  
(with parent) free. Hotel room  
rates \$49/night. Reservations,  
(415) 342-9200.  
More info: Tom Draages (415)  
574-8111.



## 28 OCT 89 (Saturday) Miami, Florida

Memorabilia Show by Southern  
Florida Airline Historical  
Association, 0930 - 1630.  
Airport ramp tours, model-  
photo- and slide contests.  
Trade - Buy - Sell!  
Ramada Hotel, Miami Interna-  
tional Airport (East side),  
3941 N.W. 22nd Street, Miami,  
FL 33142, Ph. (305) 871-1700  
(Shuttle bus to/from hotel)  
Admission \$2.50, children under  
12 (with adult) free. display/  
sale/trade tables \$20 each.  
Call Don or Linda Levine, (305)  
935-1791 or (305) 935-2922 for  
table reservations and informa-  
tion. Dave Jones is model con-  
test director. (305) 963-1043

## OCT 89 (Date to be determined)

Toronto, Ontario, Canada  
Flight over Niagara in Dash-8.  
For info: Ontario Aviation  
Enthusiasts Society, Box 72,  
Malton P.O., Mississauga,  
Ontario, Canada, L4T 3B5.

## 02 DEC 89 (Saturday) Toronto, Ontario, Canada

DAES slide show and Christmas  
dinner. For info: DAES, Box 72,  
Malton P.O., Mississauga, Ont.  
Canada, L4T 3B5.

## 17 MAR 90 (Saturday) Munich, W-Germany

4th International Aviation Hobby  
Meeting, at the Burgerhaus,  
Dornach, about 1.5 mi (2 km)  
north of Munich Riem Airport.  
1000 - 1700  
Admission DM 5, children (with  
adult) free, tables DM 10 for  
private participants, DM 25 for

commercial participants. Table  
registration includes one free  
admission.

For information, advance regis-  
tration and airline/road/rail  
directions to the show: Josef  
Schmitt, Frau-von-Uta-Str. 24,  
D-8000 Munich 82, W-Germany.

## 24 MAR 90 (Saturday) Phoenix, AZ.

Airline Southwest Expo  
Holiday Inn - Airport, 4300 East  
Washington, Phoenix, AZ., 0900  
- 1700 (Dealer set-up at 0500).  
Slides, pilot wings, junior crew  
wings, dining items, books,  
posters, time tables, photos,  
playing cards, models, post-  
cards.  
Admission \$3, tables \$17 (inclu-  
des 2 admissions). For more in-  
formation, Alan B. Merkle, 107  
East St. John, Phoenix, AZ  
85022, or call 1-602-993-8276.  
For hotel reservations call  
1-602-273-7778 and ask for  
Stacy for Airline Expo rate of  
\$49s/\$59d.

## 31 MAR 90 (Saturday) Dallas, Texas.

3rd Annual Airline Memorabilia  
Flea Market Mini-convention, by  
Airlines International - DFW.  
Holiday Inn - DFW Airport South,  
4440 West Airport Freeway,  
Irving, TX, 0900 - 01700  
(Dealer set-up at 0700).  
Slide shows, model contests,  
displays.

## AIRLINES *International* - D/FW

Admission \$3, children under 12  
free. Display tables \$15 each  
(includes admission for table  
holders plus one adult).  
Hotel rates \$49 per night, up to  
four in a room. Free shuttle  
to/from DFW Airport  
For information: George Cearley  
Jr., P.O. Box 12312, Dallas, TX  
75225.

## 31 MAR 90 (Saturday) Stuttgart, W-Germany

International Aero Hobby Meet,  
1000 - 1800.  
Postcards, slides, models, play-  
ing cards, books, photos, etc.  
Trade, buy, sell.  
"Zentrum Bernhausen" (Bernhausen  
Centre), Bernhauser Hauptstr. 2  
Bernhausen (across from airport  
at Filderstadt).  
For information: Manfred Kuhl,  
D-7024 Filderstadt 1,  
Alderstrasse 32, West-Germany.

## 25-26 MAY 90 (Friday-Saturday) Toronto, Ontario, Canada.

Torcan 13 - 13th annual Torcan  
Model Contest  
Cara Inn, Pearson Int'l Airport.  
More than 78 categories, out-of-  
box awards, more than 200 theme  
and category awards. Themes:  
Best battle of Britain Air-  
craft, Sino-Soviet military  
vehicle, Humorous figure, War-  
ship of WW2, Civilian replica  
vehicle. Also seminars, videos,  
vendors, raffles, door prizes.  
For more information: Garry  
Dowling, 41 Mississauga Valley  
Blvd., Unit 55, Mississauga,  
Ont., Canada L5A 3N5, (416)  
848-9106, or Bill Campbell,  
2255 Weston Rd. #809, Weston,  
Ont., Canada M9N 1Y5, (416)  
247-1712, or Garry Wilks, 71  
Rockliffe Blvd., Toronto, Ont.,  
Canada M6N 4R4, (416) 763-4517.

## 21 JUN - 23 JUN 90 (Thursday - Saturday) Seattle, WA, USA.

AIRLINERS INTERNATIONAL '90.  
Red Lion Hotel, Sea-Tac, 18740  
Pacific Highway South, Seattle,  
WA 98188, Ph. (206) 246-8600.  
Rooms \$78/night for 1-4 people  
from 18 thru 25 JUN.  
Trade, buy, sell airline memora-  
bilias of all kinds. Tours of  
Boeing 747/767 assembly com-  
plex, Museum of Flight, Alaska  
Airlines, Sea-Tac ramp tour.  
Scenic flights over Mt. St.  
Helens on Dash 8.  
WAHS members will receive info/  
registration package in the  
mail when ready. Others may  
write the Editor and your  
letters will be forwarded.

## Every last Tuesday of the month (except DEC and the AI convention month).

Denver, CO  
Colorado Airliners International  
Aspen AW/United Express VIP  
Lounge, Stapleton Airp. 7 p.m.  
Meetings, Speakers, films,  
trading & more on the program.  
For details, write: CAI, P.O.  
Box 440713, AURORA, CO, USA  
80044-0713.

## 17-22 JUL 90 (all week (Tue-Sun) Miami, Florida

IPMS/USA National convention at  
Miami Convention Center, Hyatt  
Regency Hotel downtown. Rooms  
\$70/night (up to 4 per room)  
Tours of Homestead AFB. Other  
aviation attractions: Weeks Air  
Museum (military aircr. WW1-WW2  
Orange Blossom Hobbies shop.  
Details: IPMS Nat's 1990, 13211  
SW 44th Street, Miami, FL 33175.



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

by

Paul F. Collins

Here it is, late September, and looking back on  
the summer, it was great! The 13th annual Airliners  
International convention was a success, the second  
F-4 Society Phan Con was a success, attended a number  
of flea-markets and obtained a number of "new" old  
post cards both aviation and scenic types for my  
collection, and the wife and I did not have any  
"major" fights!

The trip to Toronto was very nice. Had a minor  
problem crossing the border, but nothing serious. Both  
the wife and I were a little disappointed in the way  
the convention hotel had deteriorated. I remembered  
it as a bright and lively facility. However, this cer-  
tainly did not detract from the good time that we had.  
The convention committee must be praised for the great  
job they did. The tours that had been set up were  
very successful as well as the "extra" things the  
committee planned for those attending Airliners Int'l  
89. Those that could have attended, but chose not to,  
missed out on some super memorabilia. Hope to see all  
of you in Seattle in 1990!

The convention business meeting took up quite a  
bit of time since four different groups made a pre-  
sentation for the 1991 affair. Detroit, Long Beach,  
Montreal and Orlando all made presentations. After  
the ballots were counted, Orlando was declared the  
winner and will host the 1991 (15th) Airliners Int'l.  
Linda and Don Levine will head the host committee. Also  
during the meeting, Jon Proctor updated the activities  
of the 1990 convention committee (Seattle). From  
what Jon reported, the Seattle affair will be a great  
way to start out the 1990's. Convention registration  
material for next year will be mailed to all members  
after the first of the year.

For those interested in bidding on the 1992 or  
beyond Airliners International, here are several things  
that you must consider when making up your plans. The  
convention must be held between the date of June 15  
and August 15; the name of the convention MUST be Air-  
liners International (and the year being held); and  
the business meeting for selecting future convention  
sites, as well as other business pertaining to the  
activities of the convention, MUST be held on the Fri-  
day evening of the convention. A motion was passed  
to limit site presentations to 15 minutes. This motion  
will go into effect at the 1990 business meeting, thus  
placing future site committees under four rules that  
must be considered when making their plans. If you  
have any questions at all about how to go about se-  
lecting a site and what you need to do to make a pre-

sentation at a future convention, please give Paul  
Collins a call and he will be happy to answer any  
question that you might have.

One additional point that was brought up at the  
convention business meeting was about groups that show  
up at the convention to make a presentation without  
first notifying the current host committee that they  
plan to do so. In the future, all groups interested  
in making a site presentation must notify the current  
convention committee of their intentions at least two  
weeks prior to the Friday night business meeting of  
the current convention. Your compliance with this re-  
quest will not only be appreciated, but mandatory. No  
site presentations will be allowed if this request is  
not followed.

With the closing of the convention business meet-  
ing, the business meeting for the WAHS was called to  
order. For the life of me, I can't understand why  
those attending the convention that belong to the WAHS,  
do not attend the Society business meeting. This IS  
YOUR organization, you're the ones paying the bill, YOU  
do have a say in how the Society is run. The best  
time that you have to make your feelings known is at  
the Society business meeting at the conventions. In  
the future I would certainly feel better if more of  
you would attend the meetings.

After introducing Mr. Gerritsma, our Editor, and  
thanking him for a job well done over the past year,  
it was time to get into some heavy discussion on the  
future of the World Airline Historical Society. With  
over 1,300 members (or subscribers) it has become a  
very time consuming job to take care of all the things  
that must be done. The biggest job is that of mem-  
berships. This is a full time job by itself. When  
you consider: mailing out renewal notices, three times,  
one with the LOG before renewal is due, one with LOG  
at the time of expiration and one after the subscrip-  
tion has expired. All of this is controlled by the  
information on the "membership line" of a members  
address. There is very little time to go back and  
try to find out why a member did not renew after the  
third renewal notice has been sent. While all member  
information is on a disc, when entering the renewal  
information it is still necessary to check what part  
of the members form has changed since the last entry.  
I am surprised by the number of telephone numbers  
that change, yet the members in question on this have  
not changed their address! Doing this, scanning, is  
like doing the complete entry over again. Very time  
consuming! Filing the renewal forms also takes a  
lot of time. Why save the forms after entry? Well  
there is always the chance of making an error and I  
like to have something to back me up when a member  
complains that he has already paid his dues after re-  
ceiving a renewal notice. This happens more that you  
can believe. This basically covers the membership  
portion of my duties.

Other duties that take up time include adver-  
tising and distribution. While I have not actively  
went after advertisers, this is an area that could  
very well off-set some of the costs of printing the  
LOG. This is work that would take quite a bit of  
someones free time if they chose to become advertising  
solicitor. We have a product, the CAPTAIN'S LOG,  
that would be a wonderful vehicle for someone looking  
to advertise an aviation product that would be of  
interest to subscribers such as those that read the  
LOG. Direct advertising to over 1,300 aviation buffs!  
An advertiser could not ask for a better way to reach  
potential buyers.

While the LOG has been a "subscribers" magazine since the beginning, there is no reason why it could not sell in the market place. As hobby publications go, and I have seen a lot of them, the LOG is probably the best being published today. By placing the magazine on the news stands of the hobby shops across the country, it would also bring out those "closet collectors" that have not heard about the Society, thus we would obtain new members. This is a job that could be divided up between several people, in various areas of the country, with one becoming a distributing director. I would be happy to work with an individual or group of individuals that would be interested in doing this type of work for the Society.

Of course, it is no easy job just mailing the LOG to our member "subscribers." When I take the LOG to the printers I order the number of envelopes that will be needed to mail out that particular issue of the magazine. Of lately, this has been about 1,200 envelopes. I try to get the envelopes back from the printer before I get the LOG, thus giving me time to run the labels off and place them on the envelopes, allowing me to "sort" the envelopes before stuffing the magazines inside. The envelopes are sorted into three groups: those that will not receive a renewal notice; ones that will receive a "first notice" of renewal; and ones that will receive a "second notice" of renewal. I initially sort the labels by ZIP code so all envelopes are in zip order starting out. Since I have the Society broken down on five discs (US members) I now have 15 stacks of envelopes that must be made in to three stacks, which must be done manually. No big deal, but this all takes TIME. One remaining group are those that receive their FINAL notice by letter. I leave their label on the strip until I get finished with all the magazine envelopes. At that time, I go back and take the labels for those that have "expired" and place them on regular mailing business size envelopes.

As you can see, there is quite a lot of work involved with getting your LOG out to you. I didn't mention that after the LOG's are stuffed and sorted into state stacks, they are then banded together and placed in separate mail sacks as dictated by the U.S. Postal Service. The USPS is really cracking down on bulk mailers. After dealing with the post office for the last 15+ years, I feel as I could very easily get a job with the post office, and need very little training! I must say, however, that the postal clerks in both Erlanger, my local post office, and Covington where I do my bulk mailing, they have been more than helpful in getting the LOG's moving.

This is what basically goes on each quarter that your LOG is handled. Please remember that other than the Editorial work performed by your LOG Editor, all other activities of the Society are handled by me, and me alone. I do not have any help. I am not retired. I work for CSX Transportation as a yard operations clerk at their Queensgate Terminal. I operate a CRT almost 8 hours a day, transmitting train profiles from our terminal to other terminals on the CSX system. As in most work places lately, it seems like less and less employees are doing more and more work as each company finds ways to reduce the work force but not the amount of work that has been done by larger number of employees in the past. When I get home some evenings I have no desire to sit at a typewriter or enter information in a computer. Eventually it gets done, but not on a timely basis like it should. Some evenings family activities must be taken care of and on occasion, yard work and home maintenance must be taken care of. All takes TIME.

As you can see, there is a lot to do. The Society is growing and with increased interest in the airline industry, I am sure you will see the membership in the Society grow as well. The organization is getting to big for just one person to operate, and be successful. I am sure that all of you want to see the Society be successful and be productive. It can and will with your help. If there is any type work you would be interested in doing for the Society, please write me and let me know. I know that there are members in this Society that could operate the WAHS much better than I am. We have experienced people in so many fields that its just a question of some of these people coming forward and offering to share their "spare" time for the good of the Society. Please write me at Society HQ or call me at 606-342-9039.

New members and renewals have been trickling in since the last issue of the LOG went out. With this issue of the LOG those whose membership end with the final issue of Volume XV (15/4) will receive their first notice of renewal. Those whose membership ends with this issue of the LOG (15/3), will receive their second notice of renewal. Those whose membership expired with the last issue (15/2), will receive a final notice in the mail. If you have any question at all about when your subscription ends, please contact Society HQ.

I am happy to announce that with the new endorsements appearing on the envelopes that we are mailing the LOG in, very few magazines are being returned for invalid addresses. It has been several issues now that I have had to charge anyone the \$3.00 fee for re-mailing their issue of the LOG. Please continue to notify the Society when you make a change of address. Your co-operation in this matter is very important.

I am sorry to report that there has been very little co-operation from the Postal Service with regards to the two problems many of you have written me about. With regards to the "Airline Handbook," I feel that your money is lost with very, very little chance of recovery. I believe had Paul Martin written his subscribers, they would have understood the problem and he would not have had such a serious problem as he had. I have written Airline Hobby House and Jet-Set but have still not received an answer to my inquiries. My suggestion to anyone ordering from either is to only order several items at a time, thus keeping you loses low if your order is not filled. I would like to receive a post card from those that have ordered from either of the two concerns mentioned giving your name, address amount of order and if possible, when order was placed. I will continue to work on this problem, but feel that the Airline Handbook problem is such that your money will never be recovered.

Than about wraps it up for this issue of the LOG. If I think of anything else, I will make a written note and place it in the next issue of the LOG. Until then, happy collecting....

*Paul* 

CONTENT  
DELETED DUE  
TO PRIVACY  
CONCERNS

# CONTENT DELETED DUE TO PRIVACY CONCERNS

## REQUEST FOR ASSISTANCE

I. E. Quastler is seeking information for a book he is working on along with Ron Davies concerning commuter airlines. If you can answer any of the following questions, please contact Mr. Quastler at SDSU, Department of Geography, College of Arts & Letters, San Diego State Univ., San Diego, CA 92182-0381 or call 619-594-5437. It would help if you had material to back-up your answer.

1. Did the original Golden West Airlines operate its two Hansa Jets in scheduled SBA-BUR-PSP service in the late 1960's, and if so, how long?
2. The 11/70 issue of Air Transport World said that Mohawk Airlines had three "Mohawk Commuters." One was Northern Airways (North Air), but what were the other two?
3. What was the first U.S. airline to place Bandits into scheduled service and when was it?
4. When did National Executive Flying Service begin scheduled services?
5. Did Lake Central and/or North Central operate Detroit City-Cleveland Lakefront scheduled services, and if so, when?
6. When did Texas International Airlines stop operating its Beech 99s?
7. Did Cal State put any Jetstreams into scheduled service before it went out of business?
8. Did anyone other than Downtown Airlines operate New York-Philadelphia-Washington scheduled services with float planes, and if so, when?

## FOR THE GOOD OF THE SOCIETY

The Cambio Commemorative Company has recently minted a commemorative medallion for 1989, the second in the Great Lakes Series, featuring the Ford TriMotor. The Tin Goose is depicted flying alongside Perry's Victory Monument commemorating the Battle of Lake Erie.

The medallion is made of one troy ounce of .999 silver and is 38.7 mm. in diameter and is attractively presented encapsulated and in a black velour case with certificate of authenticity. The medallion sells for \$49.95 plus \$2.00 shipping and handling. To order or obtain additional information write to Cambio Commemorative Company, P.O. Box 15, Marblehead, OH 43440.

\*\*\*\*\*

Lee R. Munsick is doing research on the life, times and activities of Arthur Godfrey. Mr. Munsick seems to believe that some members of the Society may know something about Mr. Godfrey that he can use in his research. He is also seeking a movie film that featured Mr. Godfrey and Eastern Captain Dick Merrill. He would like to obtain a copy of this film if anyone has a copy. You can reach Mr. Munsick at Nostalgia, Regina Place and Harriet Drive, Whippany, NJ 07981 or call him at 201-386-1920.

\*\*\*\*\*

## MARTIN 404 UPDATE

David Lee Wilcox has found out that five Martin 404's have been ferried from Naples, Florida to Victoria, Texas and been stored. All are ex-PBA aircraft and in "flight ready" condition. This information from Erickson and Remmert Aircraft sales of Roswell, NM. The price per aircraft is \$148,600. Mr. Wilcox would appreciate help on this important airliner preservation project. If interested in helping contact David at 465 Ahsley Lane, Roanoke, TX 76262.

## FOR THE GOOD OF THE SOCIETY

As you know, we have been talking in the last several issues of the LOG about forming a committee that would help Society family members dispose of our collections should anything happen to us. While we did not get to talk about this in great detail at the convention like I had wanted to do, I think it is a good idea and we should act upon this immediately. The several of you that have volunteered your services, please contact me once again so I know for sure who you are and what your address is. We will then post this information in the next issue of the LOG so all will know who you are and how you can be contacted. Also along with the names will be some rules and regulations about how the committee will work. I would like to advise Society members to tell your family about this service and put the information that we will be putting out next issue somewhere that your family members will be able to find it when needed.

Society member John Chivers has volunteered to help our members in Europe should they require some assistance in disposing of collections of members there. John has moved back to England from Australia and is living in the Manchester area. His address is: John Chivers, 22 Rochford Avenue, Whitefield, Manchester M25 7PS England.

## FOR THE GOOD OF THE SOCIETY

Member Ron Severance of Lexington, Kentucky has provided us with several boxes of Piedmont ticket envelopes, enough to send one to each member in this issue of the LOG. We do have several left over, so should you require a few extra, please send a couple of stamps and we will forward them to you. Thanks a lot Ron--appreciate it!

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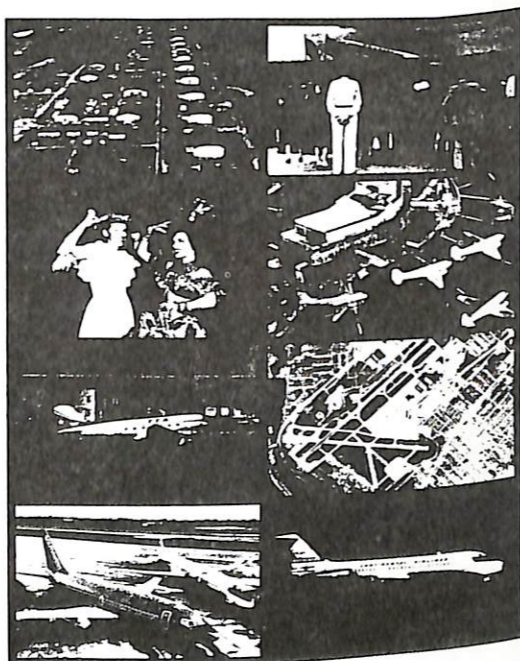


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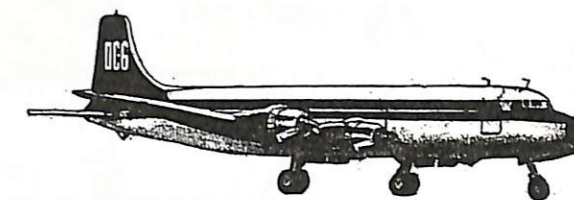


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To obtain the discount rate we need at least 15 or more to travel as a group. So you may take some of the tours that will be offered by the Airliners Int'l 90 committee, the tour will depart Chicago on Monday, June 18. This will get us to Seattle on Wednesday, June 20. At this time the train departs Chicago at 2:45 P.M. and arrives Seattle 10:25 A.M. This will give us plenty of time to check-in at the Red Lion and take part in any tours set-up for Thursday.

The EMPIRE BUILDER takes the northern route to Seattle going through Milwaukee, Minn/St. Paul, Fargo, Glacier Park, Spokane and then on to Seattle. We would really like to see many of you take advantage of this super opportunity. Please send your name and address along with the number of travelers in your party to the address below. Please indicate if your interested in traveling in a compartment or by coach. You will receive a packet giving you the amount it will cost and additional information regarding the tour.

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"BUZZIN 'ROUND" The on-going Video magazine. Buzzin Round #1 features some incredible footage of military aircraft from WW1 to WW11 on to great DoD B47 material and then features SAC in New England. Pease AFB in New Hampshire and Loring AFB in Maine and their Aircraft are featured. KC 135's, F 111's, return of the 509th from a bombing competition in England. In Maine B52 G's, the only interdiction B-52's in the World outside Guam. Fantastic inflights, shots right out the windshield on landing, stunning aerial fueling of a 52, the last F106's that were on the AF operational roster. Lots more. "SHEARWATER/THE BIG ONE" Canadian Forces Base Shearwater, Nova Scotia. A World Class show with airliners, vintage, military fixed wing and "choppers" and special aircraft by the scores. The "SNOWBIRDS" in a private people free show. Matter of fact we were allowed on the Base two days before the public show and the results are super! There is aircraft from the USA, England, Germany and Canada. There is no possible way to list them all. Order "BUZZIN'ROUND #1".

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